

# REPORT

## OF THE

# POSTMASTER GENERAL.

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POST OFFICE DEPARTMENT,  
November 26, 1867.

SIR: The revenues of the department during the fiscal year ended June 30, 1867, were \$15,237,026 87, to which should be added amounts drawn from the treasury under the acts making appropriations for carrying "free mail matter," \$900,000, and amounts under the *special* appropriations for overland mail and marine service between New York and California, \$900,000; steamship service between San Francisco, Japan, and China, \$41,666 67; and between the United States and Brazil, \$250,000, (including \$100,000 on account of service performed during the previous fiscal year;) for new mail routes, \$150,000; and to supply deficiencies, \$1,500,000; making the receipts from all sources \$19,978,693 54. The expenditures of all kinds, including the foreign mail transportation, and service for which the above *special* appropriations were made, say \$1,191,666 67, during the same period, were \$19,235,483 46, showing an excess of receipts over expenditures of \$743,210 08.

The ordinary expenses of the department, not including mail transportation provided for by *special* appropriation, were \$18,043,816 79; and the ordinary receipts, including the amount drawn under appropriation for carrying free mail matter, were \$16,137,026 87, showing an excess of expenditures of \$1,906,789 92, which has been met by the unexpended balances of former appropriations. No appropriation for the past year is therefore needed.

The receipts for postages, as compared with the previous year, show an increase of 6 per cent., and the expenditures an increase of 25 3-10 per cent. The amount of revenue concentrated in the depositories and draft offices was \$6,164,728 16; collected by the auditor \$2,197,113 66; retained by postmasters for compensation and office expenses, \$6,314,156 55; and remaining in the hands of postmasters, awaiting collection, \$561,028 50.

The details of the financial operations of the department are fully set forth in the accompanying comprehensive report of the auditor.

### ESTIMATES FOR 1869.

The ordinary expenditures for the year ending June 30, 1869, are estimated at.....	\$21, 200, 000
Add for overland mail and marine service between New York and California.....	\$900, 000

## REPORT OF THE POSTMASTER GENERAL.

Steamship service between San Francisco, Japan, and China.....	\$500, 000	
Steamship service between the United States and Brazil.....	150, 000	
Steamship service between San Francisco and the Sandwich Islands.....	75, 000	
To supply a deficiency in service between the United States and Brazil in the fiscal year ended June 30, 1866.....	12, 500	
	<hr/>	\$1, 637, 500
Making the total estimated expenditures ..		22, 837, 500
The ordinary receipts, including the standing ap- propriation of \$700,000 for carrying free mail matter, are estimated at.....	16, 700, 000	
Add amounts of special appropriation for Califor- nia, China, and Brazil mails, and for the defi- ciency above named.....	1, 562, 500	
	<hr/>	18, 262, 500
Showing an excess of expenditures of.....		4, 575, 000
Deducting the undrawn balances of appropriations for the department, amounting to.....		2, 000, 000
Leaves the deficiency to be provided for from the general treasury.....		2, 575, 000
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## APPROPRIATIONS FOR SPECIAL SERVICE.

It will also be necessary to make the usual *special* appropriations as follows:

For overland mail transportation and marine service between New York and California.....	\$900, 000
Mail steamship service between San Francisco, Japan, and China.....	500, 000
Mail steamship service between the United States and Brazil...	150, 000
And for deficiency on account of service between the United States and Brazil during the fiscal year ended June 30, 1866.	12, 500
Mail steamship service between San Francisco and the Sandwich Islands.....	75, 000
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## POSTAGE STAMPS AND STAMPED ENVELOPES.

During the year 371,599,605 postage stamps, of the value of \$11,578,607; 44,566,150 plain stamped envelopes, representing \$1,290,588 50; 16,662,750 stamped envelopes bearing printed cards and requests, representing \$494,712 50; and 1,857,750 newspaper wrappers, valued at \$37,155, were issued. An aggregate value of \$13,401,063.

The issue of postage stamps, compared with the previous year, shows an increase

of about 6.5 per cent., whilst the issue of stamped envelopes has increased almost 61 per cent. This increase is attributable to the introduction of printing business cards and requests for return if not delivered, without additional cost. The issue of this class of envelope during the year was increased 106 per cent. over that of 1866.

The prediction in last year's report that the use of such envelope would tend largely to reduce the number of dead letters has been verified. The statistics elsewhere given, under the head of dead letters, show that the number has diminished nearly one million during the past year, and that this gratifying result is attributable to the use of envelopes with a request for the return to the writers of unclaimed letters directly from the post office addressed. It is estimated that fully fifty millions of these envelopes were used during the year, the department supplying about one-third of the number. The sales of postage stamps and stamped envelopes during the year amounted to \$12,988,134 32, leaving unsold in the hands of postmasters \$412,928 78.

#### NEW POSTAGE STAMPS.

Experiments are in progress with a postage stamp printed on embossed paper, which seems to afford good security against fraud. The fibres of the paper being broken, canceling marks almost necessarily penetrate, so that they cannot easily be removed without destroying the stamp. The adhesive properties are also promoted, and other advantages secured which commend the invention to favorable notice.

The number of packages of postage stamps lost in the mails during the year ended June 30, 1867, was nineteen, representing \$3,830. The number of packages of stamped envelopes lost during the same period was seven, valued at \$1,191 90.

During the year twenty-eight cases of claims on account of robberies by armed forces have been acted on. Twenty-four of these, amounting to \$6,064 05, have been allowed, and four, amounting to \$383 27, have been disallowed.

#### CONTRACTS.

There were in the service of the department on the 30th June, 1867, 6,376 contractors for the transportation of the mails.

Of mail routes in operation there were 7,743; aggregate length, 203,245 miles; aggregate annual transportation, 78,982,789 miles; aggregate annual cost, \$9,336,286; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail-route messengers, and baggage masters in charge of mails, viz: \$1,020,871, the aggregate annual cost was \$10,357,157. This service was divided as follows, viz:

Railroad routes: Length 34,015 miles; annual transportation, 32,437,900 miles; annual cost, \$3,812,600; about 11.75 cents per mile.

Steamboat routes: Length, 15,094 miles; annual transportation, 3,210,740 miles; annual cost, \$472,206; about 14.7 cents per mile.

Celerity, certainty and security routes: Length, 153,136 miles; annual transportation, 43,334,149 miles; annual cost, \$5,051,480; about 11.65 cents per mile.

The length of routes was increased over the preceding year 22,324 miles; the annual transportation, 7,144,875 miles; and cost, \$1,705,812; to which add increased cost for railway postal clerks, route, local and other agents, \$241,161, makes an aggregate of \$1,946,973.

#### LEGISLATIVE CONTRACTS.

##### SAN FRANCISCO TO PORTLAND, BY SEA.

By a joint resolution of Congress approved February 18, 1867, the Postmaster General was "authorized to employ ocean mail service between San Francisco, California, and Portland, Oregon, not less than three times a month, in continuation of the service from New York via Panama to San Francisco; provided that the cost of said service shall not exceed twenty-five thousand dollars per annum." The resolution further directed that bids for the service be invited by advertisement in newspapers published at San Francisco, California, and Portland, Oregon. In compliance with the provisions of this enactment, an advertisement was prepared under date of February 25, 1867, and inserted in the newspapers directed, and also in one printed in New York, inviting proposals for service from July 1, 1867, to June 30, 1870. But one bid was received, that of the California, Oregon and Mexican Steamship Company, at \$25,000 per annum, which was accepted June 6, 1867, and contracts have since been executed.

##### LINCOLN TO PORTLAND, BY LAND.

The fortieth Congress adopted "a resolution to terminate a contract of a member of Congress with the Post Office Department," which was approved by the President March 26, 1867. This resolution authorizes the Postmaster General "to cancel the contract between the United States and the present contractor for the transportation of the mail on route No. 14,782, between Lincoln California, and Portland, Oregon; to take effect September 30, 1867," and directs that the department "advertise for bids for the performance of the service for the residue of the contract term" in California and Oregon newspapers.

An advertisement was accordingly issued April 4, 1867, and published as directed, inviting proposals for the service from October 1, 1867, to June 30, 1870, under which advertisement bids were received from three persons, the lowest being that of Jesse C. Carr, of San Francisco, at \$196,000 per annum, which was accepted August 5, 1867.

The compensation under the contract superseded by this legislation was \$179,000.

##### OVERLAND AND TERRITORIAL MAILS.

No changes have been made in the overland California mail since the last annual report, at which time the department was having daily service from the ends of the railroad, by both the Smoky Hill and Platte routes, as far as Denver, where the lines united and formed the single daily route via Salt Lake City and Virginia City to the Central Pacific railroad connection.

During the spring and summer months the complaints as to the manner in which the service was being performed, and the great delay in the arrival of

mail from the east at Denver and Salt Lake, were more numerous and pressing than at any time since the present route has been in operation. It was charged that the Indian-troubles, complained of by the contractor and given by his agents as an excuse for non-performance of service, were a pretence, and that there was no reason why the mails should not be conveyed regularly and within schedule time. The official reports, however, of General Sherman and other officers of the army, referred by the Secretary of War to this department, proved conclusively that the most serious troubles did exist on the plains, and that there was no safety for either passengers or mails except under ample military escort, which could not be furnished daily. A special agent of the department, lately sent over the route for the express purpose of reporting as to the manner in which the service had been performed during the summer, and also as to its present condition, has, under date of November 4, 1867, made his report, which is accompanied by the affidavit of the postmasters at the principal offices on the route, and also by the statements of several officers commanding military stations on the line. The burden of this proof is summed up as well, perhaps, in the affidavit of the postmasters at Denver as in any of the other papers submitted. He says: "On that portion of the route from Denver to Omaha City, or terminus of railroad, Indian troubles of a serious nature commenced as early as February 16, and, notwithstanding the contractor, supported by the military, put forth every effort in his power to clear the road and keep it open, no mail was received at this office over that route from February 23 to March 2. During the month of March our registers show eighteen failures. From June 8 to September 1 regular trips were made on alternate days, and from that date to the present we have had daily service. I am reliably informed that the delay was, in many instances, caused by loss of stock driven off by hostile Indians, at points where it was impossible to replace it without prolonged delay. This was more especially the case on the route from Denver to Salt Lake City. Late in the winter the Union Pacific railroad was blockaded by snow, followed soon by high water, which caused another delay of three weeks and the diversion of the mail from the Platte to the Smoky Hill line. From the best information I can obtain the causes of all of the detentions and irregularities complained of were unavoidable on the part of the contractor, and of such a character as to have precluded the possibility of any man or set of men making regular trips over the route, unless securely guarded by an armed force of considerable magnitude." From papers submitted by the contractor to the inspection division, it would appear that from April 1 to August 15, 1867, the Indians robbed him of three hundred and fifty head of stage stock; burned twelve of his stage stations, with large amounts of grain and hay, destroyed three coaches and express wagons, severely wounded several of his passengers, and killed outright thirteen of his most reliable employés.

The Santa Fé route, although more fortunate than the overland, was also besieged by Indians during the greater part of the summer. Several of the stations were robbed of their stock, which, of course, seriously delayed the transmission of mail matter. At this date, however, the route is working well, and

the registers show that the service is being performed even within the lately shortened schedule time, which gives great satisfaction to the residents of the entire Territory.

A daily mail having been ordered on the route from Salt Lake to the Dalles, Washington Territory, letters and papers from the east for northern Oregon and Washington are distributed so as to be forwarded by that line.

Contracts for the overland and the Dalles routes expire September 30, 1868, and the usual advertisements, inviting proposals for the service, are about being issued by the department.

The importance of a mail over the old southern overland route from El Paso, Texas, by Tucson and Yuma, to Los Angeles being urged upon the department, route 17,408, originally let from Mesilla to Tucson, was extended, at pro-rata pay, to Los Angeles, and the number of trips increased to three per week. This has proved a source of great benefit to persons living on the line of the route, who had been for five years cut off from any more direct communication with California than by sending their letters by stage fifteen hundred miles to Saint Joseph, to be again transmitted two thousand miles by the same conveyance to San Francisco.

With the view of affording more direct mail communication between Chicago, Saint Paul, and other important points, and the Territories of Montana, Idaho, and Washington, route No. 13,811, from Fort Abercrombie to Helena, was advertised for the spring letting of 1867, and duly awarded to contract, for a three-times-a-week service, to the lowest bidders. By this route, it was claimed, six hundred miles in distance would be saved between Chicago and Helena, as compared with the more indirect one via Salt Lake City. Unfortunately, however, both for the communities interested and the contractors, the Indian hostilities have been so fierce and unrelenting on nearly the whole line, with not even an attempt at military protection, that what little mail matter was trusted to it has been conveyed by ponies, travelling over some portions of the route only at night; and, therefore, instead of shortening the time between the points named, it has been more than doubled. The service, as now performed on the route, is of no value to the department, and, unless a marked improvement shall take place by spring, it will be discontinued.

#### RATES OF PAY AND WEIGHTS OF MAILS ON RAILROAD ROUTES.

There are three acts of Congress which contain provisions prescribing the rates of compensation which shall be allowed for the transportation of mails on railroad routes. By the first, approved July 7, 1838, section 2, the Postmaster General is authorized to cause the mail to be transported upon "each and every railroad within the limits of the United States which now is, or hereafter may be, made and completed," "provided he can have it done upon reasonable terms, and not paying therefor, in any instance, more than twenty-five per centum over and above what similar transportation would cost in post coaches." The second, approved January 25, 1839, section 1, restricts the authority vested in the Postmaster General by the act above quoted, so as not to permit him to allow more

than three hundred dollars per mile per annum to any railroad company in the United States for the conveyance of one or more daily mails upon their roads." And the third, approved March 3, 1845, section 19, prescribes that, "To insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies in the United States for the transportation of the mail, it shall be the duty of the Postmaster General to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service; and it shall be lawful for him to contract for conveying the mail with any such railroad company, either with or without advertising for such contract: *Provided*, That for the conveyance of the mail on any railroad of the first class he shall not pay a higher rate of compensation than is now allowed by law; nor for carrying the mail on any railroad of the second class a greater compensation than one hundred dollars per mile per annum; nor for carrying the mail on any railroad of the third class a greater compensation than fifty dollars per mile per annum. And in case the Postmaster General shall not be able to conclude a contract for carrying the mail on any of such railroad routes at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter mail over such route by horse express, or otherwise, at the greatest speed that can reasonably be obtained, and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed: *Provided*, That if one half of the service on any railroad is required to be performed in the night season, it shall be lawful for the Postmaster General to pay twenty-five per centum in addition to the aforesaid maximum rates of allowance: *And provided further*, That if it shall be found necessary to convey over any railroad route more than two mails daily, it shall be lawful for the Postmaster General to pay such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rate of allowance established by this act."

In order to such an arrangement and classification of railroad routes as the act last mentioned contemplates, there is an obvious necessity for accurate and reliable information as to the "size of the mails" they severally convey. Yet, until recently, no measures were ever taken to procure from any considerable proportion of the roads in the service of the department statements of the amounts of mail matter conveyed by them, respectively. In February and March last, however, a "railroad weight circular" (a copy of which is hereto annexed) was issued, and addressed to the proprietors of each railroad route, requesting them to "weigh all the through mails and way mails" conveyed in both directions to and from every station for thirty consecutive working days, commencing on all roads east of the Rocky mountains on the 1st, and on all roads west on the 15th, of April, 1867, and report the results to the department in a prescribed tabular form annexed to the circular, and to return also a description of the accommo-

dations provided for mails and agents, with the dimensions, fixtures, and furniture of the car or apartment allotted to their use, and a statement of the number of trips per week in each direction. Prompt responses were returned from a majority of the routes; and, to obtain returns from the residue, a second circular was issued, under date of the 1st August, 1867, (copy herewith,) notifying them that the returns received would be published, and remarking that roads refusing or failing to respond would incur the imputation of unwillingness to exhibit the amount and character of the service they performed for the department in comparison with others receiving equal compensation, and that, upon any future call or opportunity for the readjustment of the pay for transporting mails on such roads, the information asked for would be deemed indispensable. The result of these calls appears in the annexed "Table showing the weight of mails and accommodations for mails and agents on railroad routes, with the frequency of the service and the rate of pay per mile per annum for mail transportation," (see Appendix,) in which, it will be observed, the routes are arranged, not by States, but according to the rate of pay, the highest being first, and those of equal pay according to the average weight carried the whole distance.

Two routes receiving the highest rate of pay—\$375 per mile per annum—have reported, namely, the New Jersey railroad, route 2006, between New York and New Brunswick, on which the average weight of mails per day carried the whole length of the route is 20,119 pounds, and the Philadelphia and Trenton Railroad, route 2067, between New Brunswick and Philadelphia, on which the average weight of mails per day carried the whole length of the route is 20,069 pounds. On four routes receiving pay at the rate of \$300 per mile, the daily average weights range from 22,581 pounds between Baltimore and Washington, (route 3207,) to 7,668 pounds between Baltimore and Cumberland, (route 3208) both under contract to the Baltimore and Ohio Railroad Company. On eight routes receiving pay at rates ranging from \$275 to \$210 87 per mile, the weights range from 9,385 pounds per day between Cincinnati and Xenia, (Little Miami railroad, route 9406, pay \$225,) to 3,518 pounds between Cincinnati and Hamilton, (Cincinnati, Hamilton and Dayton railroad, route 9405, pay \$225.) On fifteen routes receiving \$200 per mile, the weights range from 19,183 pounds per day between Philadelphia and Pittsburg, (Pennsylvania railroad, route 2201,) to 367 pounds between Syracuse and Rochester, (New York Central railroad, route 1234.) Dividing the Pennsylvania railroad at Harrisburg, the point at which the great mails between New York and the principal cities of the West pass on and off that road, the average weight per day carried the whole distance between Philadelphia and Harrisburg is 8,278 pounds, and between Harrisburg and Pittsburg 23,825 pounds, the largest average reported. On six routes receiving pay at rates ranging from \$187 50 to \$150 72 the weights range from 4,827 pounds between Boston and Providence, (Boston and Providence railroad, route 608, pay \$187 50,) to 1,756 pounds between Chicago and Boonsboro', (Chicago and Northwestern railroad, route 11403, pay \$175.) On twenty-seven routes receiving \$150, the weights range from 7,384 pounds between Rochester and Niagara Falls, (New York Central railroad, route 1282,) to 287 pounds between Leavenworth and Lawrence, (Union Pacific railroad,

route 14083, branch.) On twenty routes receiving pay at rates ranging from \$145 64 to \$103 63, the weights range from 3,603 pounds between Richmond and Petersburg, (Richmond and Petersburg railroad, route 4408, pay \$122 45,) to 30 pounds between Rouse's Point and Canada line,) Champlain and St. Lawrence railroad, route 1138, pay \$116 60.) On seventy-one routes receiving \$100, the weights range from 7,086 pounds between Washington and Lynchburg, (Orange and Alexandria railroad, route 4401,) to six pounds between Shawmut and Shawmut Junction, (Pennsylvania Cannel Coal railroad, route 2830.) On six routes receiving pay at rates ranging from \$90 to \$77 17, the weights range from 732 pounds between Albany and Junction, (Rensselaer and Saratoga railroad, route 1080, pay \$85 75,) to 108 pounds between Canandaigua and Batavia, (New York Central railroad, route 1277, pay \$83.) On fifty-one routes receiving \$75, the weights range from 2,048 pounds between Atlanta and West Point, (Atlanta and West Point railroad, route 6003,) to 40 pounds between Northboro' and Pratt's station, (Agricultural Branch railroad, route 640a.) On twelve routes receiving pay at rates ranging from \$69 09 to \$51 12, the weights range from 1,324 pounds between Buffalo and Corning, (Erie railroad, route 1321, pay \$60,) or 3,794 pounds dividing the route at Attica, to 46 pounds between Taunton and Middleboro', (Middleboro' and Taunton railroad, route 679, pay \$63 16.) On one hundred and eight routes receiving \$50, the weights range from 6,488 pounds between Suspension Bridge and Detroit, (Great Western railroad of Canada, route 1320, (to 12 pounds between Washington and Double Wells, (Georgia railroad, route 6005.) On thirty-one routes receiving pay at rates ranging from \$47 77 to \$20, the weights range from 464 pounds between Lancaster and Middletown, (Pennsylvania railroad, route 2257, pay \$45 84,) to 14 pounds between Hodges and Abbeville, (Greenville and Columbia railroad, route 5607, branch, pay \$30.)

In tabular form these results appear as follows :

Number of routes.	RATES OF PAY.		RANGE OF DAILY WEIGHTS.	
	From—	To—	From—	To—
			<i>Pounds.</i>	<i>Pounds.</i>
2	-----	\$375 00	20, 119	20, 069
4	-----	300 00	22, 581	7, 668
8	\$275 00	210 87	9, 385	3, 518
15	-----	200 00	19, 183*	367
6	187 50	150 72	4, 827	1, 756
27	-----	150 00	7, 384	287
20	145 64	103 63	3, 603	30
71	-----	100 00	7, 086	6
6	90 00	77 17	732	108
51	-----	75 00	2, 048	40
12	69 09	51 12	1, 324†	46
108	-----	50 00	6, 488	12
31	47 77	20 00	464	14
361				

\* Or 23,825 pounds, dividing the Pennsylvania railroad at Harrisburg.  
† Or 3,794 pounds, dividing at Attica.

Not the weight of the mails alone, it is true, but also the accommodations provided for the mails and agents of the department, the dimensions, fixtures, and furniture of the car or apartment allotted to their use, the frequency of the service, and, it may be, other circumstances besides, are entitled to consideration in adjusting the pay for railroad transportation. Still, "the size of the mails" being, in the main, undeniably the principal indication or test of "the importance of the service," the figures above cited display great inequalities in the rates actually allowed. No general systematic revision and re-adjustment of these rates, based upon the returns received, has yet been attempted; but in a number of cases of disagreement between the department and railroad companies the returns have been used as a guide to a proper settlement of the dispute; and, as the terms of existing contracts expire, and it becomes necessary to enter into new engagements, it is expected that such changes will from time to time be made as will eventuate, ultimately, in the nearest practicable approach to a perfect classification of railroad routes and graduation of their pay according to the comparative value and importance of the service they perform.

The table showing the weight of mails, &c., above referred to, is accompanied by an alphabetical index, for easy reference, and also by a list of routes from which no response to the department's calls has been received, in which list the titles of the companies are arranged in alphabetical order. Several, whose titles do not appear in either the table or the list, are expected yet to furnish the desired information, they being in correspondence with the department on the subject.

#### POST-ROUTE MAPS.

These maps, the general outline of which was suggested by and inaugurated under the administration of Postmaster General Blair, are intended to embrace a systematic exhibit of the postal service of the United States, on a plan adapted to keep up with the periodical changes and gradual improvement of the service.

It is needless to do more than refer to the advantages of this graphic mode of representation, for a general view of mail connections, over the tedious reference to books of entry.

Owing to the vast extent of our national domain, and the great number of post offices and routes to be shown, with the requisite amount of detail, such maps can only be compiled in successive groups of States.

During the past year, a map of the mail service in the States of New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut, with parts of New York and Maine, has been completed by the topographer, and distributed to postmasters and other agents of the department, as also to officers in other branches of the public service, and has already secured numerous testimonials to the usefulness of such an official production.

These first demands having been met, copies of the map are for sale from the department, (second assistant postmaster general's bureau,) and from agents in Boston, Portland, New York, and Philadelphia.

The next in the series, the map of the State of New York and its immediate connections, is nearly completed by the engraver, and will be issued this winter;

and the third map, embracing the States of Pennsylvania, New Jersey, Delaware, Maryland, and the District of Columbia, being well advanced, will follow soon after.

#### FINES AND DEDUCTIONS.

The amount of fines imposed and deductions made from the pay of contractors, for failures and other delinquencies during the year, was \$188,839 46, and the amount remitted for the same period was \$42,931 79, leaving the net amount of fines and deductions \$145,907 97.

#### MAIL BAGS, LOCKS, AND KEYS.

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 being \$80,440, which, though an excess of \$26,812 50 over the expenditure of the previous year, is less by \$11,275 86 than that of the year next preceding.

#### THROUGH MAIL ROUTE BETWEEN WASHINGTON AND NEW ORLEANS.

The through mails between Washington and New Orleans are carried over the Orange and Alexandria railroad between Washington and Lynchburg, Virginia; the Virginia and Tennessee railroad between Lynchburg and Bristol, Tennessee; the East Tennessee and Virginia railroad between Bristol and Knoxville, Tennessee; the East Tennessee and Georgia railroad between Knoxville and Chattanooga, Tennessee; the Nashville and Chattanooga railroad between Chattanooga and Stevenson, Alabama; the Memphis and Charleston railroad between Stevenson and Grand Junction, Tennessee; the Mississippi Central railroad between Grand Junction and Canton, Mississippi; and the New Orleans, Jackson and Great Northern railroad between Canton and New Orleans. This is called the *Southwestern route*. It is all rail, and its aggregate length is twelve hundred and eighty miles. Diverging from the *Southwestern route* at Cleveland, Tennessee, and running via Dalton, Atlanta, and West Point, Georgia, and Montgomery and Mobile, Alabama, to New Orleans, the distance is twenty miles less, being twelve hundred and sixty miles between Washington and New Orleans; but on that route there are one hundred and sixty-six miles of steamboat service between Mobile and the lake terminus of the Pontchartrain railroad.

Records have been kept at New Orleans and Washington since 21st January last, showing the time occupied in the transmission of through mails between the two extremes.

The period from 21st January to 31st October, inclusive, embraces two hundred and eighty-four days. During thirty-five of these days, viz: from the 8th of March to the 11th of April, inclusive, the *Southwestern route* was obstructed by excessive floods in East Tennessee. In the remaining two hundred and forty-nine days there were received at New Orleans from Washington, by the *Southwestern route*, two hundred and forty-eight mails, of which ninety-six were carried through at an average speed of seventy-eight hours and thirteen minutes, a fraction over three and one-quarter days; one hundred and four at an average speed of eighty-five hours and fifty-three minutes, a fraction over

three and one-half days; nine at an average speed of one hundred and two hours and six minutes, a fraction over four and one-quarter days; thirty-five at an average speed of one hundred and nine hours and forty-eight minutes, a fraction over four and one-half days; one in one hundred and twenty-two hours and forty-five minutes; one in one hundred and twenty-seven hours and forty minutes; one in one hundred and thirty-three hours and forty-five minutes; and one in one hundred and thirty-four hours and forty-five minutes; the common average speed of the two hundred and forty-eight mails being eighty-seven hours and thirty-five minutes, or three days, fifteen hours, and thirty-five minutes. Two trips were made each in seventy-six hours and forty minutes, which was the greatest speed attained. On thirty of the two hundred and forty-nine days no mails were received at New Orleans from Washington, in consequence of the failure of the trains to connect at some point on the route.

During the same two hundred and forty-nine days there were received at Washington from New Orleans two hundred and forty-eight mails, of which one hundred and eighty-seven were carried through at an average speed of eighty-three hours and fifty-three minutes, a fraction under three and one-half days; thirty-two at an average speed of ninety-four hours and thirty-seven minutes, a fraction under four days; twenty-two at an average speed of one hundred and seven hours and twenty minutes, a fraction under four and one-half days; four at an average speed of one hundred and nineteen hours and fourteen minutes, a fraction under five days; one in one hundred and thirty-one hours and twenty-five minutes; one in one hundred and forty-four hours and fifty minutes; and one in one hundred and fifty-five hours and thirty-eight minutes; the common average speed of the two hundred and forty-eight mails being eighty-eight hours and thirty-nine minutes, or three days, sixteen hours, and thirty-nine minutes. Two trips were made each in eighty-two hours, which was the greatest speed attained going north. On twenty-eight of the two hundred and forty-nine days no mails were received at Washington from New Orleans, in consequence of the failure of the trains to connect at some point on the route.

During the thirty-five days' interruption of the through mail service on the *Southwestern route*, the mails were carried from Washington to New Orleans via Richmond, Virginia, Wilmington, North Carolina, Kingsville, South Carolina, Augusta and Atlanta, Georgia, and Montgomery and Mobile, Alabama, (the *Atlantic route*,) at an average speed of one hundred and five hours and twenty-six minutes, or four days, nine hours, and twenty-six minutes, nineteen of the thirty-five mails going through each in four days and a fraction over—say ninety-six hours and forty-six minutes. During the same thirty-five days seven mails were carried from New Orleans to Washington via Nashville, Tennessee, and Cincinnati, Ohio, at an average speed of one hundred and thirty-five hours, or five days and fifteen hours, one trip, the shortest by that route, being made in one hundred and six hours, or four days and ten hours; and twenty-four mails by the *Atlantic route*, at an average speed of one hundred and thirteen hours and twenty-eight minutes, or four days, seventeen hours, and twenty-eight minutes, one trip, the shortest, going north, by that route, being made in one hundred and eleven hours, or four days and fifteen hours.

Compared with the records kept before the rebellion, as condensed in the report of the Postmaster General for the year 1860, (page 23,) the service on the *Southwestern route* exhibits a marked improvement, both with regard to speed and regularity, the average time in each direction being reduced about twenty-two hours, and the proportion of trips performed in schedule time being increased from about one-half the whole number then to nearly five-sevenths now, reckoning the schedule time at three and a half days until the 15th of June, and at three and a fourth days after that date, going south, and at three and a half days for the whole period going north.

## RAILWAY POSTAL SERVICE.

There are now in operation in the United States eighteen railway postal routes, extending in the aggregate over four thousand four hundred and thirty-five miles, upon eight hundred and seventy-nine miles of which twice daily service is performed, making a total equal to five thousand three hundred and fourteen miles of railway postal service daily each way. There are employed in this service one hundred and sixty men, as head clerks and clerks, at a cost of one hundred and eighty-seven thousand nine hundred dollars per annum. It would require to perform this same service by route agents, in the ordinary way, eighty-six men, at salaries of ten hundred and eighty dollars per annum, the compensation now allowed to route agents on first-class routes, making the cost ninety-two thousand eight hundred and eighty dollars per annum. Thus :

160 postal clerks cost.....	\$187, 900 00
86 route agents would cost .....	92, 880 00
	<hr/>
Increased cost of postal clerks over route agents.....	95, 020 00
	<hr/> <hr/>

But, in making this statement, it is proper to state that the reduction of clerical force in distributing and other large post offices incident to the introduction of the railway postal service should be taken into consideration. It is impossible to give the exact number of clerks saved to those offices ; but it is certain that in the force of the Chicago, Cairo, St. Joseph, Buffalo, Washington, Richmond, Memphis, and Chattanooga offices, an aggregate reduction of thirty men has been made ; and it is fair to assume that, without the railway postal service, these same offices, instead of decreasing, would have increased their force by the addition of at least thirty. The saving may therefore be set down at sixty men, at an average compensation of \$1,000 per annum each, say \$60,000 per annum, thus reducing the balance against the railway postal service, as at present in operation and organized, to about \$35,000 per annum.

The reduction of labor in the New York, Philadelphia, and Baltimore offices must, of course, be as much in proportion as the reduction of labor in the offices first mentioned ; but, leaving out New York, Philadelphia, and Baltimore, and assuming that the railway postal service on these 5,000 miles is costing \$35,000 per annum, or an average of \$7 per mile over the ordinary or old route-agent service, the fact that twelve, twenty-four, and often forty-eight hours are saved in the transmission of all the mails passing over these 5,000 miles would seem sufficient to justify the increased expenditure.

## PACIFIC RAILROAD SERVICE.

At the date of the last annual report, Junction City, Kansas, 139 miles west of Wyandotte, and 418 miles west of St. Louis, Missouri, was the furthest point to which a continuous railroad line from the eastern cities toward the Pacific was completed, a gap existing, east of Omaha City, Nebraska, in the line from Chicago to Kearney. This gap has since been filled up by the completion of the Chicago and Northwestern railroad to Council Bluffs, Iowa, on the eastern side of the Missouri river, opposite Omaha, and the Union Pacific railroad (the Platte route) has been extended beyond Kearney 329 miles to Cheyenne, at the base of the Rocky mountains, 519 miles west of Omaha, and 1,013 miles west of Chicago, Illinois. The Junction City or Smoky Hill route, (Union Pacific railroad, eastern division,) has also been extended 153 miles to Hays City, making the length of the railroad route west of St. Louis 571 miles. The mails are carried daily on these routes west from Wyandotte and Omaha, and on the Pacific side the mails are conveyed twice daily between Sacramento and Cisco, a distance of 94 miles, under contract with the Central Pacific Railroad Company. The lines are thus extending east and west to meet each other; the average progress on the Platte route the past year, Sundays excepted, exceeding one mile per day. A continuation of the work with like energy will verify the promise of the railroad companies by the year 1870 to span the continent.

## FOREIGN MAIL SERVICE.

## STATISTICS.

The aggregate amount of postage upon the correspondence exchanged with foreign countries was \$2,441,242 52, an increase of \$152,023 22 over the previous year. Of this amount \$1,969,605 55 accrued on the correspondence exchanged in the mails with Great Britain, France, Prussia, Bremen, Hamburg, and Belgium; \$348,303 88 on correspondence exchanged with the British North American provinces, and \$123,333 09 on mails transmitted to and from the West Indies, Mexico, Central and South America, the Sandwich Islands, Japan, and China. The United States portion of the postage on correspondence exchanged with Great Britain and the continent of Europe amounted to \$871,223 45; with the British North American provinces, \$196,848 13; and with the West Indies, &c., \$123,333 09, making the total United States postages on foreign mails \$1,191,404 67.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 10,298,234, of which 5,312,401 were sent from, and 4,985,833 received in the United States. Of this number 9,442,111 were exchanged with European countries, an increase of 877,264 as compared with the previous year. The estimated number exchanged with the British provinces was 2,806,000, making a total of over 13,100,000 letters exchanged in the mails with foreign countries.

The number of newspapers sent to foreign countries (exclusive of the British North American provinces) was 2,956,599, and the number received 1,871,710,

making a total of 4,828,482. Of this number 4,418,482 were exchanged with European countries. As no postage accounts are kept with the British provinces, the number of newspapers exchanged between the United States and these provinces cannot be stated, even approximately, although it is known to have been large.

The trans-Atlantic steamship lines employed in the service of foreign governments conveyed mails, the postage on which amounted to \$1,091,189 55, and those employed in the same service by this department conveyed mails, the postage on which amounted to \$878,416.

#### OCEAN TRANSPORTATION.

The cost of the trans-Atlantic mail steamship service employed by this department, under the provisions of the law allowing sea and inland postages to American and sea postages only to foreign steamships was \$551,338 01. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving different rates of compensation limited to the postages, was \$60,711 77, and the amount paid for sea and isthmus conveyance of mails to and from Central and South America, via Panama, was \$22,956 79 ; making a total expenditure for ocean transportation of \$635,006 57, exclusive of the payments made to the Brazil and China lines, receiving subsidies for mail service under special acts of Congress.

#### BALANCE DUE FOREIGN POST DEPARTMENTS.

The excess of postage collections in the United States on the correspondence exchanged with Great Britain and countries on the continent of Europe was \$564,757 13, and the balance against the United States on adjustment of the international postage accounts with those countries amounted to \$357,223 77. Additional particulars of the results of the foreign mail service, which is increasing rapidly in extent and importance, are embraced in the Appendix, and also in the report of the auditor, appended hereto.

#### NEGOTIATIONS OF NEW POSTAL CONVENTIONS WITH GREAT BRITAIN AND COUNTRIES ON THE CONTINENT OF EUROPE.

Following the notice given by the British government for the termination of the postal convention of 15th December, 1848, between the United States and the United Kingdom, a preliminary basis of a new convention, reducing the international letter postage from twenty-four to twelve cents, and establishing moderate charges for sea and territorial transit of correspondence in closed mails, was agreed upon between this department and the British post office, the leading features of which were stated in the last report. As the details of this new convention were yet to be discussed and formally adjusted with the British office, a favorable opportunity was presented to establish enlarged facilities of mail communication with reduced and uniform rates of postage to the continent of Europe.

With this object in view, the Hon. John A. Kasson was appointed a special

commissioner on behalf of this department, with instructions to proceed to Europe, and negotiate, in person, at the respective post departments, subject to revision and approval by the Postmaster General, the details of new postal conventions, in conformity with the general basis of international postal intercourse recommended by the Paris conference of 1863—the main points being the reduction of rates on international mail communications, written and printed; the reduction or total abolition of territorial transit charges on correspondence in closed mails; the establishment, as nearly as possible, of uniform postage rates to all parts of Europe; and generally to simplify and render uniform the rules governing the exchange of correspondence with other countries.

Mr. Kasson was selected for this important mission because of his knowledge of postal details obtained during his connection with the department as first assistant postmaster general, and particularly on account of his familiarity with the postal questions to be dealt with, which were fully discussed at the Paris conference, in which he took a prominent part as the delegate from this department. His success thus far in accomplishing the objects of his mission has been all that I could have reasonably expected, considering the different internal systems and variety of postal interests to be consulted, and the delays encountered in conducting such negotiations.

Liberal postal conventions, with general uniformity of principles and details, have been concluded with the United Kingdom of Great Britain and Ireland, Belgium, Switzerland, the Netherlands, the North German Union, and Italy, securing important reductions of postage, and introducing other valuable improvements in our postal intercourse with those countries. Negotiations are also in progress with the French post department for a similar arrangement, which it is hoped may terminate with like success.

The leading features of the postal convention with the United Kingdom, which goes into full effect on the 1st of January, 1868, are:

1. A reduction of the international letter rate from twenty-four to twelve cents.
2. The standard weight for letters one-half ounce in the United Kingdom, or fifteen grammes in the United States, with uniform progression from that basis, one additional rate for each additional weight or fraction of it.

3. Prepayment of letters optional, but unpaid letters to be subject to a fine on delivery.

4. Prepayment of all other postal packets compulsory in the mailing country, at rates to be established by each department, within a prescribed minimum for book packets and samples, and the receiving country to deliver free of charge.

5. The postage collected in each country upon international correspondence, written or printed, to be equally divided, on the principle that every letter receives an answer, and the labors of each office are substantially equal. But each country to collect for its own use the fines imposed on unpaid letters which it receives from the other.

6. The transit charge for letters in closed mails, one-half the interior rate in each country, viz: one and a half cents for the United States, and one-half of a penny for Great Britain, to be computed by the ounce, or thirty grammes on letters, and by the pound or kilogramme on other mails.

7. Each country to make its own arrangements for the despatch of mails to the other by well appointed ships, and to pay for the transportation of the mails which it despatches.

8. The free transfer of extra territorial mails in the seaports of the two countries.

The conventions concluded with Belgium, the Netherlands, the North German Union, Italy, and Switzerland, respectively, contain substantially the same principles and provisions as the convention with the United Kingdom, with such slight modifications as were necessary to meet the peculiarities of the postal system of each country.

The single rate for letters between the United States and Belgium, by closed mails through England, is reduced from twenty-seven to fifteen cents; between the United States and Prussia, embracing all the States now included within the North German Union, the single letter rate is reduced from thirty to fifteen cents; and the same rate of fifteen cents has been established to the Netherlands, Italy, and to Switzerland, respectively, by closed mails through England, thus securing a uniform rate of letter postage to each of these countries.

The conventions with Belgium and the North German Union also establish a reduced international rate of ten cents for letters transmitted by regular lines of mail steamships plying directly between any port of the United States and any port of the north of Europe.

The principle of free transit for correspondence transmitted in closed mails is adopted in the conventions with the Netherlands and Italy, and in each of the other conventions very low transit charges are established.

Copies of these conventions are annexed.

#### POSTAL CONVENTION WITH HONG KONG, CHINA.

A postal convention, with simple provisions avoiding postage accounts, has also been concluded with the colonial government of Hong Kong, China, a copy of which is annexed. As the colonial post office at Hong Kong exercises exclusive control of all mails received at and despatched from that port, a convention, regulating an exchange of correspondence with that office, became essential in connection with the United States mail steamship service between San Francisco and Hong Kong. The arrangements made with the Hong Kong office embrace correspondence originating in the United States and addressed to Hong Kong or to the dependent Chinese ports with which Hong Kong maintains postal relations, including Canton, Amoy, Swatow, and Foo-chow; and *vice versa* of correspondence originating in Hong Kong or the dependent Chinese ports and addressed to the United States. Pre-payment is compulsory. Each office retains the postage which it collects at the established rates on the correspondence which it forwards to the other, and the receiving office delivers free of charge.

A corresponding arrangement has been proposed by this department to the British post office with respect to the correspondence originating in the United States and addressed to the ports in India, regularly served with mails by British contract packets from Hong Kong and *vice versa*.

## REGISTRATION OF LETTERS TO BRITISH NORTH AMERICAN PROVINCES.

The arrangement between the United States and Canada for the mutual exchange of registered letters has been extended to registered letters exchanged with New Brunswick, Nova Scotia, and Prince Edward's Island, respectively.

## MAIL STEAMSHIP SERVICE TO JAPAN AND CHINA.

The mail steamship service between the United States and China, authorized by the act of Congress approved February 17, 1865, was commenced on the 1st of January, 1867, by the departure of the steamship Colorado from San Francisco with the mails for Japan and China, and two additional round trips have been performed between San Francisco, Yokohama, and Hong Kong, by that steamer, departing from San Francisco on 3d of April and 4th of July, and delivering return mails at that port on 15th June and 15th September, respectively. The average duration of the three voyages of the Colorado were as follows, viz:

	Days.	Hours.	Min.
From San Francisco to Yokohama.....	22	17	41
From San Francisco to Hong Kong, including detention at Yokohama.....	30	11	10
From Yokohama to Hong Kong.....	6	2	48
From Hong Kong to Yokohama.....	7	12	46
From Yokohama to San Francisco.....	21	9	0
From Hong Kong to San Francisco, including detention at Yokohama.....	30	22	7

The Great Republic and China, built expressly from this service, have been placed upon the line. The Great Republic has just completed her first round voyage, begun at San Francisco September 3, 1867, and ended November 19, 1867, and the China entered on her first voyage from San Francisco on the 14th October, 1867. The contractors expect to have the Japan, the third steamship building for the line, ready for service about the 1st of July, 1868, and the fourth steamship, not yet named, but now on the stocks in a state of forwardness, will likewise be ready for service in January, 1869. They are unable at present to indicate the time of commencing the full monthly service required by the contract.

A supplemental contract was executed on the 20th of March, 1867, a copy of which is annexed, for the conveyance of the United States mails without additional charge, in lieu of the Honolulu service released, by a branch line of steamers between Yokohama, or other port in Japan used by the main line, and the port of Shanghai, in China, making continuous regular monthly trips between said ports in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the second section of the act of Congress approved February 18, 1867; the branch service to be put into operation in connection with the steamship leaving San Francisco on the 3d of July, 1867, for Yokohama and Hong Kong, and her return.

In April last the contractors applied for permission to perform the mail service between Yokohama and Hong Kong by a monthly branch line of first-class American side-wheel steamships, in regular connection with the main line, un-

der the stipulations of the contract, similar to those authorized by the act of February 18, 1867, for the branch service between Yokohama and Shanghai, representing that it might become necessary, in order to perform the China mail service with the fullest efficiency, to terminate the voyage of the large ships required by the contract at Yokohama, and to employ one or more branch steamships of a like class and description, but less in size only, to do the service between Yokohama and Hong Kong. After full consideration and consultation with the Attorney General upon the question of authority, who was of the opinion that the modification of service desired was within the spirit of the law of February 17, 1865, considered in connection with the amendatory act of February 18, 1867, the permission asked was granted by the department, until Congress shall have legislated further in relation to this service. The steamer New York was despatched on 3d of August for Hong Kong and Yokohama, via Cape of Good Hope, to be ready to perform the branch service between those ports, should it be found best to do it in this way, under the permission granted by the department.

The company have also been authorized to change the Japan port of calling from Yokohama to Osaka, and to carry the transfer into immediate effect if their president, who has gone to Japan and China for the purpose of inspecting and perfecting the service in that quarter, should consider it desirable to make that change in order to increase the efficiency of the mail service, and benefit all interests connected with the establishment of the line.

To carry into successful operation a new steamship line of such extent and national importance, it was deemed expedient to employ a mail agent on board of each steamship, to receive and take charge of the mails, to attend to their exchange and delivery at all points on the route, and also advise the department of all irregularities of service, and make such recommendations for promoting its usefulness and efficiency as personal observation would enable them to suggest. Four agents have been appointed and are now employed in this service; two on the main line between San Francisco and Yokohama, one between Yokohama and Hong Kong, and one on the branch line between Yokohama and Shanghai. It was also necessary to employ agents at Kanagawa, (Japan,) and at Shanghai, (China,) to receive, deliver, make up, and despatch the mails conveyed to and from each of those ports; and in the absence of legislation authorizing the establishment of United States postal agencies in connection with this service, or any appropriation to pay salaries of officers and other expenses incident thereto, the United States consul general at Shanghai, and United States consul at Kanagawa were, with the concurrence of the Department of State, designated United States resident mail agents at those ports, respectively, and instructed to act in that capacity in connection with their consular duties, this department to pay all necessary expenses for clerk hire, &c., incurred in attending to the mails. In respect to Hong Kong no such provision was requisite, as the correspondence conveyed to and from that port was required to pass through the colonial post office.

The establishment of the branch line to Shanghai makes that city the principal distributing point for the correspondence between the United States and

China, and the amount of service required to attend to the postal business there will be much larger than at any other port. As our consuls in China and Japan may very well act as postal agents in connection with their other duties, I recommend that authority be given to establish, in connection with the mail steamship service to Japan and China, a general postal agency for China, at Shanghai, with such branch agencies at other ports in China and Japan as may, in the judgment of the Postmaster General, be necessary; and to pay the postal agents appointed and employed at such ports reasonable compensation for their services, in addition to the necessary expenses allowed for conducting the postal business.

#### MAIL STEAMSHIP LINE TO THE HAWAIIAN ISLANDS.

The contract for the mail steamship service between the United States and the Hawaiian islands, authorized by act of March 2, 1867, was awarded to "The California, Oregon and Mexico Steamship Company," whose bid for the required service at the sum of \$75,000 for the performance of twelve round trips per annum, between the port of San Francisco and the port of Honolulu, was the only one received under the advertisement inviting proposals for the service. A contract was executed by the company on the 30th July, 1867, a copy of which is annexed. The service was commenced on the 15th October, 1867.

#### PROPOSED STEAMSHIP SERVICE TO VENEZUELA.

The postal convention between the United States and Venezuela went into operation on the 1st of October, 1866, and the government of Venezuela has, through its minister, proposed to this department the establishment of a direct line of mail packets between the two countries, the expense of the service to be divided equally between the two governments. The propriety of authorizing this department to unite with Venezuela in establishing such a line on the basis proposed is respectfully referred to the consideration of Congress.

#### MAIL STEAMSHIP SERVICE TO BRAZIL.

The United States mail steamship service between New York and Rio de Janeiro, Brazil, has been performed without interruption and with reasonable regularity, considering the great length of the route and the delays encountered at some of the intermediate ports, particularly the port of Para, at the mouth of the Amazon, the entrance to which is difficult and dangerous. Para was not originally embraced in this route, but was made an additional port of call to accommodate the government of Brazil, which insisted, in its acceptance of the proposals of the contractors, that the steamer should touch at that port both on the outward and homeward trips, thereby prolonging the voyages to and from Rio de Janeiro about two days, as well as increasing the expense of the service to the United States \$30,000 per annum. As the time occupied in calling at Para would be of great value to the respective governments in expediting the transmission of the mails between the terminal ports, and securing important connections at St. Thomas with the inter-colonial mail packets, it is my purpose to urge the Brazilian government to assent to such a modification of the service as will relieve the through steamers from calling at that port.

## APPOINTMENTS.

The number of post offices established during the year.....	1, 885
Number discontinued.....	6, 111
Decrease of offices.....	4, 226
Number of post offices in operation on the 30th June, 1866, including suspended offices in the southern States.....	29, 389
Total number in operation on the 30th June, 1867.....	25, 163
Number of offices subject to appointment by the President.....	837
Number by the Postmaster General.....	24, 326
Appointments made to fill vacancies by resignation of postmasters..	4, 065
By removals.....	3, 444
By change of names and sites.....	135
By death of postmasters.....	215
By establishment of new offices.....	1, 885
Total number of appointments.....	<u>9, 744</u>

Number of cases acted upon..... 15, 960

A large majority of offices discontinued are in the southern States, the service at which was suspended by order of the Postmaster General in May, 1861, and were not in operation thereafter, but not regularly discontinued.

These offices were reported by the auditor to the appointment office as having failed to make returns for five years, and their discontinuance recommended as necessary to enable that officer to close the accounts of the late postmasters on the books of his office, and for that reason it was deemed advisable to formally discontinue them.

No. of special agents.....	43	Aggregate compensation..	\$113, 590
No. of postal route clerks.....	170	Aggregate compensation..	197, 500
No. of route agents.....	493	Aggregate compensation..	485, 100
No. of local mail agents.....	60	Aggregate compensation..	40, 358
No. of regular baggage masters..	48	Aggregate compensation..	3, 320
No. of temporary baggage masters	56	Aggregate compensation..	3, 402
No. of mail route messengers....	29	Aggregate compensation..	16, 060
Total.....	<u>899</u>		<u>859, 330</u>

The free delivery of letters by carriers has been in operation during the past year in forty-seven of the principal cities. The number of carriers employed was 943, at an aggregate compensation of \$699,934 34.

This mode of delivery continues to grow in public favor, as is shown by the increase of postages on local matter, the reduction of the number of post office-boxes, and the large decrease of advertised letters in several of the cities where the system has been more efficiently conducted. Experience, so far, justifies the belief that it will supersede the present system of box delivery, increase correspondence, especially in large cities, and not only pay its expenses, but yield a revenue to the department.

The postage on *local* matter in New York amounted to \$171,401, the total expenses \$151,329 92, showing an excess of \$20,071 08 local postage over total expenses, (see tabular statements in the Appendix.)

### DEAD LETTERS.

The number of letters consigned to the dead letter office during the past fiscal year was 3,619,062 dead domestic letters, partly estimated; 443,786 unmailable letters, chiefly held for non-payment of postage; 179,466 dead letters mailed in foreign countries, and 64,194 letters mailed in the United States, and returned as "dead" from the foreign countries to which they were originally addressed; making a total from all sources of 4,306,508—a decrease of 892,097 letters from the same total as estimated for the previous year.

The whole number of dead letters, of domestic and foreign origin, and returned from the local offices of the United States, was 3,798,528; a decrease of 789,514 as compared with the returns of the previous year; the percentage decrease of such as were of *domestic* origin being about eighteen, while the decrease of such as were of *foreign* origin was only four-and-one-half per cent.

The whole number of unmailable letters was 443,786, a decrease since last report of 94,337. Of the number received, 7,961 letters were directed to places having no mail service.

The letters received were disposed of according to the regulations governing the classes to which they belonged, as follows:

The number of money letters containing sums of one dollar and upwards was 21,365, enclosing \$138,365, of which 668, containing \$8,564 56, were registered. There were restored to owners 18,577 letters, containing \$127,135 43. The remaining letters have been filed, or are held for future disposition.

The number of money letters containing sums less than one dollar was 13,770, enclosing \$3,869 24; of these 10,372, containing \$3,485 09, were restored to owners.

The amount of money taken from unclaimed letters filed prior to July 1, 1867, was \$19,914 67, which, together with \$5,159 20 realized from the sale of waste paper, amounting to \$25,073 87, was deposited in the treasury.

The number of letters enclosing bills of exchange, checks, deeds, and other papers, classed as "minor" letters, was 21,262, with a nominal value of \$5,109,554 48. Of this class, 19,991 letters were restored to owners.

The number of letters enclosing photographs, jewelry, and other articles, classed as "property" letters, was 49,386, of which 34,892 were restored to owners.

The public sale of property belonging to this class realized a net amount of \$835 05.

The number of Congressional and official letters returned to the proper departments was 17,304.

The number of letters containing stamps and articles of small value was 97,059; returned to owners, 88,679.

The number of foreign letters returned unopened to the countries where they

originated was 186,189, and the number received from foreign countries was 64,194.

The number of ordinary letters remailed to writers was 1,677,875 ; of these 1,421,871, or 84 per cent., were delivered—fully sustaining the policy of the free return of dead letters to their writers.

It thus appears that of the 4,306,508 letters consigned to the dead letter office during the year, there have been restored to owners 1,611,686 ; filed and held for future disposition 18,553 ; and returned to foreign countries 186,189, leaving a balance of 2,490,080 indicative of the number that were property, or unavoidably destroyed. Of these, about 1,500,000 were worthless, being mostly circulars and gift or lottery advertisements ; 256,004 were sent out but not delivered, leaving about one million without signatures, or so written as to be unintelligible.

Further details of disposition, and comparative statements of results for the fiscal years 1866 and 1867, are included in the Appendix.

During the year, 5,469 written applications for lost letters were received. The number found and forwarded to applicants was 1,110, or about twenty per cent. The registered letters found reached the proportion of nearly ninety per cent., while the proportion for ordinary letters was but five per cent. These results indicate the value of registration, on the one part, and, on the other, that application for letters having no enclosures are useless.

By a resolution of the United States Senate, introduced by the Hon. Jacob Collamer, of Vermont, and adopted March 9, 1859, the Postmaster General was requested to include in his next annual report "the number of letters consigned to the dead letter office during the next fiscal year, and what further legislation is necessary to diminish the number of such letters, or to provide for their return to the writers thereof." Attention was thus drawn to a most interesting branch of the public service, previously almost entirely neglected, while a corresponding interest in the Post Office Department developed in the dead-letter system relations of benefit to all classes of the people scarcely suspected, or at best but poorly appreciated. The results have been eminently satisfactory. The details of postal service have been revised and carefully analyzed in all their bearings upon the transmission and delivery of letters to their address, and also upon the means employed for the return of dead letters to the writers thereof. The improvements which investigation and experiment suggested are too numerous to be included in this report.

Like improvements have been made in the arrangements and labors of the dead-letter office. Statistical records have been amplified, and now cover all important details. The letters received, and their miscellaneous enclosures, have been thoroughly classified. The most approved safeguards of valuable letters have been introduced, and all available measures have been adopted to secure the speedy return to proper owners of all mail matter sent to the department for final disposition.

Special and constant attention has been given to the reduction of the number dead letters. In large cities and thickly populated districts, improved modes of delivery have been attended with beneficial results ; but in general, the ob-

stacles in the way of reduction, frequently mentioned in the annual reports since 1859, present difficulties which no official action can remove. These are, in substance, the migratory habits of our people, the great territorial area over which our mail service extends, and the pertinent fact that fully three-fourths of the letters returned as dead become so through circumstances exclusively associated with the parties immediately concerned. "Mistaken address," "illegible," "removed," "dead," are reasons found on three-fourths of the letters, tested in this respect by repeated examinations. It is evident that no efforts of the department can reach such difficulties; and hence it follows that the dead letters, from year to year, will retain a somewhat uniform proportion to the whole number mailed.

Thus, in 1859, there were 381 dead letters to every one thousand dollars of postage revenue; in 1861, 339; in 1862, 302; in 1863, 246; in 1864, 301; in 1865, 326; in 1866, 347; and in 1867, 278; showing, as the result of eight years of constant effort, an improvement of 103 letters to an amount of postage representative of upwards of 33,000 letters mailed.

It may be observed that the four years covered by the contests of the late rebellion present smaller proportions of dead letters compared with postage revenues than either the previous or subsequent years of peace. This is doubtless attributable, not to an actual decrease of dead letters, but to the large number of such addressed to soldiers which failed to reach the dead letter office. These aided in the augmentation of the revenues, but could not be included in the enumeration of dead letters; thus materially affecting proportions based upon such data. But for these the proportions above shown would have been still more uniform.

It has been found impossible to ascertain the statistical results of measures introduced as improvements upon the postal service, because of the want of sufficient data to determine the aggregate of letter correspondence, or the whole number of letters mailed for delivery in the United States from year to year. Efforts are now being made to satisfactorily supply this want. Such approximate estimates as are available have developed agencies operating during the past year which are found to be of prime importance in diminishing the number of dead letters.

The estimated aggregates of letters consigned to the local offices for delivery are 438,846,607 for 1866, and 462,279,719 for 1867, the proportions of dead letters to these aggregates being about one per cent. for 1866, and four-fifths of one per cent. for 1867; a gain of one-fifth of one per cent., which is also one-fifth of the proportion for 1866. On the supposition that the ratio of 1866 was also that of 1867, the letter correspondence of the latter year would have produced 4,669,024 dead letters, an excess of 870,496 over the actual returns.

These results show the presence and effects of agencies operating in 1867 which were not operating in 1866. Unmistakably these agencies are "request envelopes," introduced into more general use during the past fiscal year, and bearing directly upon dead letter returns. It is estimated that fully fifty millions were used during the year, the department supplying about one-third of that number, as before stated.

A comparative view of the returns of dead foreign and domestic letters for the same periods sustains this conclusion:

In 1866 the proportion of dead foreign letters to the whole number received for delivery in the United States was three and six-tenths per cent. In 1867 the proportion was two and seven-tenths per cent., a gain of thirty-six hundredths of one per cent., or one-ninth of the ratio of 1866. It thus appears, while the domestic element has gained one-fifth part of its ratio for the previous year, the foreign element has gained only one-ninth part of its ratio for the same year, and hence it follows that in the past fiscal year there were agencies advantageously affecting the *domestic* reductions, and not affecting the foreign.

The only agencies thus circumstanced are "request envelopes," and, in proportion as these are introduced into general use, there may be confidently anticipated a like reduction in the number of dead letters, fulfilling the purpose of the laws on this subject, for which this department and the public are indebted to the foresight of Hon. Jacob Collamer, former Postmaster General.

#### POSTAL MONEY ORDER SYSTEM.

The whole number of money order post offices now in operation is 1,224, of which 458 have been established since the date of the last annual report. This increase has occurred mainly in the western and southern States, where the facilities of the system for the transmission of money appear at present to be most needed.

The number of orders issued during the year was 474,496, of

the aggregate value of..... \$9, 229, 327 72

The number paid was 461,876, of the value of \$8, 977, 874 71

To which is to be added the amount of orders

repaid to purchasers..... 93, 366 02

9, 071, 240 73

Excess of issues over payments..... 158, 086 99

During the previous fiscal year, ending June 30, 1866, the total amount of orders issued was \$3,977,259 28, and of orders paid and repaid \$3,903,890 22.

A comparison of these amounts with the corresponding transactions of the last fiscal year, as above exhibited, will show that during the latter period the money order business has been more than doubled.

The average sum for which money orders were issued last year was \$19 45, an increase over that of the previous year, which was but \$16 32.

The number of duplicate orders was 2,069, of which 1,915 were issued as substitutes for originals lost in the mails or otherwise, 141 were in lieu of orders rendered invalid because not presented for payment until more than one year after date, and 13 to replace orders made invalid in consequence of bearing, contrary to law, more than one endorsement.

The receipts and expenditures for the last fiscal year, as adjusted and stated by the auditor, were as follows, viz:

## RECEIPTS.

Fees on money orders issued.....	\$70, 888 57
Premium received on exchange.....	1 00
	<hr/>
	70, 889 57

## EXPENDITURES.

Commissions to postmasters.....	\$19, 835 03
Clerk hire.....	20, 048 28
Remittances lost in the mails.....	3, 562 00
Incidental expenses for stationery and fixtures...	1, 183 65
	<hr/>
	44, 628 96
	<hr/>
Excess of receipts over expenditures.....	26, 260 61
	<hr/> <hr/>

Being the gross amount of revenue derived from the transaction of the money order business. It is proper to state that the cost of the blanks used by postmasters, which are furnished by the department of public printing, is not included in the foregoing statement of expenditures.

The sum of \$5,973,969 70, being surplus funds accruing at the smaller post offices in transacting the money order business, was transmitted to first-class offices used as depositories either by means of national bank drafts or in registered packages by mail. The loss by the latter mode of transmission amounted, as above stated, to \$3,562; but since the adoption of the improved system of registration on the 1st of June, only one registered package, containing a small remittance of money, has failed to reach its destination.

The transfers made by postmasters from the postage to the money order account for the purpose of meeting orders presented for payment amounted to \$458,911 98; on the other hand the transfers from the money order to the postage account amounted to \$548,880 56, showing that the latter is a debtor to the former account upon the transactions of the year in the sum of \$89,968 58.

In the last annual report submitted by this department it was recommended that certain modifications, with a view to greater efficiency and simplicity, should be made in the law establishing and regulating the money order system. The proposed changes were embodied in a bill which passed the Senate at its last session, but failed from lack of time and the pressure of legislative business to receive the consideration of the House of Representatives. I beg leave therefore to renew these recommendations, which were stated in detail in that report, together with the reasons which would render their adoption expedient.

To forge or counterfeit a money order is made a penal offence by the act of May 17, 1864. But one instance of this kind has happened since the establishment of the system. A late postmaster abstracted, in June last, fifty-two blank money orders, specially prepared and numbered, from the book which he delivered to his successor, filled them up in the usual manner, so that they appeared to have been duly issued on several postmasters for small sums, and forged upon each the signature of the postmaster. Payment of twenty-nine of these forged orders, to the aggregate amount of \$1,322, was obtained on presentation. The fraud was speedily detected and the guilty person was recently convicted of the

crime of forgery at the United States court at Cleveland, Ohio, and duly sentenced to three years' imprisonment and hard labor, and to pay a fine of five hundred dollars.

By existing law a postmaster at a money order office is not authorized to issue an order payable by himself. Hence money order offices cannot at present be established at the stations or sub-post offices in the large cities, although in some instances these stations furnish ordinary postal facilities to a larger population in their vicinity than that of many considerable towns. It is evident that the convenience of residents within the delivery of such stations would be sensibly promoted if they were allowed to purchase and receive payment of money orders at these stations, instead of being compelled, as now, to resort for such facilities to the central post office of the city. The latter would moreover be relieved, to some extent, of a great and constantly increasing pressure of applicants for the purchase and payment of orders. It would also prove useful in the sparsely settled States, where the county town usually has a money order office, through which, under the proposed modification, small debts could readily be paid in any part of the county by means of money orders issued and payable at the post office in the county town, which is habitually visited by residents of the county.

I would therefore recommend that the law be so far modified as to permit a postmaster to issue orders payable at his own office.

#### MISCELLANEOUS.

It is gratifying to be able to state that, notwithstanding the increase of expenses of the department, growing out of the increase of compensation of clerks, agents, and employés of the department, and increase in the extent and expense of the mail service throughout the country and on the sea, the disbursements were not only kept within the estimates for 1867, but there remained an unexpended balance of over seven hundred thousand dollars to be applied towards the expenses for the current year. So great is the constant demand for increased mail service by the people of the Territories, and to supply the necessities of the older States, and so important is it to put into full operation the service in the States lately involved in the rebellion, that a considerable deficiency is estimated for the year 1869. A more detailed statement of anticipated revenues and expenditures will be found in another part of this report. It cannot be anticipated that the revenues of the department derived from the sale of stamps and stamped envelopes, and from other sources, independent of specific appropriations, can equal the necessary expenditures of the department while the service is being constantly increased, at great cost, to meet the wants of the people in sparsely settled Territories. The faster the new Territories are peopled and their material resources developed, the greater will be the postal revenues coming back to reimburse the department for its outlays. Until the whole country is well settled by a stable, producing, thrifty population, it cannot be assumed, with certainty, that the Post Office Department can become self-sustaining. New channels of postal communication are opening everywhere, and necessary expenses grow faster than legitimate revenue increases. When the waste country becomes better settled, and the facilities for mail transporta-

tion increased and cheapened, as they will be in a very few years, the increase of revenues and comparative decrease of carrying expenses will entirely change the relation of the taxes and resources of the department, and, at the present rates of postage, it will not only be self-sustaining, but furnish no inconsiderable revenue to the government. There is no appropriation of public money which brings back, directly and indirectly, so large a return to the government and the people as that made in aid of the postal service. Only one other department of the government gets back a revenue anywhere near its expenses, in return for the outlays of public money.

Under the new postal conventions with foreign countries and under the contracts recently made for Atlantic service the large balances against the department, which have burthened it for so many years, will be entirely wiped out, and a very handsome revenue derived in aid of its finances.

Previous to the present year a semi-weekly mail only was despatched between this country and Europe, the sailing days from each side being Wednesday and Saturday. During this year a third weekly service has been established, and next year a fourth weekly service will be added, all by fast steamships of the first class, and the period is not distant when a regular daily mail communication will be maintained across the Atlantic. We exchange direct international mails, under provisions of postal conventions, with the United Kingdom of Great Britain and Ireland, France and Algeria, Belgium, the North German Union, Bremen, Hamburg, the Netherlands, Italy, Switzerland, Canada and British North American provinces, Mexico, Guatemala, Venezuela, and the colonial government of Hong-Kong, China; and through the mails of one or more of those countries, used as intermediaries, with Russia, Poland, Norway, Sweden, Denmark, Holland, Spain, Portugal, Austria, Greece, European and Asiatic Turkey, Syria, Egypt, Africa, Mediterranean and Atlantic coasts, islands of the Mediterranean sea and Indian ocean, Arabia, India, China, Japan, Ceylon, Sumatra, Java, Borneo, Moluccas, Phillipine islands, Australia, New Zealand, Madeira islands, Canary islands, St. Helena, Ascension, Azores, Cape de Verdes, Bermudas, Bahamas, West India islands, Falkland islands, Brazil, Paraguay, Uruguay, the Argentine Republic, English, French, and Dutch Guiana, countries of Central America, New Granada, Ecuador, Peru, Bolivia, Chili, and many other portions of the world.

Direct mail steamship communications are also maintained between the United States and neighboring countries, including Brazil, countries of Central America, Bahamas, Bermudas and West India islands, British Columbia and Vancouver's island, Sandwich islands, Japan, and China.

The exhibits of this report show a remarkable increase in the importance of the foreign mail service, and the increased care and watchfulness required of those in direct charge of it. I therefore repeat my request that authority be given to appoint a superintendent of foreign mails, and an additional clerk for that branch of the service.

I repeat, also, my recommendation that authority be given to appoint a superintendent of the opening and distribution of dead letters.

The subject of connecting the telegraphic system of the country with the postal service has attracted public attention, and it received, to some extent, the consideration of my predecessor. It has recently transpired that the telegraphic system of Great Britain has been put in charge of the British post office department. It is a matter of very great importance, and its propriety and practicability ought to be thoroughly investigated by Congress. The most efficient mode of examination of the subject, in my judgment, would be the appointment of a special commission to inquire into the working of the new arrangement in Great Britain, and into its feasibility in the United States, and report to Congress for such action as may be wisely taken.

I am compelled again to call attention to the gross frauds perpetrated upon the department by violations of the franking privilege, in almost all parts of the country. The *fac simile* franks of different members of Congress are freely used to circulate obscene books and papers, lottery circulars, business cards, &c., and to cover all kinds of business and domestic correspondence of persons not authorized by law to frank mailable matter. Unless something is done speedily by Congress to check this serious mischief, the annual appropriation to cover the transmission of free matter will have to be increased from seven hundred thousand dollars to at least one million of dollars. To avoid the continuance of this serious abuse in the use of the names of members of Congress without their knowledge or consent, I again urge that the law be so changed as to require the written signature of the person exercising the franking 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 authority to frank all matter pertaining to the department for which he is so appointed.

The commercial enterprises of the people of the United States are carried on to a very large extent by the use of foreign ships. The ocean mail service also is performed to a very great extent by foreign ships. The commercial and postal interests of the country ought to be made aids to each other. We are too dependent upon the enterprises of other peoples in the transaction of our business. Some encouragement ought to be given in some way to our own ship-builders, and citizens engaged in ocean commerce, to build ships, and buy ships, and own ships, to be used in our own business. It is to be hoped that Congress will relieve labor and ship-building materials of taxes and impositions, so that our own ships may be built in our own waters, to bear our commerce and carry our mails. As long as subsidies are paid by other governments to aid in establishing and maintaining lines of ocean steamers to and from European ports, giving them the command of the carrying trade, with comparatively little competition, it is due to the citizens of the United States that like aid should be furnished to American enterprise. This can, in my judgment, be very properly and profitably done by subsidies to lines of steamers already established, or to be established, as a consideration for carrying the ocean mails

Respectfully submitted.

ALEX. W. RANDALL,  
*Postmaster General.*

The PRESIDENT.



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# APPENDIX.

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# APPENDIX.

*Statement of revenues and expenditures for fourteen years, from 1854 to 1867, inclusive.*

Years.	Expenditures.	Revenues.	Deficiencies.	Surplus.
1854.....	\$8,557,424 12	\$6,955,586 22	\$1,621,837 90	.....
1855.....	9,968,342 29	7,352,136 13	2,626,206 16	.....
1856.....	10,407,868 18	7,620,821 66	2,787,046 50	.....
1857.....	11,507,670 16	8,053,951 76	3,453,718 40	.....
1858.....	12,721,636 56	8,186,792 86	4,543,843 70	.....
1859.....	14,964,493 33	7,968,484 07	6,996,009 26	.....
1860.....	14,874,772 89	9,218,067 40	5,656,705 49	.....
1861.....	13,606,759 11	9,049,296 40	4,557,462 71	.....
1862.....	11,125,364 13	9,012,549 56	2,112,814 57	.....
1863.....	11,314,206 84	*11,163,789 59	150,417 25	.....
1864.....	12,644,786 20	*12,438,253 78	206,532 42	.....
1865.....	13,694,728 28	*14,556,158 70	.....	\$861,430 42
1866.....	15,352,079 30	*14,386,986 21	965,093 09	.....
1867.....	†18,043,816 79	‡16,137,026 87	1,906,789 92	.....

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

† Not including \$1,191,666 67 paid for service for which special appropriation was made.

‡ Including \$900,000 drawn under acts making appropriation for carrying free mail matter.

*Estimates for expenditures (out of the revenues) for the fiscal year ended June 30, 1869.*

For mail transportation, (inland and foreign).....	\$12,350,000
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 .....	750,000
For wrapping paper.....	80,000
For twine.....	20,000
For letter balances .....	3,500
For compensation to blank agents and assistants .....	8,500
For office furniture.....	3,000
For advertising.....	50,000
For postage stamps and stamped envelopes.....	450,000
For mail depredations and special agents.....	115,000
For mail bags and mail bag catchers.....	130,000
For mail locks, keys, and stamps.....	30,000
For miscellaneous payments, including balances due foreign countries .....	952,000
	<u>21,200,000</u>

## EXPENDITURES UNDER SPECIAL APPROPRIATIONS.

For overland mail and marine service between New York and California .....	900,000
For steamship service between San Francisco, Japan, and China .....	500,000
For steamship service between the United States and Brazil.....	150,000
For deficiency in service between the United States and Brazil in fiscal year ended June 30, 1866 .....	12,500
Total estimated expenditures of all kinds.....	<u><u>22,762,500</u></u>

*Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year 1866-'67.*

## 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, 1866..	1,792,600	13,101,500	72,915,600	240,620	950,610	197,125	213,240	540,300	152,510	26,210	\$2,829,171 00
December 31, 1866..	1,813,500	13,430,000	73,375,300	237,200	993,240	175,250	199,220	426,500	135,990	19,610	2,810,897 00
March 31, 1867.....	2,919,300	15,807,800	74,088,200	288,940	1,202,670	302,700	318,380	550,250	161,120	26,270	2,990,829 00
June 30, 1867.....	2,445,100	15,333,100	74,642,800	198,360	986,560	273,125	318,260	505,675	135,450	14,420	2,934,460 00
Total . . . . .	8,970,500	57,672,400	295,021,900	965,120	4,133,080	948,200	1,049,100	2,022,725	585,070	86,510	11,565,357 00

## NEWSPAPER AND PERIODICAL STAMPS.

Quarter ended—	5-cent.	10-cent.	25-cent.	Amount.
September 30, 1866.....	10,000	30,000	5,000	\$4,750 00
December 31, 1866.....	10,000	20,000	.....	2,500 00
March 31, 1867.....	20,000	50,000	.....	6,000 00
June 30, 1867.....	.....	.....	.....	.....
Total . . . . .	40,000	100,000	5,000	13,250 00

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

**STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.**

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	12-cent.	18-cent.	24-cent.	30-cent.	40-cent.	Newspaper wrappers.	Amount.
September 30, 1866.....		1,623,750	7,276,800	34,300	1,000	6,750	500	500	-----	-----	-----	495,750	\$263,667 00
December 31, 1866..	40,000	1,597,250	12,756,900	48,200	500	5,600	-----	-----	-----	-----	-----	430,750	427,164 00
March 31, 1867.....	-----	1,707,000	8,378,450	37,550	2,000	19,100	2,000	1,250	2,250	750	750	496,750	301,301 50
June 30, 1867.....	-----	1,251,750	9,623,250	63,150	5,950	69,400	3,550	1,950	1,800	1,650	550	432,000	335,561 00
Total.....	40,000	6,179,750	38,035,400	183,200	9,450	100,850	6,050	3,700	4,050	2,400	1,300	1,855,250	1,327,693 50

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

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	Newspaper wrappers.	Amount.
September 30, 1866.....	30,000	95,000	2,707,500	5,500	-----	-----	-----	\$83,755 00
December 31, 1866.....	40,000	102,500	4,215,000	13,500	-----	-----	2,500	129,760 00
March 31, 1867.....	10,000	143,500	4,137,250	11,000	-----	500	-----	127,797 50
June 30, 1867.....	10,000	122,500	5,008,500	10,000	500	-----	-----	153,450 00
Total.....	90,000	463,500	16,068,250	40,000	500	500	2,500	494,762 50

Whole number of postage stamps .....	371,599,605.....	value..	\$11,578,607 00
Whole number of stamped envelopes.....	61,228,900.....	value..	1,785,301 00
Whole number of newspaper wrappers.....	1,857,750.....	value..	37,155 00

## Comparative statement of the disposition of dead letters during the fiscal years 1866 and 1867.

	1866.		1867.		Increase.		Decrease.	
Number of letters containing one dollar and upwards.....	32,814	.....	21,365	.....	.....	.....	11,449	.....
Amount contained.....	\$244,589 99	.....	\$138,365 00	.....	.....	.....	\$106,224 99	.....
Number delivered.....	27,948	.....	18,577	.....	.....	.....	9,371	.....
Amount contained.....	221,066 19	.....	127,135 43	.....	.....	.....	93,930 76	.....
Number of letters containing less than one dollar.....	14,522	.....	13,770	.....	.....	.....	752	.....
Amount contained.....	4,079 86	.....	3,869 24	.....	.....	.....	210 62	.....
Number delivered.....	11,375	.....	10,372	.....	.....	.....	1,003	.....
Amount contained.....	3,601 23	.....	3,485 09	.....	\$483 86	.....	.....	.....
Number of letters containing bills of exchange, &c.....	26,610	.....	21,262	.....	.....	.....	5,348	.....
Nominal value.....	7,826,881 68	.....	5,109,554 48	.....	.....	.....	2,717,327 20	.....
Number delivered.....	24,053	.....	19,991	.....	.....	.....	4,062	.....
Nominal value.....	7,434,783 03	.....	4,918,731 00	.....	.....	.....	2,576,052 83	.....
Number of letters containing miscellaneous articles.....	67,016	.....	49,386	.....	.....	.....	17,630	.....
Number delivered.....	42,745	.....	34,892	.....	.....	.....	7,853	.....
Number of letters containing postage stamps.....	101,886	.....	97,059	.....	.....	.....	4,827	.....
Number delivered.....	88,033	.....	88,679	.....	646	.....	.....	.....
Number of official letters returned to the departments.....	17,806	.....	17,304	.....	.....	.....	502	.....
Number of ordinary letters without enclosures.....	4,744,197	.....	3,900,173	.....	.....	.....	844,024	.....
Number sent out for delivery.....	1,656,452	.....	1,677,875	.....	21,423	.....	.....	.....
Number delivered.....	1,220,957	.....	1,421,871	.....	201,506	.....	.....	.....
Total number of all classes delivered.....	1,432,917	.....	1,611,686	.....	178,769	.....	.....	.....
Total number of all letters filed.....	31,694	.....	18,553	.....	.....	.....	13,141	.....
Number of letters returned to foreign countries.....	193,754	.....	186,189	.....	.....	.....	7,565	.....
Number of letters destroyed.....	3,540,240	.....	*2,490,080	.....	.....	.....	1,050,160	.....

\* Including about 1,500,000 "lottery" and "gift enterprise" circulars.

*Total operations of the Appointment Office for the year ended June 30, 1867.*

States and Territories.	Post offices.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned.	Removed.	Deceased.	
Alabama .....	86	595	2	1	69	77	4	833
Arizona .....	9	1	.....	.....	12	5	1	28
Arkansas .....	129	617	1	.....	51	43	1	842
California .....	27	40	5	2	51	5	4	132
Colorado .....	14	.....	1	.....	19	7	.....	41
Connecticut .....	5	1	.....	.....	40	61	5	112
Dakota .....	11	.....	1	.....	1	1	.....	14
Delaware .....	4	1	1	1	13	8	1	28
District of Columbia .....	.....	.....	.....	.....	.....	.....	.....	.....
Florida .....	19	115	4	3	12	29	.....	179
Georgia .....	74	580	1	1	71	57	5	788
Idaho .....	10	4	.....	.....	5	3	1	23
Illinois .....	34	38	18	6	293	270	14	667
Indiana .....	37	33	7	3	343	220	10	650
Iowa .....	57	48	8	4	242	112	8	475
Kentucky .....	94	49	9	4	172	49	7	380
Kansas .....	49	36	12	7	104	16	.....	217
Louisiana .....	65	277	1	1	49	38	3	433
Maine .....	10	22	.....	.....	71	57	5	165
Maryland .....	35	3	6	6	54	42	2	142
Massachusetts .....	5	4	3	2	45	74	5	136
Michigan .....	41	19	12	7	141	234	11	458
Minnesota .....	51	37	8	5	87	67	1	251
Mississippi .....	58	429	2	2	66	113	3	671
Missouri .....	125	91	13	8	210	134	12	585
Montana .....	14	1	.....	.....	6	3	.....	24
Nebraska .....	17	20	3	2	40	23	2	105
Nevada .....	19	.....	3	.....	9	4	1	36
New Hampshire .....	2	1	1	1	25	26	8	63
New Jersey .....	9	13	9	4	46	66	3	146
New Mexico .....	11	.....	.....	.....	6	2	.....	19
New York .....	22	38	17	9	240	363	24	704
North Carolina .....	59	630	4	2	98	112	4	907
Ohio .....	59	21	11	6	335	212	16	654
Oregon .....	16	3	.....	.....	13	3	.....	35
Pennsylvania .....	55	54	32	21	334	251	18	744
Rhode Island .....	3	.....	2	1	6	.....	.....	11
South Carolina .....	68	481	1	.....	19	47	5	621
Tennessee .....	144	556	10	6	127	104	7	948
Texas .....	83	557	11	8	101	189	6	947
Utah .....	2	14	.....	.....	7	5	.....	28
Vermont .....	5	4	2	.....	60	22	3	96
Virginia .....	140	523	6	5	95	96	5	865
Washington .....	6	7	.....	.....	6	2	.....	21
West Virginia .....	50	115	3	1	110	75	7	360
Wisconsin .....	52	33	10	6	161	117	3	376
Total .....	1,885	6,111	240	135	4,065	3,444	215	15,960

## REPORT OF THE POSTMASTER GENERAL.

*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, 1866.	Increase.	Decrease.	By the President of the United States, June 30, 1866.	Increase.	Decrease.	Total by the President of the United States, June 30, 1867.	Total by the Postmaster General, June 30, 1867.	Whole number of offices in the United States, June 30, 1867.
Alabama .....	883	.....	509	6	2	.....	8	366	374
Arizona .....	7	8	.....	.....	.....	.....	.....	15	15
Arkansas .....	728	.....	488	3	.....	.....	3	237	240
California .....	446	.....	13	16	2	.....	18	415	433
Colorado .....	59	14	.....	3	.....	.....	3	70	73
Connecticut .....	388	4	.....	20	5	.....	25	367	392
Dakota .....	15	11	.....	.....	1	.....	1	25	26
Delaware .....	74	3	.....	2	.....	1	1	76	77
District of Columbia .....	5	.....	.....	2	.....	.....	2	3	5
Florida .....	181	.....	96	3	1	.....	4	81	85
Georgia .....	900	.....	506	7	5	.....	12	382	394
Idaho .....	25	6	.....	.....	1	.....	1	30	31
Illinois .....	1,528	.....	4	58	15	.....	73	1,451	1,524
Indiana .....	1,246	4	.....	36	5	.....	41	1,209	1,250
Iowa .....	998	9	.....	25	6	.....	31	976	1,007
Kentucky .....	780	45	.....	20	.....	5	15	810	825
Kansas .....	288	13	.....	6	1	.....	7	294	301
Louisiana .....	390	.....	212	3	.....	.....	3	175	178
Maine .....	802	.....	12	20	2	.....	22	768	790
Maryland .....	421	32	.....	10	.....	2	8	445	453
Massachusetts .....	664	1	.....	56	8	.....	64	601	665
Michigan .....	864	22	.....	32	8	.....	40	846	886
Minnesota .....	498	14	.....	8	.....	1	7	505	512
Mississippi .....	671	.....	371	4	5	.....	9	291	300
Missouri .....	941	34	.....	16	3	.....	19	956	975
Montana .....	10	13	.....	1	1	.....	2	21	23
Nebraska .....	128	.....	3	2	.....	.....	2	123	125
Nevada .....	32	19	.....	3	1	.....	4	47	51
New Hampshire .....	397	1	.....	10	2	.....	12	386	398
New Jersey .....	482	.....	4	21	3	.....	24	454	478
New Mexico .....	23	11	.....	1	.....	.....	1	33	34
New York .....	2,585	.....	16	103	12	.....	115	2,454	2,569
North Carolina .....	1,194	.....	571	7	.....	.....	7	616	623
Ohio .....	1,904	38	.....	58	12	.....	70	1,872	1,942
Oregon .....	107	13	.....	2	1	.....	3	117	120
Pennsylvania .....	2,592	1	.....	64	21	.....	85	2,508	2,593
Rhode Island .....	93	3	.....	6	2	.....	8	88	96
South Carolina .....	638	.....	413	4	1	.....	5	220	225
Tennessee .....	1,065	.....	412	7	.....	.....	7	646	653
Texas .....	926	.....	474	4	6	.....	10	442	452
Utah .....	104	.....	12	1	.....	.....	1	91	92
Vermont .....	441	1	.....	11	3	.....	14	428	442
Virginia .....	1,263	.....	383	14	1	.....	15	865	880
Washington .....	64	.....	1	.....	.....	.....	.....	63	63
West Virginia .....	581	.....	65	5	.....	.....	5	511	516
Wisconsin .....	958	19	.....	29	1	.....	30	947	977
Total .....	29,389	339	4,565	709	137	9	837	24,326	25,163

*Letter-carrier offices, with the number and aggregate compensation of carriers at each office.*

Offices.	No. of carriers.	Pay of carriers, including incidental expenses.
New York, N. Y.....	182	\$151,329 92
Philadelphia, Penn.....	136	98,068 20
Chicago, Ill.....	55	41,585 70
St. Louis, Mo.....	39	33,714 25
Boston, Mass.....	51	39,389 71
Baltimore, Md.....	48	34,216 01
Brooklyn, N. Y.....	36	27,611 11
Cincinnati, Ohio.....	30	25,278 87
Cleveland, Ohio.....	23	17,802 28
Washington, D. C.....	25	21,385 23
Albany, N. Y.....	21	12,651 65
Louisville, Ky.....	16	12,074 70
Detroit, Mich.....	18	13,389 27
Pittsburg, Penn.....	13	8,361 32
Syracuse, N. Y.....	10	5,890 50
Newark, N. J.....	21	15,607 13
Milwaukee, Wis.....	18	12,302 52
Memphis, Tenn.....	12	9,942 26
Utica, N. Y.....	12	8,040 62
Buffalo, N. Y.....	20	14,096 67
Troy, N. Y.....	11	6,958 70
Rochester, N. Y.....	13	8,065 27
Providence, R. I.....	11	8,116 55
Williamsburg, N. Y.....	8	4,025 67
Toledo, Ohio.....	9	6,201 94
Jersey City, N. J.....	5	4,265 69
Charlestown, Mass.....	5	3,576 56
Wilmington, Del.....	5	3,121 88
Nashville, Tenn.....	7	5,238 51
Worcester, Mass.....	6	4,754 47
Hartford, Conn.....	7	5,286 80
New Haven, Conn.....	7	5,711 22
Lowell, Mass.....	6	3,887 90
Portland, Me.....	6	-----
Lynn, Mass.....	3	2,563 33
Cambridge, Mass.....	4	2,060 41
Roxbury, Mass.....	6	3,832 85
Alleghany, Penn.....	4	2,452 50
Manchester, N. H.....	4	2,451 49
New Bedford, Mass.....	5	2,090 34
Salem, Mass.....	4	1,666 68
Cambridgeport, Mass.....	3	1,948 50
Harrisburg, Penn.....	3	1,920 57
Reading, Penn.....	3	2,156 53
Erie, Penn.....	7	1,454 90
Trenton, N. J.....	3	2,120 00
Lancaster, Penn.....	2	1,270 16
Total.....	943	699,937 34

*Statement showing the operations of the free delivery system at the following offices for the year ended June 30, 1867.*

Offices.	Total letters delivered.	Total papers delivered.	Total letters collected.	Amount paid carriers, and incidental expenses.	Average cost per letter in cents and mills.
New York, N. Y.....	16,644,682	1,590,666	15,442,349	\$151,329 92	0.4
Philadelphia, Penn.....	7,917,193	1,548,477	7,802,990	98,068 20	0.6
Chicago, Ill.....	4,485,080	803,873	3,181,199	41,585 70	0.5
St. Louis, Mo.....	3,542,136	956,087	1,766,472	33,714 25	0.6
Boston, Mass.....	3,760,844	537,992	3,303,889	39,389 71	0.5
Baltimore, Md.....	2,341,073	521,221	1,235,874	34,216 01	0.9
Brooklyn, N. Y.....	1,919,962	349,996	583,473	27,611 11	1.1
Cincinnati, Ohio.....	1,817,376	279,159	979,710	25,278 87	0.9
Cleveland, Ohio.....	1,521,047	473,755	985,958	17,802 28	0.7
Washington, D. C.....	1,375,254	347,533	830,536	21,385 23	0.9

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

No account is taken of the delivery or collection of papers, or other printed matter, in this table.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,  
October 31, 1867.

SIR: For a statement of the mail service for the contract year ended June 30, 1867, 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, 1867, 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, 1867.

Table E exhibits the weight of the mails and the character of the accommodations provided for the mails and agents of the department on certain railroad routes, as reported by the proprietors of the roads in answer to circulars issued by the department in the months of February, March, and August, 1867, accompanied by an alphabetical index, and also by a list of the routes from which no response to the circulars has been received.

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

GEORGE WILLIAM McLELLAN,

*Second Assistant Postmaster General.*

Hon. ALEXANDER W. RANDALL,

*Postmaster General.*

*A.—Table of mail service for the year ended June 30, 1867, as exhibited by the state of the arrangements at the close of the year.*

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

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by ce- lerity, certainty, and security.	Total annual trans- portation by st'm- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
		Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.					
Maine .....	4,408	3,840	64,103	.....	.....	568	53,675	1,530,958	.....	417,144	1,948,102	117,778
New Hampshire .....	1,920	1,451	28,647	63	1,150	406	35,621	549,692	22,776	355,992	928,460	64,818
Vermont .....	2,206	1,700	33,940	.....	.....	506	67,175	789,126	.....	439,296	1,228,422	101,115
Massachusetts .....	2,538	1,197	45,593	68	3,975	1,273	164,236	770,432	42,432	1,396,561	2,209,425	213,804
Rhode Island .....	514	231	5,546	160	1,500	123	17,911	163,376	99,840	190,681	393,897	24,957
Connecticut .....	1,661	903	24,221	.....	.....	758	96,291	460,226	.....	832,654	1,292,880	120,512
New York .....	10,882	7,536	185,699	207	8,413	3,139	419,039	3,509,627	145,808	4,364,096	8,019,531	613,151
New Jersey .....	2,187	1,269	34,431	72	3,188	846	114,809	550,342	44,928	888,138	1,483,408	152,428
Pennsylvania .....	12,937	9,998	200,349	85	6,300	2,854	265,791	3,339,704	53,040	2,477,870	5,870,614	472,440
Delaware .....	507	363	9,526	.....	.....	144	13,283	158,912	.....	119,770	278,682	22,809
Maryland .....	2,860	1,990	51,944	36	547	834	*184,608	856,620	11,232	1,264,416	2,132,268	237,099
Ohio .....	10,792	6,760	119,257	239	6,988	3,727	506,044	2,064,352	95,316	3,681,550	5,841,218	632,289
West Virginia .....	4,288	4,061	58,758	227	8,700	.....	.....	824,271	84,786	.....	909,057	67,458
Virginia .....	8,129	6,415	107,814	403	25,550	1,311	104,094	1,256,951	252,006	969,453	2,478,410	237,458
North Carolina .....	6,626	5,645	79,996	113	3,034	868	51,293	876,486	35,256	534,834	1,446,576	134,323
South Carolina .....	2,977	2,003	29,835	.....	.....	974	61,870	300,456	.....	615,566	916,022	91,705
Georgia .....	3,660	2,050	38,647	180	1,440	1,430	108,860	398,419	18,720	1,029,704	1,446,843	148,947
Florida .....	2,685	560	16,084	1,776	20,900	349	14,384	132,912	150,776	217,932	501,620	51,366
Michigan .....	7,015	5,220	93,687	643	17,367	1,152	126,241	1,452,540	150,436	1,245,227	2,848,203	236,695
Indiana .....	6,890	5,237	75,685	.....	.....	1,653	203,422	1,206,556	.....	1,721,414	2,927,970	279,107
Illinois .....	9,522	6,434	128,684	.....	.....	3,088	367,750	1,940,094	.....	3,314,718	5,254,812	496,434
Wisconsin .....	7,439	6,018	97,920	259	12,513	1,162	122,465	1,531,006	91,130	1,235,032	2,857,168	232,898
Iowa .....	7,586	6,866	130,163	.....	.....	720	41,976	2,212,470	.....	497,034	2,709,504	172,139
Missouri .....	8,521	7,620	134,942	.....	.....	901	125,485	1,944,214	.....	595,143	2,539,357	260,427
Minnesota .....	5,023	4,330	34,042	370	16,470	323	21,687	1,032,112	161,680	240,084	1,433,876	122,199
Kentucky .....	6,228	4,729	83,236	886	†35,140	613	62,650	1,296,552	381,222	467,959	2,145,733	181,026
Tennessee .....	4,811	3,903	59,298	.....	.....	908	76,480	719,672	.....	729,406	1,449,078	135,778
Alabama .....	4,034	3,115	71,293	.....	.....	919	68,230	563,550	.....	573,768	1,137,318	139,523
Mississippi .....	3,023	1,940	47,691	116	2,900	967	89,900	393,822	36,192	603,408	1,033,422	140,491

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

† Includes steamboat from Louisville to Cincinnati, and from Evansville, Indiana, to Cairo, Illinois.

A.—Table of mail service for the year ended June 30, 1867—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by ce- lerity, certainty, and security.	Total annual trans- portation by st'm. boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Mil.s.	Miles.	Dollars.
Arkansas .....	4,927	4,505	170,741	372	5,000	50	3,750	977,704	38,688	36,500	1,052,892	179,491
Louisiana .....	4,484	2,204	149,350	1,994	64,512	286	28,600	518,128	480,900	208,780	1,207,808	242,462
Texas .....	11,640	10,379	329,706	835	36,429	426	23,852	1,948,349	199,160	311,345	2,458,854	389,987
California .....	11,836	5,273	357,866	6,336	*152,000	227	*82,180	1,819,174	461,952	225,945	2,507,071	592,046
Oregon .....	1,943	1,662	338,283	281	21,990	.....	.....	656,708	113,672	.....	770,380	360,273
Kansas .....	5,155	4,935	1503,091	.....	.....	220	33,000	1,945,264	.....	274,560	2,219,824	536,091
Nevada .....	1,271	1,271	124,790	.....	.....	.....	.....	400,304	.....	.....	400,304	124,790
Nebraska .....	1,284	994	21,207	.....	.....	290	56,550	241,228	.....	361,920	603,148	77,757
New Mexico Territory .....	1,308	1,308	121,266	.....	.....	.....	.....	210,080	.....	.....	210,080	121,266
Utah Territory .....	2,260	2,260	1461,116	.....	.....	.....	.....	885,240	.....	.....	885,240	461,116
Washington Territory .....	1,378	1,005	67,682	373	16,200	.....	.....	171,236	38,792	.....	210,028	83,882
Colorado Territory .....	1,026	1,026	29,320	.....	.....	.....	.....	179,352	.....	.....	170,352	29,320
Dakota Territory .....	1,110	1,110	87,386	.....	.....	.....	.....	331,132	.....	.....	331,132	87,386
Arizona Territory .....	1,540	1,540	137,045	.....	.....	.....	.....	252,200	.....	.....	252,200	137,045
Idaho Territory .....	280	280	12,200	.....	.....	.....	.....	41,600	.....	.....	41,600	12,200
Total .....	203,245	153,136	5,051,480	15,094	472,206	34,015	3,812,600	43,334,149	3,210,740	32,437,900	78,982,789	9,336,286
Postal railway clerks .....												197,500
Route, local, and other agents, and mail messengers .....												823,371
Aggregate .....												10,357,157

\* Includes the amount paid for the service from New York, via Panama, to San Francisco, under the act of Congress approved March 25, 1864.

† Includes overland route from Atchison, Kansas, to Salt Lake City, Utah.

‡ Includes overland route from Salt Lake City, Utah, to Folsom City, California.

GEORGE WILLIAM MCLELLAN, *Second Assistant Postmaster General.*

*B.—Railroad service as in operation June 30, 1867.*

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	<b>MAINE.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</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	11,000 00	.....	100 00	
19	Farmington to Brunswick ...	Androscoggin .....	70 $\frac{3}{4}$	.....	6	3,537 50	.....	50 00	
83	Calais to Princeton.....	Lewy'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, 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 Central	18 $\frac{1}{2}$	.....	6	850 00	.....	44 33	
				568 $\frac{1}{2}$			53,675 00		
	<b>NEW HAMPSHIRE.</b>								
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 River, with branch to Bristol.	{ Northern.....	{ 69	.....	12 }	10,196 25	..... {	125 00	Includes \$850 for side service.
			{ 13	.....	6 }		..... {	59 00	
255	Concord to Bradford.....	Concord and Claremont....	26	.....	6	1,500 00	.....	57 69	
268	Concord to Portsmouth .....	Concord and Portsmouth...	59	.....	12	2,400 00	.....	40 67	
269	Manchester to North Ware...	Concord, Manchester, and Lawrence.	20 $\frac{1}{2}$	.....	6	1,025 00	.....	50 00	
300	Contocook Village to Hillsboro' Bridge.	Contocook .....	15	.....	6	750 00	.....	50 00	

B.—Railroad service as in operation June 30, 1867—Continued.

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REPORT OF THE POSTMASTER GENERAL.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	NEW HAMPSHIRE—Cont'd.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
309	Dover to Alton Bay .....	Dover and Winnipisseogee.	28	.....	6	1,400 00	.....	50 00	Runs into Portsmouth without additional compensation.
310	Brock's Crossing to Union...	Portsmouth, 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	
				406½			35,021 25		
	VERMONT.								
412	Burlington to Rouse's Point..	Vermont and Canada.....	55½	.....	12	8,325 00	.....	150 00	Includes \$1,785 per annum for night mail.
452	White River Junc. to Newport	Connecticut and Passumpsic Rivers.	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, with branch to Bennington.	Troy and Boston.....	56½	.....	6	5,700 00	.....	100 00	Includes \$2,000 per annum for side service.
483	Bellows Falls to Windsor.....	Sullivan.....	25	.....	6	3,125 00	.....	125 00	
484	Bellows Falls to Burlington..	Rutland and Burlington...	119½	.....	6	19,405 00	.....	162 38	
489	Brattleboro' to Bellows Falls.	Vermont Valley.....	24	.....	12	3,360 00	.....	140 00	
				505½			67,175 00		
	MASSACHUSETTS.								
601	Boston to Portsmouth.....	Eastern.....	56½	.....	12	9,887 50	.....	175 00	Includes night mail.
602	Boston to South Berwick Junction, br'h to Great Falls	{ Boston and Maine..... }	75	.....	12 }	11,400 00	..... }	150 00	
			3	.....	6 }			50 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	

605a	Grafton Depot to Millbury .....	do.....	4. 20	.....	12	200 00	.....	47 62
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 .....	3½	.....	25 }	1,200 00	.....	171 43
			3½	.....	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
619	Salem to Gloucester.....	Eastern.....	16	.....	12	800 00	.....	50 00
620	Salem to Marblehead .....	do.....	4	.....	6	200 00	.....	50 00
627	Lawrence to Manchester.....	Concord, Manchester, and Lawrence.	28	.....	12	2,800 00	.....	100 00
632	Porter's Station to Lexington.	Lexington and West Cam- bridge.	8	.....	12	409 00	.....	51 12
633	Lexington Depot to Bedford..	Lexington and West Cam- bridge.	4	.....	6	165 00	.....	41 25
635	South Acton Depot to Hudson.	Fitchburg.....	9	.....	6	500 00	.....	55 56
637	Groton Junction to Mason Village.	do.....	23	.....	6	1,500 00	.....	65 22
638	Auburndale Station to New- ton Lower Falls.	Boston and Worcester.....	2	.....	6	100 00	.....	50 00
639	Natick to Saxonville .....	do.....	4	.....	6	200 00	.....	50 00
640	South Framingham to North- boro'.	do.....	15	.....	6	750 00	.....	50 00
640a	Northboro' to Pratt's Station..	Agricultural Branch.....	14	.....	12	1,050 00	.....	75 00
641	South Framingham to Milford.	Boston and Worcester.....	12	.....	6	600 00	.....	50 00
651	Canton Depot to North Easton.	Stoughton & Easton Branch	9	.....	6	370 00	.....	41 11
655	South Braintree Junction to Newport.	Old Colony and Newport ..	61½	.....	12	7,498 00	.....	121 42
656	South Abington to Bridgewa'r.	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 Ware- ham.	New Bedford and Taunton..	16½	.....	12	2,031 25	.....	125 00
(7)	Taunton to Middleboro'.....	Middleboro' and Taunton ..	9½	.....	6	600 00	.....	63 16
(8)	Taunton to Mansfield Junction	Taunton Branch .....	12	.....	18	1,800 00	.....	150 00
(81)	Taunton to New Bedford.....	New Bedford and Taunton..	20½	.....	18	3,075 00	.....	150 00
(87)	Worcester to Nashua .....	Worcester and Nashua ....	46½	.....	6	4,625 00	.....	100 00

*B.—Railroad service as in operation June 30, 1867—Continued*

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REPORT OF THE POSTMASTER GENERAL.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	<b>MASSACHUSETTS— Cont'd.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
688	Worcester to Albany .....	Worcester.....	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', with branch to Greenfield.	Vermont and Massachusetts	77½	.....	6	6,000 00	.....	77 17	
700	Palmer to Amherst.....	New London Northern.....	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	4,000 00	.....	210 52	
737	Gloucester to Pigeon Cove...	Rockport .....	6½	.....	6	450 00	.....	69 23	
				1,273.38			164,236 75		
	<b>RHODE ISLAND.</b>								
801	Providence to Worcester.....	Providence and Worcester.	44	.....	12	5,900 00	.....	134 09	
802	Providence to New London ..	New York, Providence, and Boston.	63½	.....	19	11,156 25	.....	175 00	
803	Providence to Bristol.....	Providence, Warren, and Bristol.	15½	.....	6	855 00	.....	55 16	
				123½			17,911 25		
	<b>CONNECTICUT.</b>								
926	New London to Worcester...	Norwich and Worcester.....	73	.....	12	8 030 00	.....	110 00	

Includes all side service, and all additional daily mail to South Yarmouth and Harwich Port.

927	New London to Palmer.....	New London Northern .....	{ 30	.....	12 }	5,275 00	.....	{ 100 00	Includes \$67 additional per annum for mail messenger service in New Haven.
			{ 36	.....	6 }		.....	{ 75 00	
933	Middletown to Berlin Depot..	Hartford and New Haven...	10	.....	12	1,000 00	.....	100 00	
937	New Haven to New London..	New Haven and N. London..	50	.....	19	10,067 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 Northam'n..	32	.....	6	2,400 00	.....	75 00	Includes side supply of Vernon.
940	New Haven to Granby, with branch to Collinsville.	New York and New Haven ..	54	.....	12	4,075 00	.....	75 00	
941	New Haven to New York .....	.....do.....	76 $\frac{1}{8}$	.....	19	22,900 00	.....	300 00	
943	Bridgeport to Winsted.....	Naugatuck .....	62	.....	12	4,650 00	.....	75 00	
944	Bridgeport to State Line, with branch to Pittsfield.	Housatonic .....	121	.....	6	7,186 00	.....	59 39	
946	South Norwalk to Danbury ..	Danbury and Norwalk.....	23 $\frac{1}{2}$	.....	6	2,000 00	.....	85 11	Includes side supply of Vernon.
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	
NEW YORK.				758 $\frac{4}{8}$			96,291 33		
1001	New York to Dunkirk.....	Erie .....	460	.....	19	126,500 00	.....	275 00	Includ'g side service. Do.
1002	New York to Albany and Troy.	Hudson River .....	150	.....	19	45,000 00	.....	300 00	
1003	New York to Chatham Four Corners.	New York and Harlem.....	130 $\frac{1}{2}$	.....	6	13,050 00	.....	100 00	
1004	New York to Flushing.....	Flushing.....	16	.....	12	1,600 00	.....	100 00	
1010	Stapleton to Tottenville.....	Staten Island.....	13	.....	12	1,400 00	.....	107 69	
1011	Brooklyn to Greenport.....	Long Island.....	{ 65	.....	12 }	8,225 00	.....	83 93	Includ'g side service. Do.
			{ 33	.....	6 }		.....		
1028	Sufferns to Piermont.....	Erie.....	18	.....	6	772 00	.....	42 89	
1035	Newburg 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 }	.....	25	51,600 00	.....	{ 200 00	Includ'g side service. Do.
			{ 80 }	.....			.....	{ 100 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 Sidney Plains.....	Albany and Susquehanna..	103	.....	12	7,725 00	.....	75 00	
1091	Schenectady to Ballston.....	Rensselaer and Saratoga...	16	.....	6	800 00	.....	50 00	Includ'g side service. Do.
1094	Troy to Schenectady .....	New York Central.....	22	.....	12	1,650 00	.....	75 00	
1095	Troy to North Bennington ..	Troy and Boston.....	32 $\frac{1}{2}$	.....	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.....	62 $\frac{1}{2}$	.....	12	6,250 00	.....	100 00	

**B.—Railroad service as in operation June 30, 1867—Continued.**

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	<b>NEW YORK—Continued.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
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 66	
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 Ogdensburg.	142	.....	12	16,700 00	.....	100 00	
	Branch 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	6,000 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	.....	12	6,100 00	.....	62 89	
			47	.....	6				
1278	Canandaigua to Elmira.....	Erie.....	62½	.....	12	5,137 50	.....	75 00	
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	.....	12	800 00	.....	50 00	
			6	.....	6				
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	

4 P G

1347	Salamanca to Corry.....	Atlantic and Great Western.	61½	.....	6	6,150 00	.....	100 00	
1387	Owego to Ithaca.....	Del., Lackaw'a & West'rn.	33	.....	12	1,415 00	.....	42 88	
1460	Chesterville to Warwick.....	Warwick Valley.....	11	.....	12	550 00	.....	50 00	
				3,139.56			419,039 50		
NEW JERSEY.									
2002	New York to Piermont .....	Northern Railroad Com- pany of New Jersey.	26½	.....	6	2,081 00	.....	50 00	Includes \$756 per an- num for mail mes- senger 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 an- num for mail mes- senger service.
2005	New York to Harrisburg .....	Central Railroad Company of New Jersey.	183	.....	12	36,600 00	.....	200 00	
2006	New York to New Brunswick	New Jersey Railroad and Transportation Co.	36	.....	19	13,500 00	.....	375 00	Includes \$2,700, being 25 per cent. on \$300 a mile for night ser- vice and extra trips.
2008	Port Monmouth to Jackson..	} Raritan and Delaware Bay {	73¾	}	6	3,937 50	.....	50 00	
	Branch to Long Branch .....		5						
2014	Newark to Mont Clair.....	Newark and Bloomfield....	6	.....	12	275 00	.....	45 83	
2028	Waterloo to Newton.....	Sussex.....	12	.....	12	900 00	.....	75 00	
2056	Lambertsville to Flemington.	Belvidere Delaware.....	12.13	.....	6	606 50	.....	50 00	
2062	Trenton to intersection with Delaware, Lackawanna & Western railroad (2410) at "Manunka Chunk."	.....do.....	68.70	.....	12	5,152 50	.....	75 00	
2067	New Brunswick to Philadel- phia.	Philadelphia and Trenton..	54	.....	19	20,250 00	.....	375 00	Includes \$4,050, being 25 per cent. on \$300 a mile for night ser- vice and extra trips.
2071	Jamesburg to Freehold .....	Freehold, Jamesburg, and Agricultural.	11	.....	6	860 00	.....	69 09	Includes \$100 for mail messenger service at Englishtown.
2089	Burlington to Pembroke.....	Burlington County.....	14	.....	12	700 00	.....	50 00	
2092	Philadelphia to South Amboy.	} Camden and Amboy..... {	66	}	6	7,462 00	.....	103 63	
	Branch to Trenton .....		6						
2097	Philadelphia to Bridgeton....	West Jersey.....	19	.....	6	4,315 00	.....	125 00	
			19.40	.....				100 00	
2098	Camden to Atlantic City.....	Camden and Atlantic.....	60	.....	6	3,000 00	.....	50 00	12 trips a week for 4 months, and 6 trips a week for 8 months.
2102	Glassboro' to Millville .....	Millville and Glassboro'....	22	.....				100 00	
2105	Elmer to Salem.....	Salem.....	16.60	.....	6	830 00	.....	50 00	
2111	Millville to Cape Island.....	Cape May and Millville....	41	.....	6	4,100 00	.....	100 00	
2124	Somerville to Flemington....	Central Railroad Company of New Jersey.	16.06	.....	6	690 00	.....	43 00	
				846.14			114,809 50		

B.—*Railroad service as in operation June 30, 1867*—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
2201	Philadelphia to Pittsburg....	Pennsylvania.....	357 $\frac{5}{8}$	.....	14	{ 71,525 00 1,875 00 }	{ ..... }	200 00	\$1,875 allowed for transportation of P. O. car bet. Reading R. R. and Phila'da, Wilm'n & Balt. R. R.—five miles. \$2,550 allowed for transportation of P. O. car bet. Phila'da and Trenton R. R. and Penn. R. R.—6 $\frac{8}{10}$ miles.
2202	Philadelphia to Pottsville ....	Philadelphia and Reading..	97	.....	12	{ 14,550 00 2,550 00 }	{ ..... }	150 00	
2203	Philadelphia to West Chester..	West Chester and Philadel- phia.	29 $\frac{1}{4}$	.....	12	1,463 00	.....	50 00	
2204	Philadelphia to Bethlehem ...	{ North Pennsylvania..... }	54. 19	.....	6	{ 3,215 00 }	.....	50 00	
	Branch to Doylestown.....		10. 11	.....	6		.....	50 00	
2206	Philadelphia to Norristown...	Philadelphia, Germantown, and Norristown.	17	.....	6	500 00	.....	29 41	
2203	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 Rising Sun ...	Philadelphia and Baltimore Central.	39 $\frac{1}{2}$	.....	12	2,050 00	.....	50 00	
2257	Lancaster to Middletown.....	Pennsylvania.....	32 $\frac{1}{2}$	.....	6	1,490 00	.....	45 84	
2268	Strasburg to Leaman Place ..	Strasburg, (J. F. & C. W. Herr, contractors.)	4 $\frac{1}{2}$	.....	6	215 00	.....	47 77	
2310	Allentown to White Haven...	Lehigh Valley.....	54	.....	12	5,400 00	.....	100 00	
2327	Harrisburg to Chambersburg..	Cumberland Valley.....	52	.....	12	5,200 00	.....	100 00	
2328	Harrisburg to Auburn.....	Schuylkill & 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	.....	40 47	
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 & Bloomsb'rg {	17	12 }	6,007 50	75 00	
			63 <sup>10</sup> / <sub>10</sub>	6 }			
2365	Scranton to Carbondale.....	Delaware & Hudson Canal Company.	17	6	850 00	50 00	
2372	Wilkesbarre to White Haven..	Lehigh and Susquehanna..	31 <sup>1</sup> / <sub>2</sub>	6	1,575 00	50 00	
2388	Penn Haven to Audenreid ...	Lehigh Valley over Beaver Meadow branch.	17	6	850 00	50 00	
2410	Great Bend to New Hampton..	Del., Lackawanna & West'n	133	6	9,975 00	75 00	
2456	Fall Brook to Corning.....	Tioga .....	47	12 }			
	Branch to Morris Run.....		4	6 }	3,975 00	50 00	
	Branch to Arnot .....		5	6 }			
2482	Williamsport to Elmira.....	Northern Central, lessees of the Elmira & Williamsport.	77	12	11,550 00	150 00	
2483	Williamsport to Ridgeway...	Pennsylvania, lessees of the Philadelphia and Erie.	129 <sup>73.0</sup> / <sub>1000</sub>	6	6,524 15	50 00	
2535	York to Columbia .....	Northern Central.....	13	7	650 00	50 00	
2541	Hanover Junc. to Hanover. }	Hanover Branch.....	13	6 }	1,050 00	50 00	
	Branch to Littlestown.....		8	6 }			
2542	Hanover to Gettysburg.....	Gettysburg .....	17 <sup>1</sup> / <sub>4</sub>	6	862 50	50 00	
2554	Chambersburg to Hagerstown	Cumberland Valley.....	22	6	1,100 00	50 00	
2576	Huntingdon to Mt Dallas. }	Huntingdon & Broad Top. }	44	6 }	2,466 00	50 00	
	Branch to Broad Top.....		5.32	6 }			
2585a	Tyrone to Phillipsburg.....	Pennsylvania, lessees of 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 .....	32 <sup>1</sup> / <sub>8</sub>	6	3,234 00	100 00	Includes messenger service at side office.
2624	Pittsburg to Uniontown.....	Pittsburg and Connellsville.	73	6	3,650 00	50 00	
2625	Pittsburg to Orrsville.....	Alleghany Valley.....	56	6	2,800 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 .....	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 Petroleum Centre...	Oil Creek .....	25	12 }	2,475 00	75 00	
			12	6 }		50 00	
2770a	Petroleum Centre to Oil City.	Farmers .....	7.74	12	581 00	75 00	Includes messenger service.
2771	Corry to Dayton, Ohio.....	Atlantic and Great Western	326	6	32,600 00	100 00	
2773	Erie to Ridgeway.....	Pennsylvania, lessees of Philadelphia and Erie.	118.24	6	5,912 00	50 00	

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	PENNSYLVANIA—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2777	Miles Grove to New Castle...	Erie and Pittsburg.....	83	.....	6	6,225 00	.....	75 00	
2777a	New Castle to Homewood....	New Castle & Beaver Valley	15	.....	6	1,125 00	.....	75 00	
2779	Northville to Erie.....	Erie and Northeast.....	20	.....	14	4,000 00	.....	200 00	
2782	Columbia to Sinking Springs..	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	583 00	.....	14 66	
	Branch to Eckley.....		4	.....	6		.....		
	Branch to Jeddo.....		2	.....	6		.....		
2817	Tyrone to Lock Haven.....	Pennsylvania.....	56	.....	6	2,800 00	.....	50 00	
2818	Blairsville to Alleghany.....	Pennsylvania.....	64.8	.....	6	3,240 00	.....	50 00	
2830	Shawmut to Shawmut Junc'n	Pennsylvania Cannel Coal.	12	.....	6	100 00	.....	8 33	
2831	Irvine to Oil City.....	Warren and Franklin.....	50	.....	6	2,550 00	.....	51 00	
2832	Penn Haven to Mt. Carmel..	Lehigh Valley.....	40	.....	6	2,000 00	.....	50 00	
				2,845.648			265,791 15		
	DELAWARE.								
3101	Wilmington to Jacksonville..	Phil'a, Wilming'n, & Balto.	47.48	.....	12	12,833 75	.....	125 00	Includes \$1,400 for daily mail to Phil'a.
3117	Harrington to Milford.....	Junction and Breakwater..	87.98	.....	6		.....	62 50	
			9	.....	6	450 00	.....	50 00	
				144.46			13,283 75		
	MARYLAND.								
3201	Baltimore to Philadelphia.. } Branch to Port Deposit.... }	Phil'a, Wilming'n, & Balto.	102	.....	19	37,500 00	} .....	300 00	Includes \$6,900 for ferry at night and accommodation for agts. in night trains.
			4	.....	6	200 00			

3204	Baltimore to Sunbury.....	Northern Central.....	{ 86 }	.....	14	25,450 00	.....	{ 200 00
			{ 55 }	.....			.....	{ 150 00
3207	Baltimore to Washington....	Baltimore and Ohio .....	40	.....	26	12,000 00	.....	300 00
3208	Baltimore to Wheeling .....	Baltimore and Ohio .....	{ 179 }	.....	19 }	93,900 00	.....	{ 300 00
			{ 201 }	.....	13 }		.....	{ 200 00
3209	Grafton to Parkersburg.....	Baltimore and Ohio .....	104	.....	6	10,400 00	.....	100 00
3214	Intersection with Northern Central railroad (3204) to Union Bridge.	Western Maryland.....	40	.....	6	2,000 00	.....	50 00
3237	Annapolis to Annapolis Junc.	Annapolis and Elk Ridge..	20	.....	13	2,858 00	.....	142 90
3306	Araby to Frederick .....	Baltimore and Ohio .....	3	.....	7	300 00	.....	100 00
				834			184,608 00	
	OHIO.							
9004	Bell Air to Columbus.....	Central Ohio .....	137 $\frac{7}{8}$	.....	14	27,575 00	.....	200 00
9051	Pittsburg to Chicago.....	Pittsburg, Ft. 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	.....	12	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 $\frac{3}{4}$ }	.....	12 }	13,087 50	.....	{ 150 00
			{ 40 $\frac{1}{4}$ }	.....	6 }		.....	{ 100 00
9105	Cleveland to Sandusky.....	Cleveland and Toledo .....	61	.....	6	3,050 00	.....	50 00
9125	Bayard to New Philadelphia.	Cleveland and Pittsburg...	32	.....	6	1,372 00	.....	42 87 $\frac{1}{2}$
9129	Oneida Mills to Carrollton ...	Oneida and Carrollton.....	12	.....	6	400 00	.....	33 33
9146	Sandusky to Newark.....	Sandusky, Mansfield, and Newark.	116	.....	6	11,600 00	.....	100 00
9168	Xenia to Dayton.....	Columbus and Xenia.....	17	.....	12	2,125 00	.....	125 00
9170	Dayton to Sandusky .....	Cincinnati, Dayton, and Eastern.	156	.....	12	19,500 00	.....	125 00
9171	Springfield to Delaware.....	Cleveland, Columbus, and Cincinnati.	50	.....	6	2,143 00	.....	42 86
9197	Columbus to Cleveland.....	Cleveland, Columbus, and Cincinnati.	138	.....	12	29,100 00	.....	210 87
9201	Columbus to Xenia.....	Columbus and Xenia.....	55	.....	12	12,375 00	.....	225 00
9202	Columbus to Indianapolis....	Columbus and Indianapolis Central.	188	.....	12	37,600 00	.....	200 00
9222	Galion to Indianapolis.....	Bellfontaine .....	204	.....	12	30,600 00	.....	150 00

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	OHIO—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
9247	Blanchester to Hillsborough.	Marietta and Cincinnati.....	21	.....	6	787 00	.....	37 50	
9266	Portsmouth to Reed's Mills. ...	Marietta and Cincinnati.....	56	.....	6	2,800 00	.....	50 00	
9343	Toledo to Cleveland.....	Cleveland and Toledo.....	114	.....	12	2,280 00	.....	200 00	
9344	Toledo to State Line.....	Toledo, Wabash, & Western	243	.....	6	24,300 00	.....	100 00	
9345	Toledo to Elkhart.....	Mich. South'n & North'n Ind	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.....	Cinc'ti, Dayton, & Eastern.	16	.....	6	800 00	.....	50 00	
9378	Dayton to Union City.....	Dayton and Union.....	48	.....	6	3,600 00	.....	75 00	
9381	Dayton to Toledo.....	Dayton and Michigan.....	149	.....	12	22,350 90	.....	150 00	
9401	Hamilton to Cambridge City.	Cincinnati and Indianapolis Junction.....	54	.....	6	2,700 00	.....	50 00	
9403	Hamilton to Richmond.....	Cincinnati, Richmond, and Chicago.	48	.....	6	3,600 00	.....	75 00	
9405	Cincinnati to Dayton.....	Cincinnati, Hamilton, and Dayton.	60	.....	12	10,875 00	.....	181 25	
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	
			{ 9	.....	6 }		.....	{ 50 00	
9429	Morrow to Zanesville.....	Cincinnati and Zanesville..	132.9	.....	6	9,975 00	.....	75 00	
9470	Dayton to Richmond.....	Little Miami and Columbus and Xenia.	42	.....	6	3,150 00	.....	75 00	
9491	Harrison Junction to Laurel.	Indianapolis and Cincinnati	39½	.....	6	1,925 00	.....	48 75	
9493	Columbus to Pittsburg.....	{ Steubenville and Indiana }	{ 160	.....	12 }	32,400 00	.....	{ 200 00	
	Branch, Means to Cadiz ....		{ 8	.....	12 }		.....	{ 50 00	
9504	Springfield to London.....	Cincinnati, Dayton, and Eastern.	20	.....	6	1,000 00	.....	50 00	
				3,727. 2½			506,044 50		

VIRGINIA.								
4401	Washington, D. C., to Lynchburg.	Orange and Alexandria.....	{ 178½	{ .....	7	18,300 00	..... {	100 00
4403	Game Point to Richmond....	Richmond, Fredericksburg, and Potomac.	75½	.....	14	7,550 00	.....	50 00
4404	Alexandria to Leesburg .....	Alex., Loudon & Hampshire	38.63	.....	6	1,931 50	.....	100 00
4406	Richmond to Selma .....	Virginia Central.....	{ 76½	{ .....	7	13,600 00	..... {	50 00
4407	Richmond to Greensboro', N. C.	Richmond and Danville....	190½	.....	6	14,287 50	.....	75 00
4408	Richmond to Petersburg.....	Richmond and Petersburg.	24½	.....	7	3,000 00	.....	100 00
4412	Petersburg to Weldon, N. C..	Petersburg .....	64	.....	14	6,400 00	.....	100 00
4413	Petersburg to City Point.....	Southside .....	12	.....	6	600 00	.....	50 00
4414	Petersburg to Lynchburg.....	Southside .....	123	.....	6	6,150 00	.....	50 00
4415	Portsmouth to Weldon .....	Seaboard and Roanoke ....	80	.....	7	6,000 00	.....	75 00
4416	Norfolk to Petersburg .....	Norfolk and Petersburg....	81½	.....	7	4,075 00	.....	50 00
4422	Lynchburg to Goodson and Bristol, Tenn.	Virginia and Tennessee....	205	.....	7	20,500 00	.....	100 00
4724	Manassas to Piedmont Station	Manassas Gap.....	34	.....	6	1,700 00	.....	50 00
				1,311.63			104,094 00	
NORTH CAROLINA.								
5001	Weldon to Wilmington.....	{ Wilmington and Weldon..	{ 162	.....	7	16,200 00	.....	100 00
	Branch, Rocky Mount to Tawborough.		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	16,725 00	.....	75 00
5006	Goldsboro' to Morehead City.	Atlantic and North Carolina	95	.....	6	4,750 00	.....	50 00
5007	Salisbury to Morgantown....	Western North Carolina ...	80	.....	6	2,400 00	.....	30 00
5254	Wilmington to Rutherfordton.	Wilmington, Charlotte, and Rutherfordton.	149	.....	3	4,470 00	.....	30 00
5263	Fayetteville to Egypt Depot..	Western.....	43	.....	3	1,290 00	.....	30 00
				868			51,293 00	
SOUTH CAROLINA.								
5601	Kingsville to Wilmington....	{ Wilmington and Manchester	171	.....	7	17,100 00	.....	100 00
5602	Charleston to Augusta, Ga...		{ 137	.....	7	10,275 00	.....	75 00
	Branch, Branchville to Kingsville.			44	.....	7	3,300 00	75 00
	Branch, Kingsv. to Columbia.			26	.....	7	1,300 00	50 00

B.—*Railroad service as in operation June 30, 1867*—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	<b>SOUTH CAROLINA—Contin'd.</b>		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
5603	Florence to Cheraw .....	Cheraw and Darlington....	40	.....	7	1,200 00	.....	30 00	
5604	Charleston to Florence .....	Northeastern.....	103 $\frac{3}{4}$	.....	7	7,772 00	.....	75 00	
5605	Charleston to Salkehatchie...	Charleston and Savannah..	50	.....	3	1,250 00	.....	25 00	
5606	Columbia to Charlotte.....	Charlotte & South Carolina	110	.....	6	5,550 00	.....	50 00	
5607	Columbia to Greenville C. H..	} Greenville and Columbia..	145 $\frac{1}{4}$	.....	6	10,893 00	.....	75 00	
	Branch, Hodges to Abbeville.		11 $\frac{1}{2}$	.....	6	345 00	.....	30 00	
	Branch, Belton to Anderson,		10	.....	6	300 00	.....	30 00	
	C. H.								
5608	Chester C. H. to Yorkville ...	King's Mountain.....	23 $\frac{1}{2}$	.....	6	705 00	.....	30 00	
5609	Alston to Spartanburg C. H..	Spartanburg and Union....	70	.....	3	1,400 00	.....	20 00	
5610	Newberry C. H. to Laurens ..	Laurens.....	32	.....	3	480 00	.....	15 00	
				973 $\frac{7}{8}$			61,870 00		
	<b>GEORGIA.</b>								
6001	Augusta to Atlanta.....	} Georgia.....	174 $\frac{1}{2}$	.....	7	17,450 00	.....	100 00	
	Branch, Camak to Mayfield..		12 $\frac{3}{4}$	.....	7	637 00	.....	50 00	
6002	Atlanta to Chattanooga, Tenn.	Atlantic and Western.....	140	.....	7	14,000 00	.....	100 00	
6003	Atlanta to West Point.....	Atlanta and West Point ...	86 $\frac{1}{2}$	.....	7	6,487 50	.....	75 00	
6004	Millen to Augusta.....	Central R.R. and Banking Co	54	.....	7	5,400 00	.....	100 00	
6005	Washington to Double Wells	Georgia .....	19	.....	6	950 00	.....	50 00	
6006	Union Point to Athens .....	Georgia.....	40	.....	6	2,000 00	.....	50 00	
6008	Kingston to Rome.....	Rome.....	19	.....	3	570 00	.....	30 00	
6009	Savannah to Thomasville....	} Atlantic and Gulf.....	204 $\frac{3}{4}$	.....	7	15,356 00	.....	75 00	
	Branch, Lawton to Live Oak,		48	.....	7	3,600 00	.....	75 00	
	Fla.								
6010	Savannah to Macon.....	Central R.R. and Banking Co	192	.....	7	19,200 00	.....	100 00	

6011	Macon to Columbus.....	Southwestern and Muscogee	100	.....	7	5,000 00	.....	50 00
6012	Macon to Atlanta.....	Macon and Western.....	102	.....	7	7,650 00	.....	75 00
6013	Milledgeville to Gordon.....	Central Railroad & Bank- ing Co.	17	.....	7	1,275 00	.....	75 00
6014	Milledgeville to Eatonton....	do.....	21	.....	7	1,050 00	.....	50 00
6015	Fort Valley to Albany.....	} Southwestern.....	{ 77½	.....	7	3,875 00	.....	50 00
	Branch, Renwick to Eufaula, Ala.			{ 60	.....	7	3,000 00	.....
6209	Macon to Hawkinsville.....	Macon and Brunswick.....	50	.....	7	1,000 00	.....	20 00
6215	Trenton to Wauhatchie.....	Wills Valley.....	12	.....	7	360 00	.....	30 00
				1,430			108,860 50	
FLORIDA.								
6402	Fernandina to Cedar Keys....	Florida.....	154	.....	6	4,620 00	.....	30 00
6403	Jacksonville to Lake City...	Florida, Atlantic, and Gulf Central.	61½	.....	6	3,062 50	.....	50 00
6404	Quincy to Lake City.....	} Pensacola and Georgia....	{ 130	.....	6	6,500 00	.....	50 00
	Branch to Monticello.....			{ 4	.....	6	200 00	.....
				349½			14,382 50	
MICHIGAN.								
12501	Detroit to Chicago, Ill.....	Michigan Southern and Northern Indiana.	242	.....	12	36,300 00	.....	150 00
12502	Toledo, Ohio, to Detroit.....	do.....	65	.....	*6	6,500 00	.....	100 00
12503	Monroe to Adrian.....	do.....	34	.....	6	1,700 00	.....	50 00
12504	Adrian to Jackson.....	do.....	46	.....	6	2,300 00	.....	50 00
12505	White Pigeon to Kalamazoo..	St. Joseph Valley.....	38.32	.....	6	1,916 00	.....	50 00
12506	Detroit to Chicago, Ill.....	Michigan Central.....	285.25	.....	12	42,787 50	.....	150 00
12507	Detroit to Grand Haven.....	Detroit and Milwaukee....	190	.....	12	19,000 00	.....	100 00
12508	Detroit to Port Huron.....	Chicago, Detroit, & Canada Grand Trunk Junction.	{ 64.25	.....	6	3,212 50	.....	50 00
12509	Owasso to Lansing.....	Jackson, Lans. and Saginaw		27.65	.....	6	1,106 00	.....
12510	Holly to Flint.....	Flint and Holly.....	17.22	.....	12	1,291 00	.....	75 00
12511	Saginaw to Flint.....	Flint and Pere Marquette..	36.50	.....	12	2,737 50	.....	75 00
12563	Jackson to Lansing.....	Jackson, Lans. and Saginaw	37.20	.....	12	2,790 00	.....	75 00
12745	Esconawba to Marquette.....	Chicago and Northwestern.	69	.....		4,600 00	.....	66 66
				1,152.39			126,241 00	

\*Or as much oftener  
as the trains run.

Do.  
Do.  
Do.

Do.

Six times a week, six  
months.

B.—*Railroad service as in operation June 30, 1867*—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	INDIANA.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
12001	Indianapolis to Lafayette ....	Indianapolis and Cincinnati	65½	.....	12	6,562 50	.....	100 00	
12002	Indianapolis to Peru.....	Indianapolis, Peru, and Chicago.	54	.....	12	6,600 00	.....	100 00	
			24	.....	6		.....	50 00	
12003	Indianapolis to Cincinnati ...	Indianapolis and Cincinnati	113½	.....	12	14,187 50	.....	125 00	
12004	Columbus to Madison.....	Jeffersonville, Madison, and Indianapolis.	46	.....	6	2,300 00	.....	50 00	
12005	Indianapolis to Terre Haute..	Terre Haute & Indianapolis	73	.....	12	14,600 00	.....	200 00	
12013	New Albany to Indianapolis..	Jeffersonville, Madison, and Indianapolis.	114	.....	12	17,000 00	.....	150 00	
12049	Rushville to Columbus .....	.....do.....	46	.....	6	1,840 00	.....	40 00	
12051	Richmond to Chicago .....	Chicago and Great Eastern	225½	.....	12	33,825 00	.....	150 00	
12090	Cincinnati to East St. Louis..	Ohio and Mississippi .....	341	.....	13	68,200 00	.....	200 00	
12105	New Albany to Michigan City.	Louisville, New Albany & Chicago.	61	.....	12	23,125 00	.....	100 00	
			227	.....	6		.....	75 00	
12132	Evansville to Rockville.....	Evansville & Crawfordsville	23	.....	6	9,400 00	.....	75 00	
			110	.....	6		.....	50 00	
12228	State Line to Logansport....	Toledo, Logansport, and Burlington.	61	.....	6	3,050 00	.....	50 00	
12302	Plymouth to La Porte .....	Cincinnati, Peru, & Chicago	30	.....	6	900 00	.....	30 00	
12340	Fairland to Martinsville.....	Indianapolis and Cincinnati	38½	.....	6	1,732 50	.....	45 00	
				1,653½			203,422 50		
	ILLINOIS.								
11401	Chicago to Milwaukee, Wis..	Chicago and Milwaukee...	87	.....	12	8,700 00	.....	100 00	
11402	Chicago to Freeport.....	Chicago and Northwestern.	121	.....	12	15,125 00	.....	125 00	
11403	Chicago to Moingona, Iowa..	.....do.....	342	.....	12	59,850 00	.....	175 00	
11404	Chicago to Davenport, Iowa.	Chicago and Rock Island..	183	.....	12	18,300 00	.....	100 00	

11405	Chicago to Burlington, Iowa.	Chicago, Burlington, and Quincy.	207.70	.....	12	31,805 00	.....	150 00
	Branch to Turner.....	.....	13	.....	6		.....	50 00
11406	Chicago to East St. Louis, Missouri.	Chicago and Alton.....	283	.....	12	42,450 00	.....	150 00
11407	Chicago to Cairo.....	Illinois Central.....	253	.....	12	42,100 00	.....	100 00
			112	.....	12		.....	150 00
11408	Elgin to Richmond.....	Elgin and State Line.....	33	.....		1,650 00	.....	50 00
11409	Calidonia Station to Madison, Wis.	Chicago and Northwestern.	60	.....		4,500 00	.....	75 00
11410	Courtland Station to Sycamore.	Sycamore and Courtland..	5	.....	6	250 00	.....	50 00
11411	Rock Island to Coal Valley..	Rock Island and Peoria....	12	.....	6	600 00	.....	50 00
11412	Bureau Junction to Peoria...	Chicago and Rock Island..	47	.....		2,350 00	.....	50 00
11413	Joliet to Lake Station.....	Michigan Central.....	45	.....		2,250 00	.....	50 00
11414	Peoria to State Line.....	Toledo, Peoria, and Warsaw	86	.....		9,850 00	.....	100 00
			25	.....			.....	50 00
11415	Peoria to Galesburg.....	Chicago, Burlington, and Quincy.	54	.....		5,400 00	.....	100 00
11416	Peoria to Virginia.....	Peoria, Pekin, and Jacksonville.	71.65	.....		3,582 50	.....	50 00
11417	Lewistown to Yates City.....	Chicago, Burlington, and Quincy.	31	.....		1,550 00	.....	50 00
11418	Petersburgh to Jacksonville..	St. Louis, Jacksonville, and Chicago.	28½	.....		1,425 00	.....	50 00
11419	Jacksonville to Godfrey.....	St. Louis, Jacksonville, and Chicago.	61½	.....	6	4,612 50	.....	75 00
11420	Galesburgh to Quincy.....	Chicago, Burlington, and Quincy.	100	.....	12	12,000 00	.....	120 00
11421	Dunleith to Centralia.....	Illinois Central.....	342	.....	12	34,200 00	.....	100 00
11422	Terre Haute, Indiana, to East St. Louis, Missouri.	St. Louis, Alton, and Terre Haute.	193	.....	12	38,600 00	.....	200 00
11423	State Line to Meredosia.....	Toledo, Wabash, & Western.	182	.....		18,200 00	.....	100 00
11424	Quincy to Meredosia.....	Quincy and Toledo.....	58	.....		5,800 00	.....	100 00
11425	Clayton to Carthage.....	Toledo, Wabash, and Western.	30½	.....		1,525 00	.....	50 00
11426	Carthage to Warsaw.....	do.....	21½	.....		1,075 00	.....	50 00
				3,088.35			367,750 00	

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

Do.  
Do.

Do.  
Do.

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

Do.  
Do.  
Do.

Do.

B.—Railroad service as in operation June 30, 1867—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.	
	WISCONSIN.		Miles.	Miles.		Dollars.	Dollars.	Dollars.		
13001	Chicago to Green Bay.....	Chicago and Northwestern.	244	.....	12	36,600 00	.....	150 00	Six times a week, or as much oftener as the trains may run, if required. Do. Do.  Do. Do.   Recognized at \$75 per mile per annum for six months.	
13002	Kenosha to Rockford.....	.....do .....	73.32	.....	.....	3,666 00	.....	50 00		
13003	Racine to Port Byron, Ill....	Western .....	180	.....	12	18,000 00	.....	100 00		
13004	Milwaukee to Prairie du Chien	Milwaukee and Prairie du Chien.	194.80	.....	12	19,480 00	.....	100 00		
13006	Milwaukee to Portage City ..	Milwaukee and Saint Paul.	97.50	.....	.....	7,312 50	.....	75 00		
13007	West Milton to Monroe.....	Milwaukee and Prairie du Chien	42.80	.....	.....	1,712 00	.....	40 00		
13008	Watertown to Sun Prairie....	Milwaukee and Saint Paul.	25	.....	.....	1,000 00	.....	40 00		
13009	Horicon to Berlin .....	.....do .....	43.50	.....	.....	2,175 00	.....	50 00		
13010	Nepeuskun to Omro.....	.....do .....	10.50	.....	6	420 00	.....	40 00		
13011	Warren to Mineral Point.....	Mineral Point .....	33	.....	.....	1,650 00	.....	50 00		
13012	Sheboygan to Glenbeulah....	Sheboygan & Fond du Lac.	20	.....	6	750 00	.....	75 00		
				1,162.42			122,465 50			
	IOWA.									
11002	McGregor to Conover .....	McGregor and Western....	43	.....	.....	2,400 00	.....	50 00	Six times a week, or as much oftener as the trains may run, if required.  Do.	
11003	Dubuque to Iowa Falls.....	Dubuque and Sioux City ..	150	.....	6	7,500 00	.....	50 00		
11004	Waterloo to Waverly.....	.....do .....	20	.....	6	1,000 00	.....	50 00		
11005	Farley to Cedar Rapids.....	Dubuque and Southwestern	55.76	.....	.....	2,788 00	.....	50 00		
11007	Davenport to Kellogg's Station	{ Mississippi and Missouri river.	{ 131 $\frac{1}{4}$ 134	.....	6 }	7,250 00	.....	50 00		
	Branch, Wilton Junction to Muscatine.			.....	6 }					
11008	Muscatine to Washington....	Mississippi and Missouri River.	37.77	.....	6	1,888 50	.....	50 00		

11009	Burlington to Ottumwa.....	Burlington and Missouri River.	76	.....	12	5,700 00	.....	75 00
11010	Keokuk to Fort Madison.....	Keokuk, Mount Pleasant, and Muscatine.	26	.....	6	1,300 00	.....	50 00
11011	Keokuk to Des Moines .....	Des Moines Valley.....	162	.....	6	12,150 00	.....	75 00
				720.53			41,976 50	
MISSOURI.								
10501	St. Louis to Leavenworth City	Pacific.....	{ 282½	.....	7 }	44,975 00	.....	{ 150 00
10502	St. Louis to Pilot Knob .....	{ St. Louis & Iron Mountain	{ 26	.....	7 }			{ 100 00
	Branch, Mineral Point to Potosi.		{ 87.1	.....	6 }	8,910 00	.....	{ 100 00
			{ 4	.....	6 }			{ 50 00
10503	Pacific to Rolla.....	Southwest Pacific.....	76½	.....	6	9,625 00	.....	126 22
10504	St. Louis to Macon City.....	North Missouri .....	170	.....	6	25,500 00	.....	150 00
10505	Quincy to St. Joseph.....	{ Hannibal and St. Joseph.	{ 213½	.....	12 }	32,775 00	.....	{ 150 00
	Branch, Palmyra to Hannibal		{ 15	.....	12 }			{ 50 00
10506	St. Joseph to Weston.....	Missouri Valley .....	37	.....	6	3,700 00	.....	100 00
				901.35			125,485 00	
MINNESOTA.								
13533	Winona to Owatonna .....	Winona and St. Peter .....	90½	.....		6,787 50	.....	75 00
13606	St. Paul to Belle Plaine.....	Minnesota Valley .....	50	.....	12	3,750 00	.....	75 00
13608	Minneapolis to Owatonna....	Minnesota Central .....	72	.....		5,400 00	.....	75 00
13621	St. Paul to St. Cloud.....	St. Paul and Pacific.....	{ 11 }	.....	12	4,200 00	.....	{ 75 00
			{ 67½ }	.....				{ 50 00
13659	La Crosse, Wisconsin, to Rushford, Minnesota.	Southern Minnesota .....	32¾	.....		1,550 00	.....	47 33
				323¾			21,687 50	
KENTUCKY.								
9605	Ashland to Coalton.....	Lexington and Big Sandy .	11	.....	6	250 00	.....	22 72
9606	Covington to Nicholasville...	Kentucky Central.....	{ 99	.....	12 }	10,550 00	.....	{ 100 00
			{ 13	.....	6 }			{ 50 00
9607	Louisville to Lexington.....	Louisville and Frankfort and Lexington and Frankfort.	94	.....	6	9,400 00	.....	100 00
9608	Louisville to Nashville, Tenn.	Louisville and Nashville...	180½	.....	6	27,315 00	.....	151 32
9609	Junction to Bardstown.....	.....do .....	18	.....	6	540 00	.....	30 00
9610	Lebanon Junction to Crab Orchard.	.....do .....	85.7	.....	6	6,395 00	.....	74 62

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

Do.

B.—Railroad service as in operation June 30, 1867—Continued.

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REPORT OF THE POSTMASTER GENERAL.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	KENTUCKY—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
9611	Bowling Green to Tate's Station.	Louisville and Nashville...	51	.....	6	5,100 00	.....	100 00	
9612	Paducah to Union City.....	New Orleans and Ohio ....	62	.....	6	3,100 00	.....	50 00	
	TENNESSEE.			613.2			62,650 00		
10001	Knoxville to Bristol.....	East Tennessee & Virginia	130.7	.....	7	13,070 00	.....	100 00	
10002	Knoxville to Chattanooga....	{ East Tennessee & Georgia }	112	.....	7 }	12,625 00	.....	100 00	
	Branch, Cleaveland to Dalton		28½	.....	7 }			50 00	
10003	Rogersville to Bull's Gap....	Rogersville and Jefferson ..	14	.....	6	790 00	.....	56 71	
10004	Nashville to Chattanooga ....	{ Nashville and Chattanooga }	153	.....	14 }	15,540 00	.....	100 00	
	Branch, War Trace to Shelbyville.		7	.....	7 }			34 28	
10007	Nashville to Decatur .....	Nashville and Decatur ....	122½	.....	6	9,175 00	.....	75 00	
10008	Nashville to Johnsonville....	Nashville and Northwestern	78	.....	6	2,340 00	.....	30 00	
10009	Nashville to Tate's Station...	Edgfield and Kentucky....	48	.....	7	1,440 00	.....	30 00	
10010	Tate's Station to Paris.....	Memphis, Clarksville and Louisville.	82½	.....	6	8,250 00	.....	100 00	
10011	Memphis to Paris .....	Memphis and Ohio.....	132½	.....	6	13,250 00	.....	100 00	
	ALABAMA.			908.53			76,480 00		
6601	Montgomery to West Point, Ga	{ Montgomery & West Point }	88	.....	6	6,600 00	.....	75 00	
	Branch, Opelika to Columbus.		28	.....	6	1,400 00	.....	50 00	
6602	Montgomery to Pollard.....	Alabama and Florida.....	112	.....	6	8,400 00	.....	75 00	
6605	Columbus, Georgia, to Union Springs, Alabama.	Mobile and Girard .....	54	.....	6	2,700 00	.....	50 00	

6606	Selma to Blue Mountain.....	} Alabama & Tennessee River	135	.....	6	6,750 00	.....	50 00	
6607	Selma to Meridian, Miss.....		} Selma and Meridian.....	107	.....	6	8,025 00	.....	75 00
	Branch, Uniontown to Newbern.			11	.....	6	550 00	.....	50 00
6608	Memphis, Tenn., to Stevenson, Alabama.	} Memphis and Charleston..	272½	.....	6	27,250 00	.....	100 00	
	Branch, Moscow, Tennessee, to Somerville.		14	.....	6	420 00	.....	30 00	
	Branch, Tuscumbia to Florence.		5	.....	6	150 00	.....	30 00	
6813	Gainesville to Gainesville Junction.	Mississippi, Gainesville, and Tuscaloosa.	22	.....	6	660 00	.....	30 00	
6815	Pollard to Mobile .....	Mobile and Great Northern.	71	.....	6	5,325 00	.....	75 00	
MISSISSIPPI.				919½			68,230 00		
7001	Canton to Jackson, Tenn....	Mississippi Central.....	237	.....	6	23,700 00	.....	100 00	
7002	Memphis, Tenn., to Granada, Mississippi.	Mississippi and Tennessee..	100	.....	6	7,500 00	.....	75 00	
7004	Vicksburg to Meridian .....	Southern Mississippi .....	144	.....	6	10,800 00	.....	75 00	
7008	Mobile, Ala., to Columbus, Ky	} Mobile and Ohio.....	472	.....	6	47,200 00	.....	100 00	
	Branch, Columbus to Artesia.		14	.....	6	700 00	.....	50 00	
ARKANSAS.				967			89,900 00		
7504	Devall's Bluff to Little Rock.	Memphis and Little Rock..	50	.....	6	3,750 00	.....	75 00	
LOUISIANA.				50			3,750 00		
8001	Algiers to Brashear.....	New Orleans, Opelousas, and Great Western.	80	.....	7	8,000 00	.....	100 00	
8002	New Orleans to Canton, Miss.	New Orleans, Jackson, and Great Northern.	206	.....	7	20,600 00	.....	100 00	
TEXAS.				286			28,600 00		
8501	Houston to Orange.....	Texas and New Orleans ...	100	.....	7	5,000 00	.....	50 00	
8502	Houston to Galveston .....	Galveston and Houston Junction.	50	.....	7	5,000 00	.....	100 00	
8503	Houston to Columbia.....	Houston Tap and Brazoria.	50	.....	7	2,500 00	.....	50 00	
8504	Houston to Milican .....	Houston and Texas Central	80	.....	7	4,000 00	.....	50 00	

B.—*Railroad service as in operation June 30, 1867*—Continued.

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REPORT OF THE POSTMASTER GENERAL.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	TEXAS—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
8505	Harrisburg to Alleyton .....	Buffalo Bayou, Brazos, and Colorado.	80½	.....	7	4,025 00	.....	50 00	
8506	Hempstead to Brenham .....	Washington County .....	25	.....	7	1,250 00	.....	50 00	
8630a	Marshall to Shreveport .....	Southern Pacific .....	41	.....	7	2,050 00	.....	50 00	
				426½			23,825 00		
	CALIFORNIA.								
14702	San Francisco to St. José.....	San Francisco and San José	50	.....	12	11,200 00	.....	224 00	
14742	Sacramento to Folsom.....	Sacramento Valley.....	23½	.....	12	3,480 00	.....	148 08	
14750	Roseville to Lincoln.....	California and Oregon .....	12	.....	12	1,800 00	.....	150 00	
14834	Sacramento to Cisco .....	Central Pacific.....	94	.....	12	28,200 00	.....	300 00	
	Aspinwall to Panama.....	Pacific Mail Steamship Co.	48	.....		37,500 00	.....	.....	Part of route from New York to San Francisco, under act of March 25, 1864.
				227½			82,180 00		
	NEBRASKA.								
14451	Omaha to Julesburg. ....	Union Pacific .....	290	.....	12	56,550 00	.....	195 00	
				290			56,550 00		
	KANSAS.								
14083	Wyandotte to Elsworth, with branch from Leavenworth to Lawrence.	Union Pacific (Smoky Hill branch.)	220	.....	12	33,000 00	.....	150 00	
				220			33,000 00		

GEORGE WILLIAM McLELLAN, *Second Assistant Postmaster General.*

C.—Steamboat service as in operation September 30, 1867.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
New Hampshire .....	317a	Wolf boro' to Meredith Village .....	33	.....	3	500 00	.....	During navigation. Do.
	323	Weir's Bridge to Wolf boro' .....	30	.....	6	650 00	.....	
				63			1,150 00	
Massachusetts .....	670	Hyannis to Nantucket .....	30	.....	6	2,500 00	.....	
	674	New Bedford to Edgartown .....	38	.....	6	1,475 00	.....	
				68			3,975 00	
Rhode Island .....	809	Newport to New York .....	169	.....	6	2,500 00	.....	
				169			2,500 00	
New York .....	1119	White Hall to Rouse's Point .....	120	.....	11	6,000 00	.....	
	1387	Ithaca to Cayuga .....	40	.....	6	1,713 00	.....	
	1480	Geneva to Watkins .....	47	.....	6	700 00	.....	
				207			8,413 00	
New Jersey .....	2007	New York to Keyport .....	24	.....	6	350 00	.....	
	2008	New York to Port Monmouth .....	20	.....	6	500 00	.....	
	2092	South Amboy to New York .....	27	.....	6	2,338 00	.....	
				71			3,188 00	
Pennsylvania .....	2626	Pittsburg to Greensboro .....	85	.....	6	6,300 00	.....	
				85			6,300 00	

C.—Steamboat service as in operation September 30, 1867—Continued.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
Maryland .....	3210	Baltimore to Queenstown.....	36	36	3	547 00	547 00	
Ohio .....	9267	Portsmouth to Cincinnati.....	115	.....	3	2,100 00	.....	
	9413	Cincinnati to Maysville .....	66	.....	6	3,400 00	.....	
	9492	Ironton to Gallipolis .....	58½	.....	3	1,488 00	.....	
				239½			6,988 00	
West Virginia.....	4102	Wheeling to Parkersburg.....	96	.....	6	4,800 00	.....	
	4120	Parkersburg to Gallipolis .....	86	.....	3	2,600 00	.....	
	4129	Kanawha C. H. to Gallipolis .....	63¾	.....	6	2,449 00	.....	
				245¾			9,849 00	
Virginia .....	4415	Norfolk to Baltimore.....	200	.....	6	18,000 00	.....	
	4417	Norfolk to Eastville.....	57	.....	3	3,500 00	.....	
	4418	Norfolk to Matthews C. H.....	60	.....	2	1,000 00	.....	
	4419	Norfolk to Richmond .....	148	.....	3	2,000 00	.....	
				465			24,500 00	
North Carolina .....	5026	Wilmington to Smithville.....	30	.....	2	699 00	.....	
	5037	Plymouth to Franklin Depot.....	107	.....	3	2,000 00	.....	
				137			2,699 00	

Georgia.....	6060	Rome to Greensport, Ala .....	180	.....	2	3,300 00	.....	
			180	.....			3,300 00	
Florida .....	6414	Pilatka to Jacksonville.....	70	.....	2	1,800 00	.....	
	6416	Pilatka to Mellonville.....	124	.....	1	2,000 00	.....	
	6435	Bainbridge, Ga., to Appalachicola, Fla ..	201	.....	2	7,000 00	.....	
			395	.....			10,800 00	
Michigan .....	12693	Grand Haven to Milwaukee.....	85	.....	6	1,830 00	.....	During navigation, say 7 mos.
	12741	Detroit to Sault de St. Marie.....	350	.....	3	500 00	.....	During navigation, say 6 mos.
	12745	Marquette to Hancock.. ..	69	.....	6	4,600 00	.....	Do.
	12749	Port Huron to Mackinaw.....	240	.....	3	700 00	.....	During navigation, say 7 mos.
	12793	Milwaukee, Wis., to Manistee, Mich..	130	.....	4	350 00	.....	Do.
			874	.....			7,980 00	
Wisconsin .....	13013	La Crosse to Dubuque, Iowa .....	165	.....	6	10,980 00	.....	From April 16 to Nov. 14, inclusive, in each year.
	13017	Oshkosh to New London .....	67	.....	6	1,200 00	.....	From May 1 to November 15, inclusive, in each year.
	13262	Berlin to Oshkosh .....	27	.....	6	333 33	.....	During navigation, say 6 mos.
			259	.....			12,513 33	
Minnesota .....	13501	St. Paul to La Crosse, Wis.....	190	.....	6	7,320 00	.....	From Apr. 16 to Nov. 14, inclusive, in each year; carries the through and way mails.
	13502	La Crosse, Wis., to St. Paul, Minn...	180	.....	6	9,150 00	.....	From April 16 to Nov. 14, inclusive, in each year; carries the through mail only.
			370	.....			16,470 00	
Kentucky.....	9601	Louisville to Cincinnati. O .....	135	.....	7	9,000 00	.....	In due connection with railroads.
	9602	Louisville to Evansville, Ind.....	202	.....	4	7,990 00	.....	In due connection with Mobile and Ohio railroad.
	9603	Evansville, Ind., to Cairo, Ill.....	200	.....	4	10,000 00	.....	
	9803	Louisville to Jeffersonville, Ind .....	5	.....		2,500 00	.....	
	9807	Columbus to Cairo, Ill.....	21	.....		3,150 00	.....	
	9809	Cairo, Ill., to Iuka, Miss .....	328	.....	3	5,000 00	.....	
			891	.....			37,640 00	

C.—Steamboat service as in operation September 30, 1867—Continued.

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REPORT OF THE POSTMASTER GENERAL.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	
Arkansas .....	7505	Memphis, Tenn., to Pine Bluff, Ark..	395	.....	2	15,000 00	.....	
	7506	White River to Jacksonport.....	372	.....	2	12,000 00	.....	
				767			27,000 00	
Louisiana .....	8003	New Orleans to St. Francisville .....	170	.....	2	6,400 00	.....	
	8005	New Orleans to Buras Settlement.....	69	.....	2	1,800 00	.....	
	8006	New Orleans to Mobile, Ala .....	186	.....	6	25,000 00	.....	
	8007	New Orleans to Covington .....	57	.....	2	3,000 00	.....	
	8077	St. Louis, Mo., to Memphis, Tenn....	460	.....	2	14,000 00	.....	
				942			50,200 00	
Texas .....	8506	Brashear, La., to Indianola, Texas ...	375	.....	.....	30,000 00	.....	Twice a week from June 1 to September 30; four times a week from October 1 to May 31, in each year.
	8507	Galveston to Brazos Santiago.....	295	.....	1	12,000 00	.....	
	8508	Indianola to Corpus Christi.....	105	.....	3	10,500 00	.....	
				775			52,500 00	
California.....	14701	San Francisco to Sacramento .....	110	.....	6	18,000 00	.....	
	14703	San Francisco to Stockton.....	120	.....	6	15,000 00	.....	
	14704	San Francisco to Oakland.....	9	.....	6	2,500 00	.....	
	14705	San Francisco to Petaluma .....	35	.....	6	4,000 00	.....	
				274			39,500 00	
Oregon .....	15102	Portland to The Dalles.....	119½	.....	6	10,600 00	.....	
	15119	Astoria to Portland .....	110	.....	2	6,990 00	.....	
				229½			16,990 00	

Washington Territory	15407	Olympia to Victoria.....	208	-----	1	10,400 00	-----
	15419	Seattle to Whatcom.....	165	-----	1	5,800 00	-----
				373			16,200 00
Under act of March { 25, 1864 .....	-----	New York to Aspinwall .....	2,305 {	-----	-----	150,000 00	-----
	-----	Panama to San Francisco .....	3,757 }	-----			-----
				3,062			150,000 00

{ This service is set down to California in the report of June 30, 1867, (see table A,) and includes service across the isthmus of Panama.

GEORGE WILLIAM McLELLAN,  
Second Assistant Postmaster General.

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 .....	36		4,545					
New Hampshire .....	14		1,320		33		500	
Vermont .....		26	<i>a</i> 570					
Massachusetts .....	76		11,258					
Rhode Island .....	16		711					
Connecticut .....		8	<i>c</i> 1,447					
New York .....	88		3,032		47		700	
New Jersey .....		4		36				
Pennsylvania .....		415		1,525				
Delaware .....								
Maryland .....		52		120				
Ohio .....		50		55	58		488	
West Virginia .....	65		1,256			200		18,000
Virginia .....	1,200		20,717		200		18,000	
North Carolina .....	469		9,695				<i>f</i> 500	
South Carolina .....	281		8,344					
Georgia .....	415		15,372			<i>g</i> 332		<i>g</i> 5,000
Florida .....		313		12,921	1,477		18,600	
Michigan .....		162	<i>b</i> 30,541		250		1,776	
Indiana .....		504	16,705					
Illinois .....		398	18,628					
Wisconsin .....	89		23,339		97		11,718	
Iowa .....		858		7,916		<i>m</i> 110		<i>m</i> 2,704
Missouri .....	964		720			<i>n</i> 432		<i>n</i> 22,350
Minnesota .....		544		8,768		<i>p</i> 229		<i>p</i> 20,025
Kentucky .....		301		16,409	3		2,865	
Tennessee .....	2,524		34,568					
Alabama .....	681		30,418					
Mississippi .....	940		28,503			<i>r</i> 4		
Arkansas .....	2,785		134,885			182		1,000
Louisiana .....	1,564		126,385		<i>s</i> 399		15,594	
Texas .....	7,160		253,109		<i>u</i> 295		<i>u</i> 12,000	
California .....	204			25,383				<i>v</i> 6,000
Oregon .....	60		128,270		170		10,000	
Kansas .....	829		87,764					
Nevada .....	888		100,876					
Nebraska .....		241		19,223				
New Mexico Territ'y .....		191	66,853					
Utah Territory .....	120		9,607					
Washington Territ'y .....		149	28,703		208		13,700	
Colorado Territory .....		5	3,696					
Dakota Territory .....	845		84,442					
Arizona Territory .....	341		55,319					
Idaho Territory .....	220		4,200					
Total .....	22,874	4,221	1,345,798	92,356	3,237	1,489	106,441	75,079
Decrease .....	4,221		92,356		1,489		75,079	
Increase .....	18,653		1,253,442		1,748		31,362	

*a* Occasioned by increased number of trips.

*b* Pay per mile increased on some of the routes.

*c* Occasioned by increased number of trips.

*d* For mail messenger on route from New Haven to New London.

*e* \$1,000 for mail messenger service discontinued on route from Pittsburg to Orrsville. Pay reduced on other routes.

*f* Service on route from Plymouth to Franklin depot increased to three times a week.

*g* Route from Pilatka, Florida, to Savannah, Georgia, discontinued.

*h* Occasioned by increased number of trips.

*i* Corrected distance.

*k* Pay on routes from Chicago to Green Bay and Milwaukee to La Crosse increased \$50 per mile per annum.

*l* Service between Milwaukee and Portage City, 97½ miles, reduced to six times a week.

*m* Steamboat route from Dubuque to Davenport advertised, but no bids received; not in operation.

transportation and cost during the year ended June 30, 1867.

RAILROAD.				TOTAL ANNUAL TRANS- PORTATION.		TOTAL ANNUAL COST.	
Length of routes.		Cost.					
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
2	16		2,750	62,088		1,795	
			900	15,912		920	
		b2,000		2,844		2,570	
	75		6,138	38,333		5,120	
				10,764		711	
		d67		4,992		1,514	
27		21,100		152,448		24,832	
107		29,000		133,068		28,964	
69			e1,528		68,461		3,053
19		1,198		12,118		1,198	
4		200			4,444	80	
179		52,630		376,098		53,603	
					83,753		16,744
34		4,250		320,839		42,967	
45		6,925		102,258		17,120	
12		1,825		35,153		10,169	
128		31,177		60,417		41,549	
4		610		69,136		6,289	
50		6,115		308,681		38,432	
	105		2,063		182,760	14,642	
206		73,444		837,158		92,072	
	24	k18,740		1118,217		53,797	
	91		8,043		329,877		18,663
24			o4,946		172,510		26,576
q323		q21,687		91,706			7,106
10		1,070			95,958		12,474
201		19,843		582,612		54,411	
116		23,678		150,952		54,096	
14		700		73,350		29,203	
				496,860		133,885	
	t2	3,900		205,440		145,879	
45		4,527		1,272,283		269,636	
87		33,140		403,818		1,757	
				321,722		138,270	
220		33,000		641,677		120,764	
				329,662		100,876	
290		56,550		187,148		37,327	
				54,184		66,853	
				81,692		9,607	
				65,728		42,403	
				30,108		3,696	
				272,788		84,442	
				127,504		55,319	
				22,880		4,200	
2,216	293	447,376	26,368	8,123,685	937,763	1,790,428	84,616
293		26,368		937,763		84,616	
1,923		421,008		7,144,875		1,705,812	

n Route from St. Louis to Keokuk discontinued; route from St. Louis to Cairo transferred to Louisiana.  
o Some of the railroad routes have been let at reduced rates.  
p That part of route 13501 which lies between La Crosse and Dubuque transferred to Wisconsin, and service on other routes let at reduced rates.  
q New service.  
r Corrected distance.  
s Two hundred miles of this is for the route from St. Louis to Cairo, transferred from Missouri to this State.  
t Corrected distance.  
u Pay on route from Algiers to Brashear increased \$50 per mile per annum.  
v Route from Galveston to Brazos Santiago.  
w Route from San Francisco to Sacramento City, and from San Francisco to Stockton, let at reduced rates  
a last lettings.

GEORGE WILLIAM MCLELLAN,  
Second Assistant Postmaster General.

*E.—Table showing the weight of mails and accommodations for mails and per mile per annum*

[ABBREVIATIONS.—F. F., fixtures and furniture; F. F. C., fixtures and furniture complete; R. P. O., railway

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
1	New Jersey...	2006	New York, New Brunswick....	New Jersey Railroad and Transportation Company.	36
1a	do .....	2067	New Brunswick, Philadelphia..	Philadelphia and Trenton.....	54
2	Maryland .....	3207	Baltimore, Washington .....	Baltimore and Ohio.....	40
3	do .....	3201	Baltimore, Philadelphia .....	Philadelphia, Wilmington, and Baltimore.	98
4	Massachusetts .	605	Boston, Worcester.....	Boston and Worcester .....	44½
5	Maryland .....	3208	Baltimore, Cumberland .....	Baltimore and Ohio.....	178
6	New York.....	1001	New York, Dunkirk .....	Erie .....	460
7	Connecticut ...	938	New Haven, Springfield .....	Hartford and New Haven.....	63½
8	Ohio .....	9406	Cincinnati, Xenia.....	Little Miami.....	65
9	do .....	9201	Columbus, Xenia .....	Columbus and Xenia.....	55
10	do .....	9095	Erie, Cleveland.....	Cleveland, Painesville, and Ashtabula.	96
11	do .....	9405	Cincinnati, Hamilton .....	Cincinnati, Hamilton, and Dayton....	25
12	Massachusetts .	688	Worcester, Albany .....	Western .....	158
13	Ohio .....	9197	Columbus, Cleveland .....	Cleveland, Columbus, and Cincinnati.	138
14	Pennsylvania..	2201	Philadelphia, Pittsburg .....	Pennsylvania.....	357½
	Do.....	2201	Philadelphia, Harrisburg .....	do .....	106
	Do.....	2201	Harrisburg, Pittsburg.....	do .....	251½
15	New York.....	1079	Albany, Buffalo .....	New York Central.....	298
16	New Jersey...	2005	New York, Harrisburg.....	Central, of New Jersey.....	183
17	Ohio .....	9493	Columbus, Pittsburg.....	Steubenville and Indiana, (Pittsburg, Columbus, and Cincinnati.)	193
18	do .....	9051	Pittsburg, Chicago.....	Pittsburg, Fort Wayne, and Chicago.	469½
19	do .....	9202	Columbus, Indianapolis .....	Columbus and Indianapolis Central...	188
20	New York.....	1325	Buffalo, State Line .....	Buffalo and State Line.....	69
21	Pennsylvania..	2779	State Line, Erie .....	Erie and North East .....	20
22	Maryland .....	3208	Cumberland, Wheeling .....	Baltimore and Ohio.....	201
23	Ohio .....	9343	Toledo, Cleveland .....	Cleveland and Toledo.....	114
24	Connecticut ...	937	New Haven, New London .....	New Haven and New London.....	50
25	Maryland .....	3204	Baltimore, Harrisburg .....	Northern Central .....	86
26	Indiana .....	12090	Cincinnati, East St. Louis.....	Ohio and Mississippi .....	341
27	California .....	14702	San Francisco, San José.....	San Francisco and San José.....	50
28	New York .....	1234	Syracuse, Rochester.....	New York Central.....	104
29	Massachusetts .	608	Boston, Providence .....	Boston and Providence .....	46
30	Rhode Island..	802	Providence, New London .....	New York, Providence, and Boston...	63½
31	Massachusetts .	601	Boston, Portsmouth .....	Eastern.....	56
32	Illinois .....	11403	Chicago, Boonsboro' .....	Chicago and Northwestern .....	342
33	Massachusetts .	604	Boston, Fitchburg .....	Fitchburg .....	52
34	Maine.....	113	Portland, Portsmouth.....	Portland, Saco, and Portsmouth.....	52
35	New York.....	1282	Rochester, Niagara Falls.....	New York Central.....	76
36	Michigan .....	12506	Detroit, Chicago .....	Michigan Central .....	285½
37	do .....	12501	Toledo, Chicago .....	Michigan Southern and Northern Indiana.	242
38	Illinois .....	11405	Chicago, Burlington.....	Chicago, Burlington, and Quincy....	207.70
39	Missouri.....	10501	St. Louis, Kansas City .....	Pacific, of Missouri.....	282½
40	Indiana .....	12013	New Albany, Indianapolis .....	Jeffersonville, Madison, and Indianapolis.	113
41	Illinois .....	11406	Chicago, East St. Louis.....	Chicago and Alton.....	283
42	Wisconsin.....	13001	Chicago, Ill., Green Bay, Wis ..	Chicago and Northwestern.....	244
43	Kentucky .....	9608	Louisville, Nashville.....	Louisville and Nashville .....	185
44	New York.....	1081	Albany, Troy .....	Troy and Greenbush.....	7
45	Illinois .....	11407	Centralia, Cairo .....	Illinois Central .....	112
46	Missouri .....	10504	St. Louis, Macon City.....	North Missouri .....	170
47	Maryland .....	3204	Harrisburg, Sunbury .....	Northern Central.....	55
48	Missouri.....	10505	Quincy, Hannibal, St. Joseph ..	Hannibal and St. Joseph.....	222
49	Ohio .....	9222	Galion, Indianapolis .....	Bellefontaine.....	204
50	do .....	9104	Cleveland, Alliance.....	Cleveland and Pittsburg .....	59½
51	Pennsylvania..	2346	Sunbury, Williamsport.....	Pennsylvania, (lessees Philadelphia and Erie.)	39.71

*agents on railroad routes, with the frequency of the service and the rate of pay for mail transportation.*

post office. The figures in parentheses in the "Remarks" column refer to the order of the routes in this table.]

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
309,933	315,683	625,616	603,576	20,119	R. P. O., way mail $\frac{1}{4}$ car.	*25	\$375 00	
312,026	305,511	617,537	602,078	20,069	39 x 8.2, 44.3 x 8.2, 47.1 x 8.3 $\frac{1}{2}$ , F. F. C.	*25	375 00	Through mail in crates.
252,875	444,042	696,917	677,450	22,581	Railway post office . . . . .	26	300 00	
289,649	267,821	557,470	520,445	17,348	R. P. O., 39 x 8, 44.3 x 8.2, 47.1 x 8.3 $\frac{1}{2}$ , 49.1 x 8.3 $\frac{1}{2}$ ; way, 29.1 x 6.4 $\frac{1}{2}$ , 19.6 $\frac{1}{2}$ x 6.4, 23.6 x 7.9, 25.5 x 7.9, F. F. C.	31&25	3.0 00	
201,317	150,215	351,532	329,947	10,998	8 x 11, 8 x 21 . . . . .	61&49	300 00	
209,966	45,517	255,483	230,066	7,668	15 x —, F. F. C. . . . .	13	300 00	Part; residue \$200, (22.)
206,388	87,423	293,811	140,631	5,408	26 x 11, 42 x 11, F. F. C. and bag catcher.	*12	275 00	26 days, estimated; returns imperfect.
169,080	113,379	282,459	218,151	7,271	13 x 6, F. F. . . . .	31	250 00	
112,689	178,596	291,285	281,558	9,385	15.3 x 8.6, F. F. C. . . . .	24	225 00	Part; residue \$100, (138.)
171,868	106,215	278,083	275,247	9,175	16 x 8.6, F. F. C. . . . .	24	225 00	
162,639	158,152	320,791	172,305	5,743	17 x 8, F. F. . . . .	30	225 00	
79,972	27,457	107,429	105,560	3,518	9 x 15, F. F. . . . .	12	225 00	Part; residue \$150, (56.)
233,481	205,617	439,098	219,614	7,321	20 x 7 . . . . .	12	217 40	
57,975	98,534	156,509	113,975	3,799	18 x 8.6, F. F. . . . .	24	210 87	
622,602	204,236	826,838	575,504	19,183	44 x 8.6, 11 x 8, F. F. C. . . . .	*37	200 00	Through mail in sealed cars.
187,751	84,226	271,977	248,340	8,278	44 x 8.6, 11 x 8, F. F. C. . . . .	*37	200 00	Part to Harrisburg.
603,102	165,373	768,475	714,778	23,825	44 x 8.6, 11 x 8, F. F. C. . . . .	*37	200 00	Part beyond Harrisburg.
486,859	310,025	796,884	477,018	15,900	15 x 9, F. F. C. . . . .	*36	200 00	80 miles at \$100.
-----	-----	401,144	-----	-----	8 x 10, one car sealed . . . . .	*18	200 00	Returns imperfect.
73,271	223,903	297,174	276,670	9,222	13 x 6.11, F. F. . . . .	18	200 00	
299,272	94,147	393,419	274,591	9,153	21.4 x 8.10, fixtures . . . . .	24	200 00	
239,523	52,595	292,118	267,251	8,908	12 x 6, fixtures . . . . .	18	200 00	
163,736	82,180	245,916	238,905	7,630	9 x 18, F. F. . . . .	30	200 00	
146,141	69,597	215,738	214,847	7,161	9 x 18, F. F. . . . .	30	200 00	
191,403	36,958	228,361	205,098	6,836	15 x —, F. F. C. . . . .	13	200 00	Part; residue \$300, (5.)
85,746	104,706	190,452	171,838	5,727	18 x 8.6, F. F. . . . .	18	200 00	
85,343	66,815	152,158	145,621	4,854	-----	19	200 00	
83,242	42,941	126,183	101,377	3,379	11.6 x 8.9, F. F. . . . .	25	200 00	Part; residue \$150, (47.)
114,244	82,238	196,482	91,444	3,048	26 x 8.6, F. F. C. . . . .	13	200 00	
17,429	6,931	24,360	20,597	686	14 x 8, main baggage apartment.	12	200 00	
30,987	28,319	59,306	11,037	367	15 x 9, F. F. C. . . . .	*12	200 00	
74,464	81,737	156,201	144,832	4,827	11 x 6, F. F. C. . . . .	26	187 50	
58,153	85,389	143,542	132,807	4,427	6 x 11, 7 x 11, F. F. . . . .	*19	175 00	
107,560	46,775	154,335	130,222	4,340	6.11 x 16.1, F. F. . . . .	12	175 00	
71,263	24,833	96,096	52,682	1,756	Railway post office . . . . .	12	175 00	
57,584	32,661	90,245	67,536	2,251	15 x 9, F. F. . . . .	24	153 84	
39,177	85,502	124,679	113,536	3,784	7 x 16, F. F. . . . .	12	150 72	
208,073	42,973	251,046	221,537	7,384	15 x 9, F. F. C. . . . .	*18	150 00	
123,398	50,032	173,430	128,353	4,278	9 x 13.4, F. F. . . . .	24	150 00	
76,168	82,417	158,585	118,330	3,944	9 x 14, F. F. . . . .	24	150 00	
119,722	36,831	156,553	102,407	3,413	25 x 9, 26.6 x 9, F. F. C. . . . .	12	150 00	
97,031	33,776	130,807	96,764	3,225	-----	12	150 00	Part; residue \$100, (120.)
41,105	118,907	160,012	96,632	3,221	14 x —, F. F. C. . . . .	18	150 00	
92,436	42,857	135,293	84,298	2,809	25.7 x 8.9, F. F. C. . . . .	12	150 00	
138,404	38,244	176,648	84,157	2,805	Railway post office . . . . .	12	150 00	
70,232	27,729	97,961	78,989	2,633	7 x 10, 7.6 x 14, F. F. . . . .	13	150 00	
51,461	20,621	72,082	63,291	2,109	Baggage car . . . . .	42	150 00	
48,292	28,449	76,741	62,796	2,093	19 x 9, F. F. C. . . . .	12	150 00	Part; residue \$100, (96.)
56,035	19,349	75,384	59,985	1,999	18 x 8, F. F. C. . . . .	6	150 00	
41,860	21,893	63,753	58,355	1,945	11.6 x 8.9, F. F. . . . .	25	150 00	Part; residue \$200, (25.)
64,645	25,786	90,431	51,447	1,714	9.2 x 28, F. F. C. . . . .	12	150 00	
46,359	24,126	70,485	51,300	1,710	10 x 10, F. F. C. . . . .	12	150 00	
31,208	26,555	57,763	44,351	1,478	One-third car, F. F. . . . .	42	150 00	Part; residue \$100, (129.)
42,420	18,549	60,969	44,304	1,476	8 x 10, fixtures . . . . .	18	150 00	

\*And extra.

## E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
52	Kansas.....	14083	Wyandotte, Junction City.....	Union Pacific.....	139
53	do.....	14083	Leavenworth, Lawrence.....	do.....	33
54	Vermont.....	412	Burlington, Rouse's Point.....	Vermont Central and Vermont and Canada.	55½
55	Illinois.....	11420	Galesburg, Quincy.....	Chicago, Burlington, and Quincy.....	100
56	Ohio.....	9405	Hamilton, Dayton.....	Cincinnati, Hamilton, and Dayton....	35
57	Pennsylvania..	2202	Philadelphia, Pottsville.....	Philadelphia and Reading.....	97
58	Ohio.....	9381	Dayton, Toledo.....	Dayton and Michigan.....	149
59	Massachusetts..	680	Taunton, Mansfield Junction..	Taunton Branch.....	12
60	do.....	681	Taunton, New Bedford.....	New Bedford and Taunton.....	20½
61	Pennsylvania..	2182	Williamsport, Elmira.....	Northern Central.....	77
62	Vermont.....	484	Bellows Falls, Burlington.....	Rutland and Burlington.....	119½
63	Maryland.....	3237	Annapolis, Annapolis Junction.	Annapolis and Elk Ridge.....	22
64	Vermont.....	463	Windsor, Burlington.....	Vermont Central.....	119
65	Rhode Island..	801	Providence, Worcester.....	Providence and Worcester.....	44
66	Illinois.....	11402	Chicago, Freeport.....	Chicago and Northwestern.....	121
67	Maine.....	115	Portland, Canada Line.....	Grand Trunk.....	165
68	Massachusetts..	706	Springfield, South Vernon Junction.	Connecticut River.....	50
69	Vermont.....	483	Bellows Falls, Windsor.....	Sullivan.....	25
70	Delaware.....	3101	Wilmington, Dover.....	Philadelphia, Wilmington, and Baltimore.	47
71	New Jersey....	2097	Philadelphia, Bridgeton.....	West Jersey.....	38.40
72	Ohio.....	9168	Xenia, Dayton.....	Columbus and Xenia.....	17
73	Massachusetts..	675	New Bedford, West Wareham..	New Bedford and Taunton.....	16½
74	Virginia.....	4408	Richmond, Petersburg.....	Richmond and Petersburg.....	22
75	Massachusetts..	693	Fitchburg, Bellows Falls.....	Cheshire.....	64
76	do.....	664	Middleboro', Hyannis.....	Cape Cod.....	47
77	New York.....	1138	Rouse's Point, Canada Line.....	Champlain and St. Lawrence.....	2½
78	Connecticut....	973	Vernon Depot, Rockville.....	Rockville.....	4½
79	do.....	926	New London, Worcester.....	Norwick and Worcester.....	73
80	New York.....	1010	Stapleton, Tottenville.....	Staten Island.....	13
81	New Jersey....	2092	Philadelphia, Trenton, South Amboy.	Camden and Amboy.....	72
82	Virginia.....	4401	Washington, Lynchburg.....	Orange and Alexandria.....	178½
82a	Virginia.....	4422	Lynchburg, Bristol.....	Virginia and Tennessee.....	205
83	Tennessee.....	10002	Knoxville, Chattanooga.....	East Tennessee and Georgia.....	112
84	do.....	10001	Knoxville, Bristol.....	East Tennessee and Virginia.....	130.7
85	Virginia.....	4402-3	Washington, D. C., Richmond, Va.	Richmond, Fredericksburg, and Potomac.	131
86	North Carolina.	5001	Weldon, Wilmington.....	Wilmington and Weldon.....	162
87	Alabama.....	6608	Memphis, Tenn., Stevenson, Ala.	Memphis and Charleston.....	272½
	Do.....	6608	Memphis, Grand Junction.....	do.....	52
	Do.....	6608	Grand Junction, Stevenson, Ala.	do.....	220½
88	Illinois.....	11401	Chicago, Milwaukee.....	Chicago and Northwestern.....	87
89	Mississippi....	7001	Canton, Jackson, Tenn.....	Mississippi Central.....	236
	Do.....	7001	Canton, Grand Junction.....	do.....	189
	Do.....	7001	Grand Junction, Jackson, Tenn.	do.....	47
90	Virginia.....	4412	Petersburg, Weldon.....	Petersburg.....	64
91	Wisconsin.....	13005	Milwaukee, La Crosse.....	Milwaukee and St. Paul.....	198
92	Louisiana.....	8002	New Orleans, Canton.....	New Orleans, Jackson, and Great Northern.	206
93	Indiana.....	12002	Indianapolis, Kokomo.....	Indianapolis and Peru.....	54
94	South Carolina.	5602	Kingsville, Augusta.....	South Carolina.....	113
95	do.....	5602	Branchville, Charleston.....	do.....	62
96	Illinois.....	11407	Chicago, Centralia.....	Illinois Central.....	253
97	South Carolina.	5601	Kingsville, Wilmington.....	Wilmington and Manchester.....	171
98	Georgia.....	6002	Atlanta, Ga., Chattanooga, Tenn.	Western and Atlantic.....	140
99	New York.....	1096	Troy, Saratoga Springs.....	Rensselaer and Saratoga.....	32.81
100	Texas.....	8502	Houston, Galveston.....	Galveston and Houston Junction.....	50
101	New York.....	1103	Eagle Bridge, Rutland.....	Rensselaer and Saratoga.....	62½
102	Maine.....	8	Danville Junction, Bangor.....	Main Central.....	110
103	Georgia.....	6001	Augusta, Atlanta.....	Georgia.....	171

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
48,755	15,675	64,430	43,250	1,441	12 x 8, F. F.....	6	\$150 00	Main route.
5,117	4,476	9,593	8,636	287	12 x 8, F. F.....	6	150 00	Branch.
42,938	23,233	66,171	42,501	1,417	15 x 7, fixtures.....	18	150 00	
35,656	17,324	52,980	39,407	1,313	25 x 9, F. F. C.....	12	150 00	
27,957	15,134	43,091	39,181	1,306	9 x 15, F. F.....	12	150 00	Part; residue \$225, (11.)
31,544	18,775	50,319	25,889	863	8.6 x 11.6, F. F.....	12	150 00	
28,581	15,681	44,262	22,062	735	9 x 15, F. F.....	12	150 00	
8,040	11,898	19,938	19,405	647	.....	*24	150 00	
10,972	6,803	17,775	14,439	481	.....	*24	150 00	
10,217	8,193	18,410	13,320	444	11.6 x 8.9, F. F.....	12	150 00	(See 53.)
48,630	25,004	73,634	35,073	1,169	17 x 6.4, F. F.....	*12	145 64	
4,502	3,970	8,472	6,794	226	4.6 x 2.1 x 1.11, (box) ...	13	142 90	
49,135	33,922	83,057	35,302	1,176	15 x 7, fixtures.....	18	140 00	
17,570	15,538	33,108	15,625	520	9.6 x 6.3.....	*18	134 04	
54,656	21,163	75,819	64,535	2,150	Railway post office.....	12	125 00	
79,849	32,131	111,980	52,549	1,751	12.6 x 7.6, F. F.....	13&7	125 00	Seven trips on part in winter.
32,477	19,415	51,892	36,021	1,385	9 x 17, fixtures.....	12	125 00	26 days.
21,436	16,363	37,799	31,300	1,043	15 x 7, fixtures.....	18	125 00	
24,857	11,615	36,472	29,685	989	22 x 6, F. F.....	18	125 00	Part; residue \$62 50, (213.)
17,012	10,127	27,139	15,965	532	10.10 x 6.5, F. F. C....	12	125 00	
9,133	4,851	13,984	13,667	455	Baggage car.....	12	125 00	
2,268	2,286	4,554	3,740	125	.....	*12	125 00	
78,669	29,638	108,307	108,085	3,603	9 x 12, furniture.....	14	122 45	
21,507	10,521	32,028	25,168	838	13 x 6.6, 14 x 7, F. F. C.	18	117 18	
19,537	12,079	31,616	21,143	704	6 x 11, F. F.....	12	117 00	
2,168	1,122	3,290	3,290	109	.....	6	116 60	Returns imperfect.
12,412	12,663	25,075	13,996	466	Baggage car.....	18	111 11	
423	309	732	732	122	6 x 10, F. F. C.....	24	110 00	
11,032	10,578	21,610	10,399	346	.....	12	107 69	6 days.
172,504	65,392	237,896	212,604	7,086	12 x 6.6, F. F.....	18&12	103 63	Thro' mail in crates.
161,939	48,240	210,179	207,472	6,692	28 x 8, 20 x 8, F. F. C...	14	100 00	Main route; branch \$50, (362.)
147,910	49,143	197,053	184,529	6,150	8.6 x 21.6, F. F.....	14	100 00	31 days.
40,407	138,307	178,714	175,263	5,842	22 x —.....	*7	100 00	Main route; branch \$50, (223.)
83,067	44,724	127,791	121,330	4,044	24 x —, F. F.....	*7	100 00	
.....	.....	129,694	.....	.....	20 x 8, F. F. C.....	13	100 00	
42,758	120,694	163,452	113,010	3,767	Railway post office.....	13	100 00	Returns imperfect.
16,322	38,422	54,744	52,200	1,740	Railway P. O., F. F. C..	12	100 00	
37,902	116,665	154,567	127,515	4,250	.....do.....	12	100 00	Part to Grand Junction.
67,530	50,394	117,924	105,222	3,506	.....do.....	12	100 00	Part beyond Grand Junction.
39,475	94,161	133,636	95,346	3,177	11 x 9, 10.6 x 9, F. F....	12	100 00	
37,942	93,790	131,732	114,283	3,809	16.4 x 7.10.....	*7	100 00	
9,172	11,665	20,837	19,190	639	.....do.....	*7	100 00	Part to Grand Junction.
.....	.....	94,319	94,319	3,144	.....do.....	*7	100 00	Part beyond Grand Junction.
91,429	41,053	132,482	94,308	3,144	Half car, F. F.....	13	100 00	Returns imperfect.
34,804	60,474	95,278	77,892	2,596	9 x 18, F. F. C.....	12	100 00	
64,126	17,794	81,920	75,193	2,506	9.3 x 16.1, F. F. C.....	7	100 00	
70,913	21,491	92,404	63,371	2,112	8 x 12, F. F.....	12	100 00	Part; residue \$50, (230.)
39,762	18,585	58,347	58,347	1,944	16.6 x 8.6, F. F.....	7	100 00	Main route.
85,006	41,204	126,210	60,774	2,025	7 x 8, F. F.....	7	100 00	Branch.
10,716	64,739	75,455	60,413	2,013	19 x 9, F. F. C.....	12	100 00	Part; residue \$150, (45.)
27,129	43,424	70,553	51,853	1,728	16.6 x 9, F. F. C.....	7	100 00	
48,768	15,080	63,848	51,849	1,728	R. P. O. 40 x 10, F. F. C.	13	100 00	
9,363	41,699	51,062	51,062	1,702	14 x 7, fixtures.....	12	100 00	
59,344	14,236	73,580	45,831	1,527	First-class, F. F.....	7	100 00	
49,135	18,506	67,641	44,970	1,499	12 x 8, F. F.....	12	100 00	
37,363	12,355	49,718	44,146	1,471	16 x 8.6, F. F. C.....	12 & 6	100 00	{ 12 trips 7 miles. Old pay, \$125, restored by order of Nov. 18, 1867.
					12 x 6.6, F. F.....	14	100 00	Main route; branch, \$50, (324.)

\* And extra.

*E.—Table showing the weight of mails and accommodations*

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
104	Michigan .....	12507	Detroit, Grand Haven .....	Detroit and Milwaukee .....	189
105	New York .....	1095	Troy, Eagle Bridge .....	Troy and Boston .....	23
106	Louisiana .....	8001	Algiers, Brashear .....	New Orleans, Opelousas, and Great Western.	80
107	New York .....	1109	Saratoga Springs, Castleton .....	Saratoga and Whitehall .....	54
108	Vermont .....	489	Brattleboro', Bellows Falls .....	Vermont Valley, (E. A. Birchard and J. B. Page, lessees.)	24
109	Maine .....	114	Portland, Bath, Augusta .....	Portland and Kennebec .....	73
110	Michigan .....	12502	Toledo, Detroit .....	Michigan South'n and North'n Indiana.	65
111	Massachusetts .....	687	Worcester, Nashua .....	Worcester and Nashua .....	46½
112	Tennessee .....	10004	Nashville, Chattanooga .....	Nashville and Chattanooga .....	153
113	Indiana .....	12105	New Albany, Mitchell .....	Louisville, New Albany, and Chicago..	61
114	Ohio .....	9344 &c.	Toledo, Quincy .....	Toledo, Wabash, and Western .....	476
115	Georgia .....	6004	Millen, Augusta .....	Central Railroad and Banking .....	54
116	Wisconsin .....	13004	Milwaukee, Prairie du Chien .....	Milwaukee and Prairie du Chien .....	194.8
117	New York .....	1212	Rome, Ogdensburgh, Potsdam .....	Rome, Watertown, and Ogdensburgh..	167
118	Illinois .....	11421	Dunleith, Centralia .....	Illinois Central .....	342
119	Kentucky .....	9607	Louisville, Lexington .....	Louisville, Frankfort, and Lexington...	94
120	Missouri .....	10501	Kansas City, Leavenworth .....	Pacific, of Missouri .....	26
121	New York .....	1347	Salamanea, Corry .....	Atlantic and Great Western .....	61½
122	Tennessee .....	10011	Memphis, Paris .....	Memphis and Ohio .....	132½
123	Georgia .....	6010	Savannah, Macon .....	Central Railroad and Banking .....	192
124	New Jersey .....	2004	New York, Hackettstown .....	Morris and Essex .....	63
125	New York .....	1236	Syracuse, Oswego .....	Oswego and Syracuse .....	35½
126	Virginia .....	4406	Richmond, Gordonsville .....	Virginia Central .....	76½
127	Kentucky .....	9611	Bowling Green, Clarksville .....	Louisville and Nashville .....	50
128	Pennsylvania .....	2327	Harrisburg, Chambersburg .....	Cumberland Valley .....	52
129	Ohio .....	9104	Alliance, Wellsville .....	Cleveland and Pittsburg .....	40½
130	Connecticut .....	955	Waterbury, Providence .....	Hartford, Providence, and Fishkill .....	122½
131	Pennsylvania .....	2771	Corry, Dayton .....	Atlantic and Great Western .....	326
132	Illinois .....	11404	Chicago, Davenport .....	Chicago, Rock Island, and Pacific .....	183
133	New Jersey .....	2102	Glassboro', Millville .....	Millville and Glassboro' .....	22
134	Connecticut .....	933	Middletown, Berlin Depot .....	Hartford and New Haven .....	10
135	Maine .....	1	Augusta, Skowhegan .....	Portland and Kennebec .....	39
136	Maryland .....	3306	Araby, Frederick .....	Baltimore and Ohio .....	3
137	Connecticut .....	927	New London, Willimantic .....	New London Northern .....	30
138	Ohio .....	9406	Xenia, Springfield .....	Little Miami .....	19
139	Illinois .....	11415	Peoria, Galesburg .....	Chicago, Burlington, and Quincy .....	54
140	Maryland .....	3209	Grafton, Parkersburg .....	Baltimore and Ohio .....	104
141	Virginia .....	4284	Winchester, Harper's Ferry .....	do. do. do. do. do. do. do. do. do.	32
142	Vermont .....	477	Bennington, Rutland .....	Bennington and Rutland .....	57
143	Missouri .....	10502	St. Louis, Pilot Knob .....	St. Louis and Iron Mountain .....	91.1
144	Massachusetts .....	730	Yarmouth Port, Orleans .....	Cape Cod Central .....	19
145	New York .....	1004	New York, Flushing .....	New York and Flushing, (Wm. Foster, contractor.)	16
146	do. ....	1159	Watertown, Cape Vincent .....	Rome, Watertown, and Ogdensburgh..	26
147	Massachusetts .....	692	Sterling Junction, Fitchburg .....	Fitchburg and Worcester .....	14
148	Pennsylvania .....	2310	Allentown, White Haven .....	Lehigh Valley .....	54
149	Wisconsin .....	13003	Racine, Wis., Port Byron, Ill. ....	Western Union .....	180
150	New Jersey .....	2111	Millville, Cape Island .....	Cape May and Millville .....	41
151	do. ....	2111	do. do. do. do. do. do. do. do. do.	do. do. do. do. do. do. do. do. do.	41
151	Pennsylvania .....	2615	Washington, Wheeling .....	Hempfield .....	32
153	New York .....	1137	Rouse's Point, Ogdensburgh .....	Ogdensburgh and Lake Champlain .....	119
154	New York .....	1080	Albany, Junction .....	Rensselaer and Saratoga .....	12
155	Connecticut .....	946	South Norwalk, Danbury .....	Danbury and Norwalk .....	23½
156	New York .....	1011	Brooklyn, Greensport .....	Long Island .....	98
157	New York .....	1277	Canandaigua, Batavia .....	New York Central .....	50
158	Massachusetts .....	694	Fitchburg, Brattleboro' .....	Vermont and Massachusetts .....	77½
159	Georgia .....	6003	Atlanta, West Point .....	Atlanta and West Point .....	86½
160	Alabama .....	6601	Montgomery, West Point .....	Montgomery and West Point .....	88
161	Minnesota .....	13533	Winona, Owatonna .....	Winona and St. Peter .....	90½
162	Mississippi .....	7002	Memphis, Tenn., Grenada, Miss. ....	Mississippi and Tennessee .....	100
163	Ohio .....	9403	Hamilton, Richmond .....	Cincinnati, Richmond and Chicago .....	48
164	Minnesota .....	13608	Minneapolis, Owatonna .....	Minnesota .....	72

for mails and agents on railroad routes, &amp;c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
59,201	14,861	74,062	43,316	1,443	16 x 9, F. F. ....	18 & 12	\$100 00	17 days.
29,702	11,484	41,186	39,236	1,308	7 x 14, F. F. ....	24	100 00	
17,199	5,143	22,342	21,758	1,280	12 x 6.4, F. F. ....	6	100 00	
39,670	10,973	50,643	37,348	1,244	14 x 7, fixtures. ....	12	100 00	
21,760	16,310	38,070	36,797	1,226	17 x 6.4, fixtures. ....	12	100 00	
18,409	31,201	49,610	33,465	1,115	15 x 7.6, F. F. ....	7	100 00	
16,497	22,924	39,421	31,357	1,045	7 x 12, F. F. ....	6	100 00	
30,892	18,734	49,626	28,496	949	9.6 x 6.7½, F. F. ....	18	100 00	
20,718	13,325	34,043	27,274	909	.....	14	100 00	
17,161	13,369	30,530	26,324	876	6.6 x 10, F. F. ....	12 & 6	100 00	Part; residue \$75, (182.)
61,643	40,276	101,919	25,740	858	8 x 18, F. F. ....	6	100 00	
8,433	17,459	25,892	24,988	833	9.6 x 6.8, 12 x 6.8, F. F. ....	14	100 00	
38,814	25,499	64,313	23,568	785	9.2½ x 20, F. F. C. ....	12	100 00	
39,484	21,210	60,694	23,002	767	18 x 7, F. F. ....	18	100 00	
45,784	62,704	108,488	22,235	741	16 x 8.10, F. F. C. ....	12	100 00	
20,905	11,409	31,414	21,621	720	6.4 x 8.7, furniture. ....	12	100 00	
45,010	15,371	60,381	21,368	712	.....	12	100 00	Part; residue \$150, (39.)
21,873	6,503	28,376	20,757	692	8 x 10.3, F. F. ....	6	100 00	
13,637	11,590	25,227	16,408	547	8.6 x 10, fixtures. ....	14	100 00	
14,968	19,417	34,385	18,320	610	9.6 x 6.8, 12 x 6.8, F. F. ....	14	100 00	
27,521	16,888	44,409	18,976	632	8.6 x 6.6, F. F. ....	*12	100 00	
13,588	8,780	22,368	16,685	556	4 x 6, fixtures. ....	18	100 00	
11,850	6,365	18,215	16,232	540	15.9 x 6.8, F. F. ....	6	100 00	
12,058	7,024	19,082	15,250	508	9 x 12, F. F. ....	13	100 00	Part; residue \$50, (261.)
17,501	8,136	25,637	14,089	469	8.6 x 8.6, F. F. C. ....	12	100 00	
10,525	8,123	18,648	12,107	403	One-third car, F. F. ....	42	100 00	
20,414	21,929	42,343	10,702	356	.....	6	100 00	
33,372	34,312	67,684	10,298	343	10.3 x 8, F. F. ....	6	100 00	Returns imperfect.
8,355	5,079	13,434	9,875	329	9 x 20, F. F. C. ....	12	100 00	
3,178	6,096	9,274	9,274	309	7 x 7, F. F. C. ....	12	100 00	
4,401	10,884	15,285	9,122	304	Baggage car. ....	12	100 00	
5,598	3,541	9,139	9,139	304	15 x 7.6, F. F. ....	7	100 00	
12,092	11,198	23,290	12,759	424	15 x —, F. F. C. ....	13	100 00	
4,047	5,371	9,418	8,622	287	6.6 x 11.6, F. F. C. ....	12	100 00	Part; residue \$75, (192.)
8,139	9,232	17,371	8,269	275	15.3 x 8.6, F. F. C. ....	24	100 00	Part; residue \$225, (8.)
6,907	3,881	10,788	7,463	248	16.4 x 9, F. F. ....	6	100 00	
3,970	5,652	9,622	7,440	248	15 x —, F. F. C. ....	13	100 00	
5,489	5,575	11,064	6,377	212	.....do. ....	13	100 00	
8,250	3,433	11,683	6,302	210	20 x —, fixtures. ....	6	100 00	
6,945	3,668	10,613	6,289	210	7.9 x 7.9, F. F. ....	7	100 00	
3,523	2,662	6,185	5,740	191	6 x 11, F. F. ....	12	100 00	4-mile branch to Po- tosi \$50.
.....	.....	6,624	4,912	164	Baggage apartment. ....	12	100 00	
4,151	2,179	6,330	4,805	160	18 x 7, F. F. ....	12	100 00	
8,530	7,995	16,525	4,295	143	.....	12	100 00	
14,813	10,436	25,249	3,670	123	6.6 x 10, F. F. ....	6	100 00	
2,921	1,667	4,588	2,598	86	10 x 15, F. F. ....	12	100 00	
4,553	3,114	7,667	5,479	182	7.9 x 6.8, F. F. C. ....	6	100 00	
1,630	2,524	4,154	2,146	71	7.9 x 6.8, F. F. C. ....	6	100 00	In April. In August.
15,738	11,866	27,604	10,939	364	6 x 3.6, F. F. ....	6	100 00	
16,617	8,122	24,739	21,951	732	12 x 7, F. F. ....	12	90 00	
4,914	2,482	7,396	4,846	161	Baggage car. ....	12	85 75	
15,162	7,620	22,782	12,901	430	11 x 8, F. F. ....	12	85 11	
2,644	3,257	5,901	3,247	108	8 x —, 9 x —, F. F. ....	12	83 93	
23,282	31,298	54,580	12,672	423	15 x 9, F. F. ....	12	83 00	
46,905	17,773	64,678	61,429	2,048	14 x —. ....	*12	77 17	Part; residue \$41 50, (340.)
22,681	40,319	63,000	59,855	1,994	11.9 x 6.6, fixtures. ....	7	75 00	Main route. Branch, \$50, (233.)
45,190	20,503	65,693	56,871	1,895	15 x 8, F. F. ....	7	75 00	
27,109	18,500	45,609	45,609	1,520	9 x 15, 9 x 17, F. F. ....	6	75 00	
35,931	8,960	44,891	42,191	1,406	12 x 6.6, F. F. ....	6	75 00	
18,991	34,518	53,509	41,338	1,378	9 x 10, fixtures. ....	12	75 00	
					7 x 8.10, F. F. ....	6	75 00	

\* And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
165	Tennessee .....	10007	Nashville, Decatur .....	Nashville and Decatur .....	122. 369
166	Ohio .....	9052	Pittsburg, Belair .....	Cleveland and Pittsburg .....	95
167	Pennsylvania .....	2777a	Newcastle, Homewood .....	Newcastle and Beaver Valley .....	15
168	New York .....	1235	Syracuse, Binghamton .....	Syracuse and Binghamton .....	80
169	Iowa .....	11009	Burlington, Ottumwa & beyond .....	Burlington and Missouri River .....	110
170	Arkansas .....	7504	Duval's Bluff, Little Rock .....	Memphis and Little Rock .....	50
171	South Carolina .....	5604	Charleston, Florence .....	Northeastern .....	103½
172	Michigan .....	12510	Holly, Flint .....	Flint and Holly .....	17. 22
173	Mississippi .....	7004	Vicksburg, Meridian .....	Southern Mississippi .....	144
174	Virginia .....	4407	Richmond, Va, Greensboro', N. Carolina .....	Richmond and Danville .....	190½
175	Minnesota .....	13621	St. Paul, St. Anthony .....	Saint Paul and Pacific .....	11
176	Wisconsin .....	13006	Milwaukee, Portage City .....	Milwaukee and Minnesota .....	97½
177	Indiana .....	12132	Evansville, Terre Haute .....	Evansville and Crawfordsville .....	110
178	New York .....	1086	Albany, Sidney Plains .....	Albany and Susquehanna .....	103
179	Georgia .....	6012	Macon, Atlanta .....	Macon and Western .....	103
180	Pennsylvania .....	2410	Great Bend, New Hampton .....	Delaware, Lackawanna, & Western .....	133
181	New Jersey .....	2062	Trenton, intersection Delaware, Lackawanna, and Western Railroad .....	Belvidere Delaware .....	68. 70
182	Illinois .....	11419	Jacksonville, Godfrey .....	St. Louis, Jacksonville, and Chicago .....	61½
183	Pennsylvania .....	2364	Scranton, Northumberland .....	Lackawanna and Bloomsburg .....	80. 01
184	New York .....	1278	Elmira, Canandaigua .....	Northern Central .....	68½
185	North Carolina .....	5005	Goldsboro', Charlotte .....	North Carolina .....	223
186	Iowa .....	11011	Keokuk, Des Moines .....	Des Moines Valley, (Kilburn, Leighton, & Co., lessees.) .....	162
187	Michigan .....	12511	Saginaw, Flint .....	Flint and Pere Marquette .....	36½
188	Indiana .....	12105	Mitchell, Michigan City .....	Louisville, New Albany, and Chicago .....	227
189	Pennsylvania .....	2777	Miles Grove, Newcastle .....	Erie and Pittsburg .....	83
190	Georgia .....	6009	Savannah, Thomasville .....	Atlantic and Gulf .....	204
191	do. ....	6009	Lawton, Live Oak .....	do. do. ....	48
192	Connecticut .....	927	Willimantic, Palmer .....	New London Northern .....	36
193	South Carolina .....	5607	Columbia, Greenville C. H. ....	Greenville and Columbia .....	145½
194	Connecticut .....	943	Bridgeport, Winsted .....	Naugatuck .....	62
195	Michigan .....	12563	Jackson, Lansing .....	Jackson, Lansing, and Saginaw .....	35
196	Illinois .....	11409	Caledonia Station, Madison .....	Chicago and Northwestern .....	60
197	Massachusetts .....	725	Pittsfield, North Adams .....	Pittsfield and North Adams .....	21
198	Kentucky .....	9610	Lebanon Junction, Crab Orchard .....	Louisville and Nashville .....	85
199	Connecticut .....	939	Granby, Northampton .....	New Haven and Northampton .....	32
200	Ohio .....	9470	Dayton, Richmond .....	Little Miami, Columbus, and Xenia .....	42
201	Virginia .....	4415	Portsmouth, Weldon .....	Seaboard and Roanoke .....	80
202	Alabama .....	6607	Selma, Ala., Meridian, Miss .....	Selma and Meridian .....	107
203	Minnesota .....	13606	St. Paul, Belle Plaine .....	Minnesota Valley .....	50
204	New York .....	1094	Troy, Schenectady .....	New York Central .....	22
205	Massachusetts .....	657	Braintree Depot, Cohasset .....	South Shore .....	12
206	Georgia .....	6013	Milledgeville, Gordon .....	Central Railroad and Banking .....	17
207	Ohio .....	9378	Dayton, Union City .....	Dayton and Union .....	47
208	New York .....	1104	Eagle Bridge, North Adams .....	Troy and Boston .....	25½
209	Massachusetts .....	640a	Northboro', Pratt's Station .....	Agricultural Branch .....	14
210	New Jersey .....	2071	Jamesburg, Freehold .....	Freehold & Jamesburg Agricultural .....	11
211	Massachusetts .....	637	Groton Junction, Mason Village .....	Fitchburg .....	23
212	Massachusetts .....	679	Taunton, Middleboro' .....	Middleboro' and Taunton .....	9½
213	Delaware .....	3101	Dover, Jacksonville .....	Philadelphia, Wilmington, and Baltimore .....	88
214	New York .....	1321	Buffalo, Corning .....	Erie .....	142
	Do. ....	1321	Buffalo, Attica .....	do. ....	31
	Do. ....	1321	Attica, Corning .....	do. ....	111
215	Connecticut .....	944	Bridgeport, State line, Pittsfield .....	Housatonic .....	121
216	New York .....	1324	Attica, Hornellsville .....	Erie .....	60
217	Massachusetts .....	635	South Acton Depot, Hudson .....	Fitchburg .....	8½
218	Maine .....	116	Portland, Bar Mills .....	York and Cumberland .....	18
219	Rhode Island .....	803	Providence, Bristol .....	Providence, Warren, and Bristol .....	15½
220	Massachusetts .....	700	Palmer, Amherst .....	New London Northern .....	20
221	Massachusetts .....	632	Porter Station, Lexington .....	Lexington and West Cambridge .....	8
222	New York .....	1320	Suspension Bridge, Detroit .....	Great Western, of Canada .....	229
223	Tennessee .....	10002	Cleveland, Dalton .....	East Tennessee and Georgia .....	28½

for mails and agents on railroad routes, &amp;c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
30,549	10,445	40,994	34,282	1,142	12 x 6.2, F. F. C.....	13	\$75 00	
30,401	16,239	46,640	30,789	1,026	One-third car, F. F.....	42	75 00	
15,361	7,452	22,813	21,777	725	21.4 x 8.10.....	15	75 00	
15,926	15,261	31,187	21,244	708	.....	12	75 00	
31,283	11,101	42,384	21,012	700	6.6 x 15.....	6	75 00	
16,620	4,379	20,999	20,515	683	6 x 8, F. F.....	7	75 00	
9,375	11,384	20,759	19,659	655	8 x 8, F. F.....	7	75 00	
13,787	5,500	19,287	18,573	619	6.10 x 8.8, F. F. C.....	12	75 00	Estimated.
13,957	19,035	32,992	18,039	601	8 x 10, F. F.....	6	75 00	
17,266	9,895	27,161	17,833	594	6.2½ x 16.1, F. F. C.....	6	75 00	
11,155	5,470	16,625	16,625	554	9 x 12, F. F.....	12	75 00	Part; residue \$50, (251.)
24,742	8,108	32,850	15,884	529	8 x 15, F. F. C.....	6	75 00	
10,055	20,105	30,160	15,109	503	11.6 x 7, F. F.....	6	75 00	Part; residue \$50, (279.)
21,715	10,839	32,554	14,506	483	8 x 10, fixtures.....	12	75 00	
7,030	9,716	16,746	13,909	463	6 x 5, F. F.....	12	75 00	
11,230	24,194	35,424	13,477	449	9 x 7.6, F. F. C.....	6	75 00	
17,778	7,875	25,653	13,279	442	6 x 10, F. F. C.....	6	75 00	
9,920	8,258	18,178	13,121	437	8 x 12, F. F.....	6	75 00	
11,564	12,741	24,305	12,955	432	10 x 14, fixtures.....	12 & 6	75 00	
13,206	10,139	23,345	12,769	425	11.6 x 8.9.....	12	75 00	
21,674	11,593	33,267	12,635	421	7 x 14, F. F.....	7	75 00	
18,966	10,527	29,493	11,988	399	8 x 10, F. F. C.....	12	75 00	
4,187	9,969	14,156	11,502	383	9.7 x 9.7, F. F.....	12	75 00	
26,086	16,960	43,046	10,990	366	6.6 x 10, F. F.....	12 & 6	75 00	Part; residue \$100, (113.)
9,547	14,538	24,085	10,429	347	15 x 5, F. F.....	6	75 00	
11,092	4,054	15,146	9,786	326	6.6 x 14, F. F.....	6	75 00	Main route.
8,923	2,679	11,602	11,602	386	6.6 x 14, F. F.....	6	75 00	Branch.
5,302	5,288	10,590	5,381	179	6.6 x 11.6, F. F. C.....	6	75 00	Part; residue \$100, (137.)
9,375	5,000	14,375	7,317	244	10 x 6, F. F.....	6	75 00	Branches \$30, (351, 356.)
9,066	8,016	17,082	7,238	241	7 x 10.4, F. F.....	12	75 00	
4,997	5,372	10,369	6,936	231	.....	12	75 00	
5,757	4,582	10,339	6,919	230	10.6 x 9, F. F.....	6	75 00	
4,962	3,782	8,744	6,539	218	.....	6	75 00	
8,650	5,311	13,961	5,691	189	7 x 10, 7 x 11, F. F.....	6	75 00	
3,246	3,267	6,513	5,422	180	10.7 x 6.9, F. F.....	*6	75 00	
3,761	1,462	5,223	3,933	131	Baggage car.....	6	75 00	
3,145	3,224	6,369	3,808	127	5.6 x 3, F. F.....	6	75 00	
9,033	7,127	16,160	5,671	189	8 x 12, 8 x 14, F. F.....	7	75 00	Main route, branch \$50, (277.)
.....	.....	15,390	.....	.....	8 x 10, F. F.....	12	75 00	Returns imperfect.
.....	.....	7,591	.....	.....	15 x 9, F. F. C.....	*12	75 00	Do. do.
3,654	2,008	5,662	3,732	124	Box in baggage car, 50 cubic feet.	6, 12	75 00	6 trips 8 months, 12 trips 4 months.
1,879	1,701	3,580	3,580	119	9.6 x 6.8, 12 x 6.8, F. F.	7	75 00	
3,530	2,879	6,409	3,027	101	10 x 6.2, F. F.....	6	75 00	
3,453	2,938	6,391	3,088	103	7 x 14, F. F.....	6	75 00	
436	773	1,209	1,209	40	.....	12	75 00	
1,808	1,244	3,052	2,845	95	Box in baggage car.....	6	69 09	
4,367	2,316	6,683	5,014	167	Baggage car.....	6	65 22	
975	678	1,653	1,387	46	.....	18	63 16	
18,978	8,913	27,891	15,661	522	22 x 6, F. F.....	12	62 50	Part; residue \$125, (70.)
44,718	75,953	120,671	34,442	1,324	26 x 11, 42.4 x 11, 20 x 11, F. F. C.	24 & 12	60 00	26 days, estimated. Returns imperfect.
33,684	66,349	100,033	98,655	3,794	26 x 11, 42.4 x 11, F. F. C.	24	60 00	Part to Attica, 26 days.
16,518	19,171	35,689	16,509	634	20 x 11, F. F. C.....	12	60 00	Part beyond Attica, 26 days.
17,356	10,159	27,515	12,115	404	.....	*6	59 39	
5,725	4,960	10,685	3,806	146	26 x 11, 42.4 x 11, F. F. C., and bag catcher.	12	56 67	26 days.
1,671	1,048	2,719	2,234	74	Baggage car.....	12	55 56	
7,755	3,233	10,988	5,942	197	Baggage car.....	12	55 55	
2,772	1,661	4,433	4,433	147	.....	6	55 16	
3,295	2,383	5,678	4,425	147	6 x 10.6.....	6	53 00	
2,076	1,412	3,488	2,405	80	.....	12	51 12	
167,930	26,757	194,687	194,657	6,488	Baggage car, locked.....	18	50 00	
28,312	8,728	37,040	37,040	1,234	22 x —.....	*7	50 00	Branch, main route \$100, (83.)

\* And extra.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
224	Pennsylvania..	2483	Williamsport, Ridgeway .....	Pennsylvania, (lessees Philadelphia and Erie.)	123.9
225	....do .....	2773	Erie, Ridgeway .....	.....do .....	116
226	Iowa .....	11007	Davenport, Muscatine, Newton.	Chicago, Rock Island, and Pacific....	157
227	Illinois .....	11412	Bureau Junction, Peoria .....	.....do .....	47
228	Pennsylvania..	2203	Philadelphia, West Chester.....	West Chester and Philadelphia.....	29½
229	North Carolina.	5003	Raleigh, Weldon .....	Raleigh and Gaston .....	97
230	Indiana .....	12002	Kokomo, Peru .....	Indianapolis and Peru .....	24
231	South Carolina.	5606	Columbia, Charlotte, N. C.....	Charlotte and South Carolina.....	110
232	Michigan .....	12503	Monroe, Adrian .....	Michigan So. and Nor. Indiana.....	34
233	Alabama .....	6601	Opelika, Columbus .....	Montgomery and West Point.....	28
234	Pennsylvania..	2760	Meadville, Oil City .....	Atlantic and Great Western.....	38
235	Ohio .....	9103	Cleveland, Youngstown.....	.....do .....	67
236	....do .....	9105	Cleveland, Sandusky .....	Cleveland and Toledo.....	61
237	Pennsylvania..	2770	Corry, Petroleum Centre.....	Oil Creek .....	37
238	Wisconsin.....	13009	Horicon, Berlin .....	Milwaukee and St. Paul .....	43½
239	New York.....	1206	Utica, Boonville .....	Utica and Black River.....	35
240	Georgia .....	6011	Macon, Columbus.....	Southwestern and Muscogee Co's.....	100
241	New York.....	1323	Buffalo, Lewiston.....	New York Central.....	29
242	Illinois .....	11425	Clayton, Keokuk .....	Toledo, Wabash and Western.....	44
243	Pennsylvania..	2541	Hanover Junction, Hanover.....	Hanover Branch.....	21
244	Georgia .....	6015	Fort Valley, Albany.....	Southwestern .....	77½
245	Massachusetts..	619	Salem, Gloucester .....	Eastern .....	16
246	Maine .....	19	Farmington, Brunswick.....	Androscoggin .....	70½
247	Iowa.....	11005	Farley, Cedar Rapids.....	Dubuque Southwestern.....	55.76
248	New York.....	1286	Avon, Mount Morris.....	Buffalo, New York, and Erie, (G. W. Phelps, contractor.)	16
249	Pennsylvania..	2644	Branch Junction, Indiana .....	Pennsylvania.....	20
250	....do .....	2587	Altoona, Hollidaysburg.....	.....do .....	10
251	Minnesota.....	13621	Saint Anthony, Saint Cloud.....	Saint Paul and Pacific.....	67½
252	Pennsylvania..	2542	Hanover, Gettysburg.....	Gettysburg.....	17½
253	Ohio .....	9345	Toledo, Elkhart .....	Michigan So. and Nor. Indiana.....	133
254	Pennsylvania..	2585a	Tyrone, Phillipsburg .....	Pennsylvania, (lessees Tyrone and Clearfield.)	23.8
255	Indiana .....	12004	Columbus, Madison.....	Jeffersonville, Madison, and Indianapolis.	46
256	Massachusetts .	640	South Framingham, Northboro'.	Boston and Worcester .....	15
257	Virginia.....	4414	Petersburg, Lynchburg .....	South Side .....	123
258	Pennsylvania..	2576	Huntingdon, Mount Dallas, Broad Top.	Huntingdon and Broad Top Mountain.	50
259	....do .....	2372	Wilkesbarre, White Haven.....	Lehigh and Susquehanna .....	21½
260	Georgia .....	6006	Union Point, Athens.....	Georgia.....	40
261	Virginia .....	4406	Gordonsville, Selma .....	Virginia Central.....	119
262	Pennsylvania..	2818	Blairsville, Alleghany.....	Pennsylvania, (lessees Western Pennsylvania.)	64.8
263	... do .....	2345	Tamaqua, Ashland .....	Philadelphia and Reading.....	21
264	Wisconsin.....	13011	Warren, Mineral Point.....	Mineral Point .....	33
265	Massachusetts .	606	Boston, Woonsocket Falls.....	Boston and Worcester .....	39.68
266	Pennsylvania..	2235	Lenni Mills, Oxford.....	Philadelphia and Baltimore Central..	33
267	New Jersey....	2002	New York, Piermont.....	Northern, of New Jersey.....	26½
268	Ohio .....	9401	Hamilton, Cambridge City .....	Cincinnati and Indianapolis Junction..	54
269	Indiana .....	12228	State Line, Logansport.....	Toledo, Logansport, and Burlington..	61
270	Illinois .....	11417	Lewistown, Yates City.....	Chicago, Burlington, and Quincy.....	31
271	New Jersey ...	2105	Elmer, Salem.....	Salem.....	16.60
272	Maine.....	161	Mechanics' Falls, East Sumner.	Portland and Oxford Centre.....	17
273	Illinois .....	11416	Peoria, Virginia.....	Peoria, Pekin, and Jacksonville.....	71.65
274	North Carolina.	5006	Goldsboro', Morehead City .....	Atlantic and North Carolina.....	95
275	Georgia .....	6915	Renwick, Eufaula .....	Southwestern .....	61
276	Massachusetts..	641	South Framingham, Milford....	Boston and Worcester .....	12
277	Alabama .....	6607	Uniontown, Newbern.....	Selma and Meridian .....	11
278	Massachusetts..	617	Boston, Dedham.....	Boston and Providence .....	10
279	Indiana .....	12132	Terre Haute, Rockville .....	Evansville and Crawfordsville .....	23
280	Pennsylvania..	2365	Scranton, Carbondale.....	Delaware and Hudson Canal.....	17
281	N. Hampshire..	310	Brock's Crossings, Union.....	Great Falls and Conway.....	26
282	New Jersey ...	2098	Camden, Atlantic City.....	Camden and Atlantic.....	60

for mails and agents on railroad routes, &amp;c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
22, 002	10, 715	32, 717	20, 270	675	8 x 10, fixtures	18	\$50 00	
18, 869	23, 177	39, 046	16, 806	560	.....do	18	50 00	
		30, 275			9 x 20, F. F. C.	6	50 00	Returns imperfect.
		22, 090			.....do	6	50 00	Do.
11, 662	8, 935	20, 597	15, 524	517	6 x 6	18	50 00	
7, 243	18, 052	25, 295	20, 507	512	13 x 6, F. F.	6	50 00	40 days.
12, 068	4, 682	16, 650	14, 862	495	8 x 12, F. F.	6	50 00	Part; residue \$100, (93.)
8, 149	10, 631	18, 780	14, 796	493	8 x 16, F. F.	6	50 00	
13, 017	2, 875	15, 892	14, 786	493	7 x 12, F. F.	6	50 00	
8, 843	5, 800	14, 643	14, 150	472	15 x 8, F. F.	7	50 00	Branch; main route \$75, (160.)
9, 949	5, 786	15, 735	12, 362	410	10.3 x 8, F. F.	6	50 00	
14, 095	3, 198	17, 293	11, 501	383	8.1 x 10.3, F. F.	6	50 00	
11, 266	3, 584	14, 850	10, 954	365	14 x 8, F. F.	6	50 00	
8, 519	6, 167	14, 686	10, 057	335	8 x 10, F. F.	12	50 00	
10, 441	3, 677	14, 118	9, 903	330		6	50 00	
10, 059	4, 660	14, 719	9, 811	327	Room in baggage car; chairs.	6	50 00	
14, 056	8, 410	22, 466	9, 400	313	7 x 10, F. F.	6	50 00	
		19, 066			Baggage car	12	50 00	Returns imperfect.
9, 784	4, 272	14, 056	9, 323	311		6	50 00	
5, 876	3, 371	9, 247	8, 698	289	13 x 7.6, F. F.	12 & 6	50 00	12 trips main stem; 6 trips branch to Littleston.
12, 494	3, 640	16, 134	8, 625	287	7 x 10, F. F.	6	50 00	Main route; branch \$50, (275.)
4, 925	3, 686	8, 611	7, 364	245	Baggage car	6	50 00	
5, 453	7, 713	13, 166	6, 999	233	11.6 x 7, F. F.	6	50 00	
6, 043	6, 295	12, 338	6, 987	233	8 x 10, F. F.	6	50 00	
5, 986	2, 842	8, 828	6, 749	225		18	50 00	
6, 635	3, 889	10, 524	6, 603	220	Baggage car	7	50 00	
3, 711	2, 625	6, 336	6, 158	205	.....do	7	50 00	
6, 075	3, 137	9, 212	5, 955	198	9 x 12, F. F.	12	50 00	Part; residue \$75, (175.)
4, 352	2, 803	7, 155	5, 890	196	One-third car, F. F.	12	50 00	
7, 561	9, 243	16, 759	5, 822	194	9 x 13, F. F.	6	50 00	
4, 198	2, 369	6, 567	5, 801	193	11 x 8, F. F.	6	50 00	
7, 422	3, 327	10, 749	5, 816	193	11 x 6.6	6	50 00	
5, 518	3, 071	8, 589	5, 717	190	Baggage car	12	50 00	
6, 147	4, 815	10, 962	5, 640	188	7 x 8, F. F.	6	50 00	
4, 890	3, 449	8, 339	5, 623	187	Baggage express car	6	50 00	
1, 320	4, 298	5, 618	5, 618	187		6	50 00	
3, 689	2, 782	6, 471	5, 456	181		7	50 00	
11, 924	5, 914	17, 838	5, 405	180	15.9 x 6.8, F. F.	6	50 00	Part; residue \$100, (126.)
4, 530	8, 030	12, 560	5, 411	180	11 x 8, F. F.	6	50 00	
4, 765	3, 007	7, 772	5, 370	179	Baggage car	6	50 00	
4, 646	2, 275	6, 921	5, 242	175	3 x 7	6	50 00	
7, 024	4, 189	11, 213	5, 218	173	Baggage car	12	50 00	
5, 959	2, 207	8, 166	5, 199	173	6 x 8	18	50 00	
3, 279	1, 721	5, 000	5, 000	166	6.6 x 7.4, F. F. C.	6	50 00	
6, 188	4, 460	10, 648	4, 965	165	7 x 9, fixtures	6	50 00	
3, 811	4, 546	8, 357	4, 618	154	9 x 19, F. F.	6	50 00	
2, 142	6, 032	8, 174	4, 510	150	10.9 x 8.9, F. F.	6	50 00	
3, 900	2, 212	6, 112	4, 443	148	10.8 x 6.5, F. F. C.	12	50 00	
		4, 396	4, 396	146	Postal car, 96 sq. ft., fur.	6	50 00	Returns imperfect.
6, 467	2, 927	9, 394	4, 305	143	9 x 9, F. F. C.	6	50 00	
4, 870	2, 832	6, 702	4, 059	135	7 x 10, F. F.	7	50 00	
4, 707	1, 994	6, 701	4, 012	134	.....do	6	50 00	Branch; main route \$50, (244.)
3, 206	1, 826	5, 032	3, 965	132	Baggage car	12	50 00	
2, 616	1, 197	3, 813	3, 813	127	8 x 12, 8 x 14, F. F.	7	50 00	Branch; main route \$75, (202.)
1, 660	2, 147	3, 807	3, 807	126	11 x 7, F. F. C.	12	50 00	
3, 406	1, 352	4, 758	3, 773	126	11.6 x 7, F. F.	6	50 00	Part; residue \$75, (177)
3, 262	1, 698	4, 960	3, 734	124		12	50 00	
3, 745	2, 599	6, 344	3, 742	124	Baggage car	6	50 00	
5, 473	3, 479	8, 952	3, 658	122	7 x 9, F. F.	6 & 7	50 00	6 trips 9 months, 7 trips 3 months.

E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route. Miles.
283	Pennsylvania..	2456	Fall Brook, Corning .....	Tioga .....	47
284	do .....	2456	Blonburg, Morris Run .....	do .....	4
285	New Jersey ..	2089	Burlington, Pemberton .....	Burlington County .....	14
286	Michigan .....	12504	Adrian, Jackson .....	Michigan So. and Nor. Indiana .....	46
287	Pennsylvania..	2817	Tyrone, Lockhaven .....	Pennsylvania .....	56
288	Michigan .....	12505	White Pigeon, Kalamazoo .....	White Pigeon and Kalamazoo .....	41
289	Minnesota .....	13659	La Crosse, Rushford .....	Southern Minnesota .....	33
290	Virginia .....	4416	Norfolk, Petersburg .....	Norfolk and Petersburg .....	81½
291	do .....	4404	Alexandria, Leesburg .....	Alexandria, London, and Hampshire .....	38. 63
292	Massachusetts..	620	Salem, Marblehead .....	Eastern .....	4
293	Pennsylvania..	2831	Irvine, Oil City .....	Warren and Franklin .....	51
294	New York .....	1067	Hudson, West Stockbridge .....	Hudson and Boston .....	35
295	Massachusetts..	707	South Vernon Junction, Keene .....	Cheshire .....	24
296	New York .....	1091	Schenectady, Ballston .....	Rensselaer and Saratoga .....	16
297	Pennsylvania..	2624	Pittsburg, Uniontown .....	Pittsburg and Connellsville .....	73
298	New Jersey ..	2008	New York, Jackson, with branch .....	Raritan and Delaware Bay .....	78½
299	Iowa .....	11008	Muscatine, Washington .....	Chicago, Rock Island, and Pacific .....	37. 77
300	New Jersey ..	2056	Lambertsville, Flemington .....	Belvidere Delaware .....	12. 13
301	do .....	2003	New York, Hackensack .....	Hackensack and New York .....	15
302	Virginia .....	4401	Warrenton Junction, Warrenton .....	Orange and Alexandria .....	9
303	Pennsylvania..	2748	Alton, Carrollton .....	Erie .....	24. 85
304	do .....	2770a	Petroleum Centre, Oil City .....	Farmers' .....	7. 74
305	Delaware .....	3117	Harrington, Milford .....	Junction and Breakwater .....	9
306	Pennsylvania..	2554	Chambersburg, Hagerstown .....	Cumberland Valley .....	22
307	Massachusetts..	616	Boston, West Lynn Depot .....	Eastern .....	10
308	Pennsylvania..	2347	Sunbury, Mount Carmel .....	Northern Central .....	28
309	Illinois .....	11418	Petersburg, Jacksonville .....	St. Louis, Jacksonville, and Chicago .....	28½
310	Massachusetts..	708	Chicopee, Chicopee Falls .....	Connecticut River .....	2
311	Illinois .....	11408	Elgin, Richmond .....	Chicago and Northwestern .....	33
312	Pennsylvania..	2388	Penn Haven, Audenried .....	Lehigh Valley .....	17
313	Illinois .....	11426	Hamilton, Warsaw .....	Mississippi and Wabash .....	7
314	Wisconsin .....	13002	Kenosha, Rockford .....	Chicago and Northwestern .....	73. 32
315	Pennsylvania..	2535	York, Columbia .....	Northern Central .....	13
316	Kentucky .....	9609	Junction, Bardstown .....	Louisville and Nashville .....	17
317	Massachusetts..	605a	Grafton, Milbury .....	Boston and Worcester .....	4. 20
318	Pennsylvania..	2782	Columbia, Siuking Spring .....	Reading and Columbia .....	39
319	do .....	2328	Harrisburg, Auburn .....	Schuylkill and Susquehanna .....	59
320	New York .....	1322	Buffalo, Lockport .....	New York Central .....	22
321	do .....	1303	Batavia, Attica .....	do .....	11
322	Virginia .....	4413	Petersburg, City Point .....	South Side .....	12
323	Georgia .....	6314	Milledgeville, Eatonton .....	Central Railroad and Banking .....	21
324	do .....	6001	Camak, Mayfield .....	Georgia .....	12½
325	Massachusetts..	639	Natick, Saxonville .....	Boston and Worcester .....	4
326	do .....	638	Auburndale, Newton Lower Falls .....	do .....	2
327	Pennsylvania..	2832	Penn Haven, Mount Carmel .....	Lehigh Valley .....	40
328	Illinois .....	11413	Joliet, Lake Station .....	Michigan Central .....	45
329	Georgia .....	6005	Washington, Double Wells .....	Georgia .....	19
330	Pennsylvania..	2268	Strasburg, Leaman Place .....	Herr, Breneman & Co .....	4½
331	do .....	2257	Lancaster, Middletown .....	Pennsylvania .....	32½
332	New Jersey ..	2028	Waterloo, Newton .....	Sussex .....	12
333	New York .....	1283	Rochester, Avon .....	Erie .....	18
334	New Jersey ..	2124	Somerville, Flemington .....	Central, of New Jersey, (lessees of South Branch.) .....	16. 16
335	New York .....	1387	Owego, Ithaca .....	Delaware, Lackawanna, and Western .....	33
336	do .....	1028	Suffern, Piermont .....	Erie .....	18
337	Ohio .....	9125	Bayard, New Philadelphia .....	Cleveland and Pittsburg .....	32
338	do .....	9171	Springfield, Delaware .....	Cleveland, Columbus, and Cincinnati .....	50
339	New York .....	1035	Newburgh, Chester .....	Erie .....	19
340	do .....	1277	Batavia, Niagara Falls .....	New York Central .....	47
341	Michigan .....	12509	Owasso, Lansing .....	Jackson, Lansing, and Saginaw .....	28
342	Wisconsin .....	13067	Milton, Monroe .....	Milwaukee and Prairie du Chien .....	43½
343	do .....	13010	Nepeuskun, Omro .....	Milwaukee and St. Paul .....	10½
344	do .....	13068	Watertown, Sun Prairie .....	do .....	25
345	Indiana .....	12049	Rushville, Columbus .....	Jeffersonville, Madison, and Indianapolis .....	46
346	Ohio .....	9351	Frémont, Finley .....	Lake Erie and Louisville .....	37
347	do .....	9129	Oneida Mills, Carrollton .....	Oneida and Carrollton .....	12

for mails and agents on railroad routes, &amp;c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or apartment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
2,821	5,651	8,472	3,674	122	8 x 11, F. F. ....	12	\$50 00	Main route.
174	344	518	518	17	do .....	12	50 00	Branch.
2,733	2,268	5,001	3,569	119	.....	12	50 00	
2,322	4,458	6,780	3,498	116	7 x 12, F. F. ....	6	50 00	
4,484	2,765	7,249	3,437	114	11 x 8, F. F. ....	6	50 00	
7,950	7,200	15,150	3,409	113	Baggage car, 10 x 7....	12 & 6	50 00	
3,333	1,863	5,196	3,373	112	Baggage car, fixtures...	6	50 00	
2,240	2,650	4,890	3,132	104	7.8 x 7.2, part furniture	6	50 00	
2,251	1,763	4,014	2,634	109	.....	6	50 00	26 days.
506	2,385	2,891	2,891	96	Baggage car .....	6	50 00	
3,237	2,773	6,010	2,807	93	8 x 10, F. F. ....	6	50 00	
3,385	2,317	5,702	2,817	93	.....	12	50 00	
2,238	3,865	6,103	2,759	92	9.4 x 6.4, F. F. ....	6	50 00	
1,883	1,209	3,092	2,729	91	Baggage car .....	12	50 00	
.....	.....	15,675	.....	.....	8 x 12, fixtures .....	6	50 00	Returns imperfect.
8,569	5,540	14,109	2,701	90	6.6 x 6.6, fixtures .....	6	50 00	Returns imperfect.
.....	.....	5,583	.....	.....	9 x 2), F. F. C. ....	6	50 00	
1,573	1,958	3,531	2,678	89	In charge of conductor...	6	50 00	
1,487	1,066	2,553	2,553	85	.....	12	50 00	
1,434	896	2,330	2,330	77	.....	14	50 00	Branch; main route
.....	.....	.....	.....	.....	.....	.....	.....	\$100, (82.)
1,109	1,662	2,771	1,995	77	Baggage car .....	6	50 00	26 days.
1,584	1,728	3,312	2,292	76	One-third car, part furniture.	6	50 00	
.....	.....	.....	.....	.....	.....	.....	.....	
618	949	1,567	1,567	68	.....	6	50 00	23 days.
2,438	1,316	3,754	2,018	67	8.6 x 8.6, F. F. C. ....	12	50 00	
1,341	1,169	2,510	2,026	67	Baggage car .....	12	50 00	
2,006	1,193	3,199	1,966	65	11.6 x 8.9, F. F. ....	6	50 00	
1,675	1,662	2,737	1,819	63	Apartment in baggage car, locked.	6	50 00	
.....	.....	.....	.....	.....	.....	.....	.....	
504	1,039	1,543	1,543	59	.....	18	50 00	26 days.
2,651	861	3,512	1,633	54	10.6 x 9, F. F. ....	6	50 00	
2,355	1,590	3,945	1,580	52	6 x 7, F. F. ....	6	50 00	
1,183	357	1,540	1,540	51	.....	6	50 00	
2,796	1,879	4,675	1,399	46	10.6 x 9, F. F. ....	6	50 00	
918	571	1,489	1,364	45	11.6 x 8.9, F. F. ....	6	50 00	
1,078	588	1,666	1,355	45	Baggage car .....	6	50 00	
826	456	1,282	1,282	42	do .....	12	50 00	
1,519	1,598	3,117	1,229	41	6.2 x 16.4, F. F. ....	6	50 00	
1,451	1,444	2,895	1,235	41	Baggage car .....	6 & 12	50 00	
.....	.....	2,588	.....	.....	do .....	12	50 00	Returns imperfect.
.....	.....	2,474	.....	.....	do .....	6	50 00	Do.
600	600	1,200	1,200	49	do .....	12	50 00	
362	778	1,140	1,140	38	9.6 x 6.8, 12 x 6.8, F. F.	7	50 00	
1,088	396	1,484	1,064	35	12 x 6.6, F. F. ....	7	50 00	Branch, main route
.....	.....	.....	.....	.....	.....	.....	.....	\$100, (103.)
607	405	1,012	1,012	33	Baggage car .....	12	50 00	
482	344	826	826	27	do .....	12	50 00	
.....	.....	.....	.....	.....	.....	.....	.....	
1,046	885	1,931	609	23	6 x 8, F. F. ....	6	50 00	
1,100	1,277	2,377	569	19	8.6 x 6, F. F. ....	12	50 00	
205	188	393	364	12	.....	7	50 00	
365	640	1,005	1,005	33	.....	6	47 77	
8,259	10,378	18,637	13,913	464	11 x 8, F. F. ....	6	45 84	
1,701	2,033	3,734	3,734	124	.....	12	45 83	
8,069	3,591	11,660	11,652	425	Baggage car .....	12	44 44	26 days.
.....	.....	2,810	.....	.....	do .....	6	43 00	Returns imperfect.
.....	.....	.....	.....	.....	.....	.....	.....	
10,394	4,259	14,653	12,341	411	6.6 x 7.4, F. F. ....	12	42 88	
1,690	1,721	3,411	3,411	113	6 6 x 7.4, F. F. C. ....	6	42 88	
5,426	3,829	9,255	5,386	179	One-third car, F. F. ....	6	42 87	
3,587	3,849	7,436	4,564	152	18 x 8.6, F. F. ....	6	42 86	
2,327	2,700	5,027	3,578	137	Baggage car .....	6 & 12	42 84	6 trips west, 12 east,
.....	.....	.....	.....	.....	.....	.....	.....	26 days.
1,332	1,718	3,050	1,889	63	15 x 9, F. F. ....	12	41 50	Part; residue \$83,
.....	.....	.....	.....	.....	.....	.....	.....	(157.)
2,289	3,034	5,314	4,748	158	.....	6	49 00	Mail car to be put on.
5,936	2,599	8,535	4,065	135	.....	6	40 00	
2,250	874	3,124	3,124	104	.....	6	40 00	
2,278	1,836	4,114	2,629	88	.....	6	40 00	
2,487	3,569	6,056	2,397	79	Baggage car .....	6	40 00	
.....	.....	.....	.....	.....	.....	.....	.....	
4,425	3,278	7,703	3,327	110	5 x 8 .....	6	35 00	
1,995	570	2,565	2,455	81	Box in passenger car....	6	33 33	

## E.—Table showing the weight of mails and accommodations

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mails.	Length of route.
					<i>Miles.</i>
348	North Carolina	5097	Salisbury, Morganton.....	Western North Carolina.....	78
349	Ohio .....	9101	Hudson, Millersburg .....	Cleveland, Zanesville, and Cincinnati.	62
350	Georgia .....	6008	Kingston, Rome .....	Rome .....	19
351	South Carolina	5607	Belton, Anderson C. H. ....	Greenville and Columbia.....	10
352	.....do .....	5609	Alston, Spartanburg C. H.....	Spartanburg and Union.....	70
353	.....do .....	5603	Florence, Cheraw .....	Cheraw and Darlington .....	40
354	North Carolina	5254	Wilmington, Wadesboro'.....	Wilmington, Charlotte, and Rutherfordton.	138½
355	Indiana .....	12302	Plymouth, La Porte .....	Chicago, Cincinnati, and Louisville ...	30
356	South Carolina	5607	Hodges, Abbeville .....	Greenville and Columbia.....	11½
357	Pennsylvania..	2206	Philadelphia, Norristown.....	Phila., Germantown, and Norristown..	17
358	.....do .....	2216	Bridgeport, Downingtown .....	Philadelphia and Reading .....	22
359	Kentucky .....	9605	Ashland, Coalton .....	Lexington and Big Sandy.....	12
360	Georgia .....	6209	Macon, Hawkinsville .....	Macon and Brunswick .....	50
361	Pennsylvania..	2830	Shawmut, Shawmut Junction..	Pennsylvania Cannel Coal and R. R..	12

for mails and agents on railroad routes, &c.—Continued.

Whole weight carried any distance for 30 days.			Average weight carried whole distance.		Size, &c., of mail car or appointment.	Number of trips per week.	Pay per mile per annum.	Remarks.
Going.	Return- ing.	Total.	30 days, total.	Per day, total.				
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>			
7,410	2,003	9,413	6,012	200	6 x 12, F. F. ....	3	\$30 00	Branch ; main route \$75, (193.)
8,600	5,222	13,822	5,972	199	9 x 6.6, F. F. ....	6	30 00	
3,510	2,278	5,788	5,788	193	Closet, 5 x 6 x 3 .....	7	30 00	
2,589	968	3,557	3,557	118	.....	6	30 00	
2,870	1,329	4,199	3,340	111	9 x 5.7, 6.6 x 5.11, F. F..	3	30 00	
2,675	1,397	4,072	2,193	73	6 x 8, fixtures.....	7	30 00	Do.
1,175	375	1,550	1,550	51	.....	3	30 00	
603	487	1,090	639	21	Baggage car.....	6	30 00	
187	222	409	409	14	.....	6	30 00	
2,296	1,211	3,507	3,185	106	Recess in passenger car .	6	29 41	
1,062	681	1,743	755	25	.....	6	25 00	27 days.
633	205	838	838	28	Closet and desk in pas- senger car.	6	21 00	
1,546	1,588	3,134	3,134	116	.....	6	20 09	
109	89	198	198	6	In charge of engineer...	6	8 33	

GEORGE WILLIAM MCLELLAN,  
Second Assistant Postmaster General.

[SEE INDEX.]

*Index.*

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Agricultural Branch .....	209	640a	Cleveland and Toledo .....	23	9343
Albany and Susquehanna .....	178	1086	Do .....	236	9105
Alexandria, Loudon, and Hampshire ..	291	4404	Cleveland, Columbus, and Cincinnati ..	13	9197
Androscoggin .....	246	19	Do .....	338	9171
Annapolis and Elkridge .....	63	3237	Cleveland, Painesville, and Ashtabula ..	10	9695
Atlanta and West Point .....	159	6003	Cleveland, Zanesville, and Cincinnati ..	349	9101
Atlantic and Great Western .....	121	1347	Columbus and Indianapolis Central ..	19	9202
Do .....	234	2760	Columbus and Xenia .....	9	9201
Do .....	131	2771	Do .....	72	9168
Do .....	235	9103	Connecticut River .....	68	706
Atlantic and Gulf .....	190	6009	Do .....	310	708
Do .....	191	6009	Cumberland Valley .....	128	2327
Atlantic and North Carolina .....	274	5006	Do .....	306	2554
Baltimore and Ohio .....	2	3207	Danbury and Norwalk .....	155	946
Do .....	5	3208	Dayton and Michigan .....	58	9381
Do .....	22	3208	Dayton and Union .....	207	9378
Do .....	136	3306	Delaware and Hudson Canal .....	280	2365
Do .....	140	3209	Delaware, Lackawanna, and Western ..	180	2410
Do .....	141	4284	Do .....	335	1387
Bellefontaine .....	49	9222	Des Moines Valley, (Kilbourn, Leigh-		
Belvidere Delaware .....	181	2062	ton & Co., lessees) .....	186	11011
Do .....	300	2056	Detroit and Milwaukee .....	104	12507
Bennington and Rutland .....	142	477	Dubuque Southwestern .....	247	11005
Boston and Providence .....	29	608			
Do .....	278	617	Eastern .....	31	601
Boston and Worcester .....	4	605	Do .....	245	619
Do .....	256	640	Do .....	292	620
Do .....	265	606	Do .....	307	616
Do .....	276	641	East Tennessee and Georgia .....	83	10002
Do .....	317	605a	Do .....	223	10002
Do .....	325	639	East Tennessee and Virginia .....	84	10001
Do .....	326	638	Erie .....	6	1001
Buffalo and State Line .....	20	1325	Erie .....	214	1321
Buffalo, New York, and Erie, (G. W.			Erie .....	216	1324
Phelps, contractor) .....	248	1286	Erie .....	303	2748
Burlington and Missouri River .....	169	11009	Erie .....	333	1283
Burlington County .....	285	2089	Erie .....	339	1035
			Erie .....	336	1028
Camden and Amboy .....	81	2092	Erie and Northeast .....	21	2779
Camden and Atlantic .....	282	2098	Erie and Pittsburg .....	189	2777
Cape Cod .....	76	664	Evansville and Crawfordsville .....	177	12132
Cape Cod Central .....	144	730	Do .....	279	12132
Cape May and Millville .....	150	2111			
Central, of New Jersey .....	16	2005	Farmers' .....	304	2770a
Do .....	334	2124	Fitchburg .....	33	604
Central R. R. and Banking, of Georgia ..	115	6004	Do .....	211	637
Do .....	123	6010	Do .....	217	635
Do .....	206	6013	Fitchburg and Worcester .....	147	692
Do .....	323	6014	Flint and Holly .....	172	12510
Champlain and St. Lawrence .....	77	1138	Flint and Pere Marquette .....	187	12511
Charlotte and South Carolina .....	231	5606	Freehold and Jamesburg Agricultural ..	210	2071
Cheraw and Darlington .....	353	5603	Galveston and Houston Junction .....	100	8502
Cheshire .....	75	693	Georgia .....	103	6001
Do .....	295	707	Do .....	260	6006
Chicago and Alton .....	41	11406	Do .....	324	6001
Chicago and Northwestern .....	32	11403	Do .....	329	6005
Do .....	42	13001	Gettysburg .....	252	2542
Do .....	66	11402	Grand Trunk .....	67	115
Do .....	88	11401	Great Falls and Conway .....	281	310
Do .....	196	11409	Great Western, of Canada .....	222	1320
Do .....	311	11408	Greenville and Columbia .....	193	5607
Do .....	314	13002	Do .....	351	5607
Chicago, Burlington, and Quincy .....	38	11405	Do .....	356	5607
Do .....	55	11420			
Do .....	139	11415	Hackensack and New York .....	301	2003
Do .....	270	11417	Hannibal and St. Joseph .....	48	10505
Chicago, Cincinnati, and Louisville .....	355	12302	Hanover Branch .....	243	2541
Chicago, Rock Island, and Pacific .....	132	11404	Hartford and New Haven .....	7	938
Do .....	226	11007	Do .....	134	933
Do .....	227	11412	Hartford, Providence, and Fishkill ..	130	955
Do .....	299	11008	Hempfield .....	151	2615
Cincinnati and Indianapolis Junction ..	268	9401	Herr, Breneman & Co .....	330	2268
Cincinnati, Hamilton, and Dayton .....	11	9405	Housatonic .....	215	944
Do .....	56	9405	Hudson and Boston .....	294	1067
Cincinnati, Richmond, and Chicago .....	163	9403	Huntingdon and Broad Top Mountain ..	258	2576
Cleveland and Pittsburg .....	50	9104			
Do .....	129	9104	Illinois Central .....	45	11407
Do .....	166	9052	Do .....	96	11407
Do .....	337	9125	Do .....	118	11421

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Title.	Order.	No. of route.	Title.	Order.	No. of route.
Indianapolis and Peru.....	93	12002	New Orleans, Opelousas, and Great Western.....	106	8001
Do.....	230	12002	New York and Flushing, (Wm. Foster, contractor).....	145	1004
Jackson, Lansing, and Saginaw.....	195	12563	New York Central.....	15	1079
Do.....	341	12509	Do.....	28	1234
Jeffersonville, Madison, and Indianapolis.....	40	12013	Do.....	35	1282
Do.....	255	12004	Do.....	157	1277
Do.....	345	12049	Do.....	204	1094
Junction and Breakwater.....	305	3117	Do.....	241	1323
Lackawanna and Bloomsburg.....	183	2364	Do.....	320	1322
Lake Erie and Louisville.....	346	9351	Do.....	321	1303
Lehigh and Susquehanna.....	259	2372	Do.....	340	1277
Lehigh Valley.....	148	2310	New York, Providence, and Boston..	30	802
Do.....	312	2388	Norfolk and Petersburg.....	290	4416
Do.....	327	2832	North Carolina.....	185	5005
Lexington and Big Sandy.....	359	9605	Northeastern.....	171	5604
Lexington and West Cambridge.....	221	632	Northern Central.....	25	3204
Little Miami.....	8	9406	Do.....	47	3204
Do.....	138	9406	Do.....	61	2482
Little Miami, Columbus, and Xenia...	200	9470	Do.....	184	1278
Long Island.....	156	1011	Do.....	308	2347
Louisville and Nashville.....	43	9608	Do.....	315	2535
Do.....	127	9611	Northern, of New Jersey.....	267	2002
Do.....	198	9610	North Missouri.....	46	10504
Do.....	316	9609	Norwich and Worcester.....	79	926
Louisville, Frankfort, and Lexington..	119	9607	Ogdensburg and Lake Champlain...	153	1137
Louisville, New Albany, and Chicago..	113	12105	Ohio and Mississippi.....	26	12090
Do.....	188	12105	Oil Creek.....	237	2770
Macon and Brunswick.....	360	6239	Oneida and Carrollton.....	347	9129
Macon and Western.....	179	6012	Orange and Alexandria.....	82	4401
Maine Central.....	102	8	Do.....	302	4401
Memphis and Charleston.....	87	6608	Oswego and Syracuse.....	125	1236
Memphis and Little Rock.....	170	7504	Pacific, of Missouri.....	39	10591
Memphis and Ohio.....	122	10011	Do.....	120	10501
Michigan Central.....	36	12506	Pennsylvania.....	14	2201
Do.....	328	11413	Pennsylvania, (lessees, Philadelphia and Erie.).....	51	2346
Michigan Southern and Northern Indiana.....	37	12501	Do.....	224	2483
Do.....	110	12502	Do.....	225	2773
Do.....	232	12503	Pennsylvania.....	249	2614
Do.....	253	9345	Do.....	250	2587
Do.....	286	12504	Do.....	287	2817
Middleboro' and Taunton.....	212	679	Do.....	331	2257
Millville and Glassboro'.....	133	2102	Pennsylvania, (lessees, Tyrone and Clearfield).....	254	2585a
Milwaukee and Minnesota.....	176	13006	Pennsylvania, (lessees, Western Pennsylvania).....	262	2818
Milwaukee and Prairie du Chien.....	116	13004	Pennsylvania Cannel Coal and Railroad.....	361	2830
Do.....	342	13007	Peoria, Pekin, and Jacksonville.....	273	11416
Milwaukee and St. Paul.....	91	13005	Petersburg.....	90	4412
Do.....	238	13009	Philadelphia and Baltimore Central..	266	2235
Do.....	343	13010	Philadelphia and Erie, (see Pennsylvania.)		
Do.....	344	13008	Philadelphia and Reading.....	57	2202
Mineral Point.....	264	13011	Do.....	263	2345
Minnesota.....	164	13608	Do.....	358	2216
Minnesota Valley.....	203	13606	Philadelphia and Trenton.....	1a	2067
Mississippi and Tennessee.....	162	7092	Philadelphia, Germantown, and Norristown.....	357	2236
Mississippi and Wabash.....	313	11426	Philadelphia, Wilmington, and Baltimore.....	3	3201
Mississippi Central.....	89	7001	Do.....	70	3101
Montgomery and West Point.....	160	6601	Do.....	213	3101
Do.....	233	6601	Pittsburg and Connellsville.....	297	2624
Morris and Essex.....	124	2004	Pittfield and North Adams.....	197	725
Nashville and Chattanooga.....	112	10004	Pittsburg, Fort Wayne, and Chicago..	18	9051
Nashville and Decatur.....	165	10007	Pittsburg, Columbus, and Cincinnati, (see Steubenville and Indiana.)		
Naugatuck.....	194	943	Portland and Kennebec.....	109	114
New Bedford and Taunton.....	60	681	Do.....	135	1
Do.....	73	675	Portland and Oxford Central.....	272	161
New Castle and Beaver Valley.....	167	2777a	Portland, Saco, and Portsmouth.....	34	113
New Haven and New London.....	24	937	Providence and Worcester.....	65	801
New Haven and Northampton.....	199	939	Providence, Warren, and Bristol.....	219	803
New Jersey Railroad and Transportation.....	1	2006	Raleigh and Gaston.....	229	5003
New London Northern.....	137	927			
Do.....	192	927			
Do.....	220	700			
New Orleans, Jackson, and Great Northern.....	92	8002			

*Index—Continued.*

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Raritan and Delaware Bay .....	298	2008	Syracuse and Binghamton .....	168	1235
Reading and Columbia .....	318	2782	Taunton Branch .....	59	680
Rensselaer and Saratoga .....	99	1096	Tioga .....	283	2456
Do. ....	101	1103	Do. ....	284	2456
Do. ....	154	1080	Toledo, Logansport, and Burlington ..	269	12228
Do. ....	296	1091	Toledo, Wabash, and Western .....	114	9344 &c.
Richmond and Danville .....	174	4407	Do. ....	242	11425
Richmond and Petersburg .....	74	4408	Troy and Boston .....	105	1095
Richmond, Fredericksburg, and Potomac .....	85	4402-3	Do. ....	208	1104
Rockville .....	78	973	Troy and Greenbush .....	44	1081
Rome .....	350	6008	Tyrone and Clearfield, (see Pennsylvania.)		
Rome, Watertown, and Ogdensburg ..	117	1212	Union Pacific .....	52	14083
Do. ....	146	1159	Do. ....	53	14083
Rutland and Burlington .....	62	484	Utica and Black River .....	239	1206
Saint Louis and Iron Mountain .....	143	10502	Vermont Central .....	64	463
Saint Louis, Jacksonville, and Chicago .....	182	11419	Vermont Valley, (E. A. Birchard and J. B. Page, lessees) .....	108	489
Do. ....	309	11418	Virginia and Tennessee .....	82a	4422
Saint Paul and Pacific .....	175	13621	Virginia Central .....	126	4406
Do. ....	251	13621	Do. ....	261	4406
Salem .....	271	2105	Vermont and Massachusetts .....	158	694
San Francisco and San José .....	27	14702	Vermont Central and Vermont and Canada .....	54	412
Saratoga and Whitehall .....	107	1109	Warren and Franklin .....	293	2831
Schuylkill and Susquehanna .....	319	2328	West Chester and Philadelphia .....	228	2203
Seaboard and Roanoke .....	201	4415	Western, of Massachusetts .....	12	688
Selma and Meridian .....	202	6607	Western and Atlantic .....	98	6002
Do. ....	277	6607	Western North Carolina .....	348	5007
South Carolina .....	94	5602	Western Pennsylvania, (see Penn'a.)		
Do. ....	95	5602	Western Union .....	149	13003
Southern Minnesota .....	289	13659	West Jersey .....	71	2097
Southern Mississippi .....	173	7004	White Pigeon and Kalamazoo .....	288	12505
South Shore .....	205	657	Wilmington and Manchester .....	97	5601
South Side .....	257	4414	Wilmington and Weldon .....	86	5001
Do. ....	322	4413	Wilmington, Charlotte, and Rutherfordton .....	354	5254
Southwestern .....	244	6015	Winona and Saint Peter .....	161	13533
Do. ....	275	6015	Worcester and Nashua .....	111	687
Southwestern and Muscogee Co's. ....	240	6011	York and Cumberland .....	218	116
Spartanburg and Union .....	352	5609			
Staten Island .....	80	1010			
Steubenville and Indiana, (Pittsburg, Columbus, and Cincinnati) .....	17	9493			
Sullivan .....	69	483			
Sussex .....	332	2028			

*List of railroad routes from which no response to the department's calls for the weight of mails, &c., has been received, (corporate titles in alphabetical order.)*

State.	No. of route.	Termini.	Corporate title.	Length of route.	Pay per mile p'r annum
				<i>Miles.</i>	
Ala...	6602	Montgomery, Pollard .....	Alabama and Florida .....	114	\$75 00
N. H...	309	Dover, Alton Bay .....	Boston and Maine .....	28	50 00
Mass...	602	Boston, South Berwick Junction .....	do. do. ....	75	150 00
Mass...	602	Branch to Great Falls .....	do. do. ....	3	50 00
Mass...	610	Boston, Medford .....	do. do. ....	5½	50 00
N. H...	253	Concord, Wells River .....	Boston, Concord, and Montreal .....	93	107 52
N. H...	331	Littleton, Wells River .....	do. do. ....	21	50 00
Texas	8505	Harrisburg, Alleytown .....	Buffalo Bayou, Brazos & Colorado Riv. ....	80½	50 00
Penn...	2334	Port Clinton, Milton .....	Catawissa .....	92	150 00
Ohio...	9004	Bell Air, Columbus .....	Central Ohio .....	137½	200 00
Cal...	14834	Sacramento, Cisco .....	Central Pacific .....	94	300 00
Ind...	12057	Richmond, Chicago .....	Chicago and Great Eastern .....	225½	150 00
Ohio...	9170	Dayton, Sandusky .....	Cincinnati, Dayton, and Eastern .....	156	125 00
Ohio...	9370	Carey, Finley .....	do. do. ....	16	50 00
Ohio...	9504	Springfield, London .....	do. do. ....	20	50 00
Ohio...	9429	Morrow, Zanesville .....	Cincinnati, Wilmington, & Zanesville .....	132 9-10	75 00
N. H...	251	Concord, Nashua .....	Concord .....	36	150 00
N. H...	255	Concord, Bradford .....	Concord and Claremont .....	26	57 69
N. H...	268	Concord, Portsmouth .....	Concord, Manchester, and Lawrence .....	59	40 67
N. H...	269	Manchester, North Ware .....	do. do. ....	20½	50 00
N. H...	627	Lawrence, Manchester .....	do. do. ....	28	100 00
Vt....	452	White River Junction, Newport .....	Connecticut and Passumpsic Rivers .....	106	100 00
N. H...	300	Contocook Village, Hillsboro Bridge .....	Contocook .....	15	50 00
Iowa...	11003	Dubuque, Iowa Falls .....	Dubuque and Sioux City .....	150	50 00
Iowa...	11004	Waterloo, Waverly .....	do. do. ....	17½	51 43
Penn...	2815	Hazleton, Hazle Creek Bridge .....	Hazleton .....	8	41 66
Texas	8504	Houston, Millican .....	Houston and Texas Central .....	80	50 00
Texas	8503	Houston, Columbia .....	Houston Tap and Brazoria .....	50	50 00
N. Y...	1002	New York, Albany, Troy .....	Hudson River .....	144	300 00
Ind...	12001	Indianapolis, La Fayette .....	Indianapolis and Cincinnati .....	65½	100 00
Ind...	12003	Indianapolis, Cincinnati .....	do. do. ....	113½	125 00
Ind...	12340	Fairland, Martinsville .....	do. do. ....	38½	45 00
Ky...	9606	Covington, Nicholasville .....	Kentucky Central .....	99	100 00
S. C...	5608	Chester Court House, Yorkville .....	King's Mountain .....	13	50 00
S. C...	5610	Newberry C. H., Laurens C. H. ....	Laurens .....	23½	30 00
Me...	83	Calais, Princeton .....	Laurens .....	32	30 00
Ohio...	9247	Blanchester, Hillsboro .....	Lewy's Island .....	22	25 00
Ohio...	9266	Portsmouth, Reed's Mills .....	Marietta and Cincinnati .....	21	37 50
Ohio...	9407	Cincinnati, Parkersburg .....	do. do. ....	56	50 00
Tenn...	10010	Tate's Station, Paris .....	do. do. ....	206	100 00
Ala...	6813	Gainesville, Gainesville Junction .....	Memphis, Clarksville, and Louisville .....	82½	100 00
Ala...	6605	Columbus, Union Springs .....	Mississippi, Gainesville & Tuscaloosa .....	22	30 00
Miss...	7008	Mobile, Columbus, Ky .....	Mobile and Girard .....	53	50 00
Miss...	7008	Columbus, Artesia .....	Mobile and Ohio .....	472	100 00
Tenn...	10009	Nashville, Tate's Station .....	do. ....	14	50 00
Tenn...	10008	Nashville, Johnsonville .....	Nashville and Kentucky .....	48	30 00
N. J...	2014	Newark, Mont Clair .....	Nashville and Northwestern .....	78	39 00
Ky...	9612	Paducah, Union City .....	Newark and Bloomfield .....	6	45 83
N. Y...	1003	New York, Chatham Four Corners .....	New Orleans and Ohio .....	62	50 00
Mass...	607	Boston, Blackstone .....	New York and Harlem .....	130½	100 00
N. H...	254	Concord, White River Junction .....	Norfolk County .....	35	74 84
N. H...	254	Branch-Franklin, Bristol .....	Northern .....	69	125 00
Penn...	2204	Philadelphia, Bethlehem .....	do. ....	13	50 00
Penn...	2204	Branch to Doylestown .....	North Pennsylvania .....	54. 19	50 00
Penn...	2208	Philadelphia, Darby .....	do. ....	10. 11	50 00
Mo...	10506	St. Joseph, Weston .....	Philadelphia and Darby .....	8	62 50
N. Y...	1136	Plattsburg, Canada Line .....	Platte County .....	36	100 00
Ill...	11411	Rock Island, Coal Valley .....	Plattsburg and Montreal .....	23	42 87
Cal...	14742	Sacramento, Folsom City .....	Rock Island and Peoria .....	12	50 00
Ill...	11422	Terre Haute, East St. Louis .....	Sacramento Valley .....	23. 2	150 00
Ohio...	9146	Sandusky, Newark .....	St. Louis, Alton, and Terre Haute .....	193	200 00
Texas	8630a	Shreveport, Marshall .....	Sandusky, Mansfield, and Newark .....	116	100 00
Mass...	651	Canton Depot, North Easton .....	Southern Pacific .....	40	50 00
Ill...	11410	Courtland Station, Sycamore .....	Stoughton and Easton Branch .....	9	41 11
Ind...	12005	Indianapolis, Terre Haute .....	Sycamore and Courtland .....	5	50 00
Texas...	8501	Houston, Orange .....	Terre Haute and Indianapolis .....	73	200 00
Ill...	11414	Peoria, State Line .....	Texas and New Orleans .....	100	50 00
Neb...	14451	Omaha, Julesburg .....	Toledo, Peoria, and Warsaw .....	111	100 00
N. Y...	1460	Chesterville, Warwick .....	Union Pacific .....	377	150 00
Texas	8506	Hempstead, Brenham .....	Warwick Valley .....	11	50 00
N. C...	5263	Fayetteville, Egypt .....	Washington County .....	21	50 00
Md...	3214	Intersection with 3204, Union Bridge .....	Western (of North Carolina) .....	45	30 00
Ga...	6288	Lookout Station, Trenton .....	Western Maryland .....	40	50 00
			Wills Valley .....	13	30 00

*Railroad weight circular.*

U. S. POST OFFICE DEPARTMENT, CONTRACT OFFICE,  
*Washington, —————, 186—.*

SIR: The Postmaster General is required by act of Congress to arrange and divide railroad routes into classes, "according to the size of the mails, the speed with which they are conveyed, and the importance of the service," so as to "insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies of the United States, for the transportation of the mail." An accurate statement of the amount of mail matter conveyed on each route being therefore necessary, you are requested to weigh all the through mails and way mails which may be conveyed, in both directions, to and from each station on your road. Route No. ———, between ——— and ———, for thirty consecutive working days, commencing on the ——— of ———, 186—. The result you will please state in the annexed tabular form, placing in column 1 a list of the stations; in column 2, under the head "Received," the weight of the mails conveyed *to* each station; in column 3, under the head "Sent," the weight of the mails conveyed *from* each station; in column 4, the weight of the mails sent ———; in column 5, the weight of the mails sent ———. The footings of columns 2 and 3 will balance each other, as they will each show the whole amount of mails conveyed over the route in both directions; and either will equal the united footings of columns 4 and 5, which will show the amounts of mails conveyed in opposite directions. Some competent officer of your company will certify to the accuracy of the statement and return it to this office.

A convenient arrangement will be, to place a correct platform scale on each car conveying mails; weigh all through and way-mail matter as it comes on the car at each station, and credit the station with the amount, under the head "Sent," noting the direction in which it is to be conveyed; weigh all through and way-mail matter again as it is put off the car at each station, charging the station with the amount, under the head "Received." Memoranda of the daily weights should be kept, and the final results only stated in this printed form.

Please acknowledge the receipt of this circular.

Very respectfully, your obedient servant,

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

To ———.

[Slip appended to the circular.]

Please return with this circular a description of the accommodations provided on your road for the mails and agents of the department, stating the dimensions, fixtures, and furniture of the car or apartment allotted to their use. State also how many times per week the mails are carried on the route in each direction.

[Second circular.]

POST OFFICE DEPARTMENT, CONTRACT OFFICE,  
*Washington, August 1, 1867.*

SIR: The "Railroad Weight Circular" sent to your address from this office, requesting you to weigh the mails conveyed on route No. ———, between ——— and ———, for thirty consecutive working days, commencing on the 1st April, 1867, and to state the result in the tabular form furnished in the circular, to be certified by some competent officer of your company and returned

to this office, with a description of the accommodations provided for the mails and agents of the department and a statement of the number of times per week the mails are carried on the route in each direction, has not been returned as requested.

As intimated in the circular, the information sought is intended to be used by the department so as to “insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies of the United States, for the transportation of the mail.” A majority of the roads in the service of the department have responded to its call, and their returns have been carefully analyzed and placed on record. A complete accomplishment of the task of classifying the railroad routes, “according to the size of the mails, the speed with which they are conveyed, and the importance of the service,” as the law requires, is, however, impossible, in the absence of reports from the proprietors of *all* the roads, such as the department contemplated in addressing to all, without exception, the “Railroad Weight Circular.”

The returns received will be published. Of course, roads refusing or failing to respond to the circular will incur the imputation (whether justly or otherwise) of unwillingness to exhibit the amount and character of the service they perform for the department, in comparison with other roads receiving equal compensation; and, upon any future call or opportunity for the readjustment of the pay for transporting mails on such roads, the information which has been asked for will be deemed indispensable.

Permit me to urge, therefore, that, if you have weighed “all the through mails and way mails” conveyed on the above described route “for thirty consecutive working days,” as requested in the circular, you will state the result in the prescribed form, and communicate it to this office; or, if you have not yet taken the weights, that you will do so, and submit your report with the least delay practicable.

A blank form of the circular is enclosed.

The department will be pleased to hear from you at once on this subject.

Very respectfully, your obedient servant,

GEORGE WM. McLELLAN,

*Second Assistant Postmaster General.*

To \_\_\_\_\_.

*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 30th June, 1867.*

Num-ber.	Kinds.	Sizes.	Prices.	Cost.
850	Leather mail pouches.....	No. 1	\$8 50	\$7,225
1,400	.....do.....do.....	2	7 50	10,500
1,600	.....do.....do.....	3	6 50	10,400
1,500	.....do.....do.....	4	5 25	7,875
1,600	.....do.....do.....	5	3 75	6,000
6,950	Of all sizes.....	.....	.....	42,000

Statement of the number, kinds, sizes, and cost of mail bags, &c.—Continued.

Num-ber.	Kinds.	Sizes.	Prices.	Cost.
550	Leather horse mail bags.....	No. 1	\$7 75	\$4,262
650	.....do.....do.....	" 2	6 85	4,452
300	.....do.....do.....	" 3	5 50	1,650
1,500	Of all sizes .....			10,365
23,000	Jute canvas mail sacks.....	No. 1	82½	18,975
14,000	.....do.....do.....	" 2	63	8,820
1,000	.....do.....do.....	" 3	28	280
38,000	Of all sizes .....			28,075
	Total cost of mail bags of all kinds.....			80,440

Number and cost of mail locks and keys purchased during the year ended 30th June, 1867.

No.		Cost.
3,656	Iron mail locks, (old kind repaired).....	\$731 20
2,000	Iron mail keys, (old kind).....	500 00
1,500	Brass mail keys, (new kind) .....	225 00
28,485	Iron mail keys, (new kind).....	3,418 20
	Total cost of mail locks and keys.....	4,874 40

GEORGE WILLIAM McLELLAN,  
Second Assistant Postmaster General.

RAILWAY POSTAL SERVICE,  
Washington, D. C., November 6, 1867.

SIR: At your request, I submit herewith a statement of the annual compensation paid to railway postal clerks in the United States on the first day of November, 1867. In presenting it, I deem it just to show the comparative cost of the mail service upon the same lines, or routes, as performed by route agents.

There are now in operation in the United States eighteen railway postal routes, extending, in the aggregate, over four thousand four hundred and thirty-five miles, upon eight hundred and seventy-nine miles of which twice daily service is performed, making a total equal to five thousand three hundred and fourteen miles of railway postal service daily each way. There are employed in this service one hundred and sixty men, as head clerks and clerks, at a cost of one hundred and eighty-seven thousand nine hundred dollars per annum. It would require, to perform this same service by route agents, in the ordinary way, eighty-six men, at salaries of ten hundred and eighty dollars per annum, the compensation now allowed to route agents on first-class routes, making the cost ninety-two thousand eight hundred and eighty dollars per annum. Thus:

160 postal clerks cost .....	\$187,900
86 route agents would cost .....	92,880
Increased cost of postal clerks over route agents.....	95,020

But, in making this statement, it is proper and just that the reduction of clerical force in distributing and other large post offices, incident to the introduction of the railway postal service, should be taken into consideration. It is impossible to give the exact number of clerks saved to those offices, but an estimate can be made, which may be considered approximately true. It is certain that, in the force of the Chicago, Cairo, St. Joseph, Buffalo, Washington, Richmond, Memphis, and Chattanooga offices, an aggregate reduction of thirty men has been made; and it is fair to assume that, without the railway postal service, these same offices, instead of decreasing, would have increased their force by the addition of at least thirty. The saving may, therefore, be set down at sixty men, at an average compensation of \$1,000 per annum each, say \$60,000 per annum, thus reducing the balance against the railway postal service, as at present in operation and organized, to about \$35,000 per annum.

The reduction of labor in the New York, Philadelphia, and Baltimore offices must, of course, be as much in proportion as the reduction of labor in the offices first mentioned; but, leaving out New York, Philadelphia, and Baltimore, and assuming that the railway postal service on these five thousand miles is costing thirty-five thousand dollars per annum, or an average of seven dollars per mile, over the ordinary or old route agent service, the fact that all the mails passing over these five thousand miles are being saved twelve, twenty-four, and often forty-eight hours in their transmission, would seem sufficient to justify the increased expenditure.

Respectfully, &c.,

H. PARK,  
*Special Agent Post Office Department.*

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

*Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1867.*

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, 100, 269 58
With Prussia .....	302, 214 26
With France .....	300, 122 45
With Hamburg .....	95, 791 44
With Bremen .....	154, 348 02
With Belgium.....	16, 859 80
Total postages.....	<u>1, 969, 605 55</u>

Being an increase over the amount reported for the previous year of \$128,804 63.

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

To Great Britain .....	\$559, 022 95
To Prussia.....	130, 301 70
To France.....	151, 982 26
To Bremen .....	101, 244 24
To Hamburg .....	61, 548 14
To Belgium.....	7, 676 02
Total.....	<u>1, 011, 775 31</u>

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

From Great Britain.....	\$541,246 63
From Prussia .....	171,912 56
From France .....	148,140 19
From Hamburg .....	34,243 30
From Bremen.....	53,103 78
From Belgium .....	9,183 78

Total.....	957,830 24
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Postages collected in the United States.....	\$1,267,181 34
Postages collected in Europe.....	702,424 21

Excess of collections in the United States .....	564,757 13
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Number of letters sent from the United States .....	4,902,750
Number of letters received from Europe.....	4,539,361

Total.....	9,442,111
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Being an increase of 877,264 over the number reported for the previous year.

Number of newspapers sent from the United States.....	2,652,317
Number of newspapers received from Europe.....	1,766,165

Total .....	4,418,482
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Being an increase of 590,347 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.....	\$17,776 32
France .....	3,842 07
Bremen.....	48,140 46
Hamburg.....	27,304 84

Total.....	97,063 69
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The excess of postages accruing on mails received over those sent was as follows :

Prussia.....	\$41,610 86
Belgium.....	1,507 76

Total.....	43,118 62
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## II.—CLOSED MAILS FOR YEAR ENDED DECEMBER 31, 1866.

Weight of closed letter mails received from Prussia, ounces.....	190,769
Weight of closed letter mails sent to Prussia, ounces .....	164,077

Total.....	354,846
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Number of newspapers.....	149,566
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Weight of British closed letter mails for Canada, ounces.....	50,361½
Weight of Canada closed letter mails for Great Britain, ounces.....	31,104½

Total.....	81,469
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Number of newspapers.....	356,722
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Weight of British closed letter mails for Hawaiian Islands and Vancouver Island, ounces .....	26,963¾
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Number of newspapers.....	74,144
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Weight of British closed letter mails for Havana, ounces.....	10,559¾
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Number of newspapers.....	20,421
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Weight of closed letter mails received from Belgium, ounces .....	4,106½
Weight of closed letter mails sent to Belgium, ounces .....	4,694
Total .....	8,800½
Number of newspapers received .....	8,572
Number of newspapers sent .....	2,428
Total .....	11,000
Weight of British and Mexican closed letter mails, ounces .....	631½
Number of newspapers .....	222
Amount paid Great Britain for the sea and territorial transit of closed mails through the United Kingdom for the year .....	\$147,460 00½
Amount received from Great Britain for the sea and territorial transit of closed mails through the United States, (same period) .....	30,519 95

## 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 .....	\$785,413 31
French line .....	55,574 53
Bremen line .....	154,348 02
Hamburg line .....	95,791 44
Belgian line .....	62 25
Total on foreign account .....	\$1 091,189 55
Conveyed on United States account—	
Canadian line .....	\$131,952 75
Dale line .....	385,227 03
Bremen line .....	166,088 82
Hamburg line .....	88,266 03
Havre line .....	89,197 55
American Lloyd line .....	8,935 58
Baltimore line .....	7,562 80
Continental Steamship Company line .....	1,185 39
Total on American account .....	878,416 00
Total .....	1,969,605 55

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

Balance due Great Britain on adjustment of accounts for the year ended 31st December, 1866 .....	\$174,187 39½
Balance due France on adjustment of accounts for the year ended 31st December, 1866 .....	51,609 19
Balance due Hamburg on adjustment of accounts for the fiscal year ended June 30, 1867 .....	53,021 44½
Balance due Bremen on adjustment of accounts for the fiscal year ended June 30, 1867 .....	82,650 99
Balance due Prussia on adjustment of accounts for the fiscal year ended June 30, 1867 .....	493 14
Total balances against the United States .....	361,962 15½
Balance due the United States on adjustment of accounts with Belgium for the fiscal year ended June 30, 1867 .....	\$4,738 38

*United States transatlantic mail steamship arrangement for 1868.*

The mails for Great Britain and the continent of Europe will be despatched from New York, via Southampton, or via Queenstown and Liverpool, on Tuesdays, Wednesdays, Thursdays, and Saturdays of each week during the year 1868, under arrangements made by the United States Post Office Department with the following steamship lines, viz :

The Hamburg-American Packet Company ; the North German Lloyd ; the Liverpool and New York and Philadelphia Steamship Company, and the Cunard line of steamships. The proprietors of each of said lines to receive for the conveyance of the mails to the United Kingdom a compensation of fifteen cents per ounce on letters and of six cents per pound on newspapers, book packets, and patterns or samples of merchandise.

## TUESDAY'S MAIL.

The Hamburg-American Packet Company will convey the mails from New York to Southampton, England, (sailing from New York at 2 p. m.,) every alternate Tuesday from January 1st to April 1st, 1868, and every Tuesday for the balance of the year, by one of the following named A1 steamships, viz :

Holsatia, new, 3,000 tons	}	New York custom-house measurement.
Cimbria, " 2,964 "		
Hammonia, " 2,964 "		
Allemannia, " 2,620 "		
Germania, " 2,719 "		
Saxonia, " 2,591 "		

With privilege to substitute, if one of the above steamships should require any repairs, either of the following three A1 steamships :

Borussia, 2,133 tons.	}	New York custom-house measurement.
Bavaria, 2,235 "		
Teutonia, 2,027 "		

Or any new steamship, of at least the capacity and swiftness of the Cimbria, which may be built in the course of the year.

The average mean time to be occupied in the transportation of the mails from New York to Southampton, England, not to exceed eleven and a half days.

## THURSDAY'S MAIL.

The North German Lloyd line will convey the mails from New York to Southampton, England, (sailing from New York at 2 p. m.,) every Thursday of the year 1868, by one of the following A1 steamships, viz :

Bremen, 2,551 tons,	}	United States register.
New York, 2,528 "		
Hansa, 2,909 "		
America, 2,614 "		
Hermann, 2,774 "		
Deutschland, 2,881 "		
Union, 2,870 "		
Weser, 2,871 "		

And also by two new steamers, now building, the speed of which will be equal to that of any of the above.

The average mean time to be occupied in the transportation of the mails from New York to Southampton, England, not to exceed eleven and a half days.

## SATURDAY'S MAIL.

The Liverpool and New York and Philadelphia Steamship Company will convey the mails from New York to Liverpool, England, via Queenstown, Ireland,

(sailing from New York at 2 p. m.,) every Saturday of the year 1868, by one of the following A1 steamships, viz :

City of Paris, 2,646.20 tons.

City of London, 2,807.60 tons.

City of Antwerp, 2,400.20 tons.

City of Baltimore, 2,322.73 tons.

City of Boston, 2,250.14 tons.

City of New York, 2,043.80 tons.

City of Washington, 2,385.83 tons.

Etna, 2,207.68 tons.

The average mean time to be occupied in the transportation of the mails from New York to Queenstown not to exceed ten and a half days, and to Liverpool eleven and a half days.

#### WEDNESDAY'S MAIL.

An additional weekly mail will be despatched from New York every Wednesday of the year 1868, by the Cunard line of steamships, to Liverpool, via Queenstown, at the same rates of compensation paid to the other lines, and subject to the same conditions.

The General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, being desirous of regulating, by means of a new convention, the communication by post between the two countries, the undersigned, duly authorized for that purpose by their respective governments, have agreed upon the following articles :

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the United Kingdom of Great Britain and Ireland, as well for letters, newspapers, book packets, and patterns or samples of merchandise, originating in the United States or in the United Kingdom, as for articles of the same nature originating in or destined for the countries or colonies the correspondence of which is forwarded through the United States or through the United Kingdom.

ARTICLE 2. Each office shall make its own arrangements for the despatch of mails to the other office by well-appointed ships, sailing on stated days, and shall, at its own cost, remunerate the owners of such ships for the conveyance of the mails.

ARTICLE 3. The postage on a single international letter shall not exceed twelve cents in the United States or sixpence in the United Kingdom, and the authorized weight of a single letter shall be fifteen grams (by the metrical scale) in the United States and half an ounce in the United Kingdom. For other than single letters the same charge shall be made for every additional fifteen grams, or half an ounce, or fraction thereof.

ARTICLE 4. Every international letter insufficiently paid, or wholly unpaid, received in the United States from the United Kingdom, shall, in addition to the deficient postage, be subject to a fine of five cents, such fine to be retained by the United States post office; and every international letter insufficiently paid, or wholly unpaid, received in the United Kingdom from the United States, shall, in addition to the deficient postage, be subject to a fine, the amount of which shall be fixed and retained by the British post office.

ARTICLE 5. International newspapers, book packets, (including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, and so forth,) and patterns and samples of merchandise (including seeds and grain) shall be transmissible by either office at such charges (not less than threepence in the United Kingdom or six cents in the United States, per four ounces, on book packets and patterns or samples of

merchandise) and under such regulations as the despatching office may from time to time lay down. These regulations, however, shall include the following: 1. The postage shall be fully prepaid. 2. No book packet may contain any thing which is sealed or otherwise closed against inspection, nor must there be any letter, nor any communication of the nature of a letter, whether separate or otherwise, unless the whole of such letter or communication be printed; but entries merely stating from whom or to whom the packet is sent shall not be regarded as a letter. 3. No book packet must exceed two feet in length or one foot in width or depth. 4. Neither office shall be bound to deliver printed papers the importation of which may be prohibited by the laws or regulations of the country to which they are transmitted. 5. So long as any customs duty is chargeable in the United States on the importation from the United Kingdom of any of the articles enumerated above, such customs duty shall be leviable in the United States, and the proceeds shall accrue to the United States treasury. 6. Except as above, no charge whatever shall be levied in the country in which international newspapers, book packets, and patterns or samples of merchandise are delivered.

ARTICLE 6. The postage collected in the two countries on international letters, newspapers, book packets, and patterns or samples of merchandise, together with the fees for registration, but exclusive of fines for unpaid or insufficiently paid letters, shall be equally divided between the two offices. That portion of the postage of transit letters, transit newspapers, book packets, and patterns or samples of merchandise which represents the charge for the sea conveyance between the United Kingdom and the United States shall belong wholly to the despatching office. For the purposes of this article, the charge for the sea conveyance of letters across the Atlantic shall be computed on the basis of fourpence, or eight cents per single letter rate, and the charge for the sea conveyance across the Atlantic of newspapers, book packets, and patterns or samples of merchandise shall be computed at threepence per pound, or twelve cents per kilogram.

ARTICLE 7. The United States post office may deliver to the British post office letters or other postal packets which have been registered, addressed to the United Kingdom; reciprocally, the British post office may deliver to the United States post office registered letters or other postal packets which have been registered, addressed to the United States. The postage of registered letters and so forth shall always be paid in advance. In addition to this postage, there shall also be charged a registration fee, the amount of which shall be fixed by the despatching office.

ARTICLE 8. The United States post office may further deliver to the British post office registered letters and so forth addressed to those countries or colonies to which registered letters can be sent from the United Kingdom. The United States post office shall account to the British post office, in addition to the postage due to the British post office, for such sum as shall be chargeable to the inhabitants of the United Kingdom for the registration from the United Kingdom of every registered letter and so forth addressed to the countries or colonies above mentioned. On its side, the British post office may deliver to the United States post office registered letters and so forth addressed to those countries to which registered letters can be sent from the United States. The British post office shall account to the United States post office, in addition to the postage due the United States post office, for such sum as shall be chargeable to the inhabitants of the United States for the registration from the United States of every registered letter and so forth addressed to the countries above mentioned.

ARTICLE 9. The British post office engages to grant the transit through the United Kingdom, as well as the conveyance by British mail packets, of the closed mails which the United States post office may exchange, in either direction, with the post offices of United States possessions, or of foreign countries, and the

United States post office engages to grant the transit through the United States, as well as the conveyance by United States mail packets, of the closed mails which the British post office may exchange, in either direction, with the post offices of British possessions or of foreign countries. The country which sends or receives closed mails through the other shall render an account of the letters, newspapers, book packets, and patterns contained in such closed mails.

ARTICLE 10. The rates of postage to be mutually paid for the territorial transit (including the passage of the English channel) of all letters sent from one country to the other for transmission to places beyond, in closed mails, shall be one-half the ordinary inland rates now charged in the two countries respectively, viz : for transit through the United States one-half of three cents per single letter, and for transit through the United Kingdom one-half of a penny per single letter. The transit rates of postage to be mutually paid for newspapers, book packets, and patterns, or samples of merchandise sent in closed mails shall be fourpence per kilogram for transit through the United Kingdom and six cents per pound for transit through the United States.

ARTICLE 11. When, in any British or United States port, a closed mail is transferred from one ship to another without any expense devolving on the office of the country owning such port, such transfer shall not be deemed a territorial transit, and shall not give rise to any charge for territorial transit.

ARTICLE 12. The rates of postage to be paid by the British post office to the United States post office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United Kingdom to the United States, in closed mails, for transmission to places beyond, or brought to the United States from places beyond, in closed mails, for transmission to the United Kingdom, shall be the same that are paid by the inhabitants of the United States. Reciprocally, the rates of postage to be paid by the United States post office to the British post office for the sea conveyance, other than across the Atlantic, of correspondence sent from the United States to the United Kingdom, in closed mails, for transmission to places beyond, or brought to the United Kingdom from places beyond, in closed mails, for transmission to the United States, shall be the same that are paid by the inhabitants of the United Kingdom.

ARTICLE 13. The combined territorial and sea rates upon transit correspondence, sent in ordinary mails, to be accounted for by one office to the other, shall be the same that are paid by the inhabitants of the country through which the correspondence is forwarded.

ARTICLE 14. The amount of postage chargeable by the United States post office, on its own account, upon every single letter sent through the United Kingdom in ordinary mails, addressed to the United States, shall be three cents, and the amount of postage chargeable by the British post office, on its own account, upon every single letter sent through the United States in ordinary mails, addressed to the United Kingdom, shall be one penny.

ARTICLE 15. There shall be an exchange of correspondence between the United States of America and Bermuda, and between those States and the British post office agencies established in the Danish colony of St. Thomas, in Panama, in Colon, and in San Juan, (Porto Rico.) The postage to be accounted for on such correspondence shall be fixed from time to time by the mutual consent of the two offices.

ARTICLE 16. The British post office shall prepare, at the expiration of every quarter, separate accounts exhibiting the results of the exchange of correspondence, whether in ordinary mails or in closed mails, between the respective offices. Such accounts shall be founded upon the acknowledgments of receipt of the respective offices during the quarter. The separate accounts shall be incorporated in general accounts, which shall be compared and settled by the two offices, and the balance shall forthwith be paid in the money of the country to which the payment is to be made, by that office which is found to be indebted

to the other. In converting United States currency into sterling or sterling into United States currency, four shillings and twopence shall be considered as the equivalent of a dollar.

ARTICLE 17. Official communications addressed by the United States post office to the British post office, or by the British post office to the United States post office, shall not give rise to any account between the two post offices.

ARTICLE 18. The two offices shall, by mutual consent, make detailed regulations in accordance with the foregoing articles, such regulations to be terminable on a reasonable notice by either office.

ARTICLE 19. All the conventions which now regulate the exchange of correspondence between the United Kingdom of Great Britain and Ireland and the United States of America, shall cease to have effect from the date of the day when the present convention shall be put into execution.

ARTICLE 20. Articles 1, 5, 7, 8, 9, 10, 11, 12, 15, 16, 17, and 18 shall come into operation on the 1st of October next, and the remaining articles on the 1st day of January, 1868.

ARTICLE 21. This convention shall be terminable at any time on a notice by either office of one year, and article 5 (except so far as relates to newspapers) shall be terminable on a notice of three months.

Done in duplicate and signed in London the 18th day of June, 1867.

[SEAL.]

JOHN A. KASSON,  
*Special Commissioner, &c.*  
MONTROSE.

[SEAL.]

POST OFFICE DEPARTMENT,  
*Washington, July 8, 1867.*

Having examined and considered the foregoing articles of a new postal convention between the United States of America and the United Kingdom of Great Britain and Ireland, which were agreed upon and signed in duplicate at London on the 18th day of June, 1867, by the Hon. John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by his grace the Duke of Montrose, postmaster general of the United Kingdom of Great Britain and Ireland, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be heretofore affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,  
*Postmaster General United States.*

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, *July 8, 1867.*

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*Detailed regulations arranged between the General Post Office of the United Kingdom of Great Britain and Ireland, and the General Post Office of the United States of America, for the execution of the convention of the eighteenth day of June, 1867.*

ARTICLE 1. The following shall be the regulations for the exchange of mails between the British and the United States post offices:

1. The office of London shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.

2. The office of Liverpool shall exchange mails with the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco.

3. The office of Southampton shall exchange mails with the offices of Boston, New York, Philadelphia, and San Francisco.

4. The office of Dublin shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

5. The office of Cork shall exchange mails with the offices of New York and San Francisco.

6. The office of Londonderry shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

7. The office of Glasgow shall exchange mails with the offices of Boston, New York, Philadelphia, Portland, Detroit, Chicago, and San Francisco.

8. The office of Bermuda shall exchange mails with the offices of Boston and New York, via Halifax, (Nova Scotia.)

9. The office of New York shall send mails to the British packet office at St. Thomas, (West Indies.)

10. The British packet office at Panama (United States of Colombia) shall exchange mails with the offices of New York and San Francisco.

11. The office of New York shall send mails to the British packet office at Colon.

12. The office of New York shall send mails to the British packet office at San Juan, (Porto Rico.)

ARTICLE 2. The correspondence forwarded in the mails from the office of Bermuda to the offices of Boston and New York, and *vice versa*, shall not give rise to any account between the British and the United States post offices. Each office shall levy its own rates of postage.

ARTICLE 3. The mails which are sent from the office of New York to the British packet office at St. Thomas shall comprise correspondence passing between the United States of America and the British and foreign West Indies. Upon the correspondence despatched from New York to St. Thomas, addressed to any foreign port in the West Indies, the United States post office shall account to the British post office at the rate of fourpence per half ounce for letters, and one penny each for newspapers.

The mails which are exchanged between the British packet office at Panama and the offices of New York and San Francisco shall comprise correspondence passing between the States on the western coast of South America, or the British colonies of Australia, and New Zealand and the United States of America. Upon the correspondence despatched from New York or San Francisco to Panama, addressed to any of those States or colonies, the United States post office shall account to the British post office as follows:

1. Upon correspondence addressed to the States on the western coast of South America—1s. 0d. for each half-ounce letter; 2d. for each newspaper; 3d. per four ounces for book packets.

2. Upon correspondence addressed to the British colonies in Australia or to New Zealand—6d. for each half ounce letter; 2d. for each newspaper; 3d. per four ounces for book packets.

The same rates shall be accounted for by the United States post office upon unpaid letters and newspapers originating in the States on the western coast of South America, in Australia or New Zealand, despatched from Panama, addressed to the United States. The mails which are exchanged between the British packet office at Colon and the office of New York shall comprise correspondence passing between the United States of Colombia and the United States of America. Upon the correspondence despatched from New York to Colon, ad-

addressed to the United States of Colombia, the United States post office shall account to the British post office at the rate of fourpence per half ounce letter, and one penny each for newspapers. The mails which are sent from the post office of New York to the British packet office at San Juan (Porto Rico) shall comprise correspondence passing between the United States of America and the island of Porto Rico. Upon the correspondence despatched from New York addressed to Porto Rico the United States post office shall account to the British post office at the rate of fourpence per half ounce for letters, and one penny each for newspapers.

ARTICLE 4. Upon ordinary correspondence despatched from the United States in ordinary mails, by way of the United Kingdom, addressed to the countries and colonies enumerated in table A annexed to the present regulations, the United States post office shall account to the British post office for the rates of postage set forth in that table.

ARTICLE 5. Upon ordinary correspondence despatched from the United Kingdom in ordinary mails, by way of the United States, addressed to the countries and colonies enumerated in table B annexed to the present regulations, the British post office shall account to the United States post office at the rates of postage set forth in that table.

ARTICLE 6. The exchange of registered letters and other postal packets between the post offices of the United Kingdom and the post offices of the United States shall be regulated as follows: The letters, &c., shall be entered, with all the necessary details, on special lists according to the form C annexed to the present regulations. The registered letters, &c., and the nominal list shall be then tied together with a cross string and placed in a canvas bag of an orange color, which shall be securely tied at the neck by a string, the ends of which shall be sealed with the seal of the despatching office. The registered letters thus made up shall be placed in the mail of which they form part. The number of registered letters entered on the special list must be specified at full length, in words, in the place reserved for the purpose at the foot of the letter bill. If it should happen that there are no registered letters to be forwarded, a blank list shall be sent enclosed as usual in the orange-colored canvas bag. The special lists shall be retained by the office to which they are sent, which shall simply acknowledge the receipt, numerically, of the registered letters received by it by the next list which it shall have to send to the corresponding office. In case of any difference or error being discovered on the opening of the mails, the attention of the despatching office shall be called to the circumstance by the first post.

ARTICLE 7. The United States post office may deliver to the British post office registered letters, newspapers, book packets, and patterns or samples of merchandise addressed to the undermentioned countries or colonies, viz:

Cape of Good Hope; Ceylon; Constantinople; East Indies; Egypt; viz: Alexandria, Suez, and Cairo; Falkland Islands; Gambia; Gibraltar; Gold Coast; Hong Kong; Java; Lagos; Labuan; Liberia; Malta; Mauritius; Natal; New South Wales; Queensland; St. Helena; Sierra Leone; South Australia; Tasmania; Victoria; Western Australia.

On its side, the British post office may deliver to the United States post office registered letters addressed to the undermentioned colonies: Canada, New Brunswick, Nova Scotia.

ARTICLE 8. The following regulations shall be observed with respect to the registered letters referred to in the preceding article:

The United States post office shall account to the British post office for the sum of fourpence, in addition to the postage due to the British post office, upon every registered letter, newspaper, book packet, and pattern or sample of merchandise originating in the United States, and addressed to any of the countries or colonies enumerated in the preceding article.

On its side the British post office shall account to the United States post

office for the sum of eight cents, in addition to the postage due to the United States post office, upon every registered letter originating in the United Kingdom, and addressed to any of the colonies enumerated in the preceding article.

ARTICLE 9. Every mail passing between the offices of exchange of the respective post offices shall be accompanied by a letter-bill specifying the amount of postage due to each office on each class of correspondence.

The office to which the mail is addressed shall acknowledge its receipt by the next post.

The letter-bills from the offices of London, Liverpool, Southampton, Dublin, Cork, Londonderry, and Glasgow, for the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco, shall be in conformity with the form D annexed to the present regulations.

The letter-bills from the office of Bermuda for the offices of Boston and New York shall be in conformity with the form E, annexed to the present regulations.

The forms of letter-bills which the offices of Boston, New York, Philadelphia, Baltimore, Portland, Detroit, Chicago, and San Francisco shall use in their communications with the foregoing British offices of exchange shall agree with the patterns above described.

The letter-bill from the offices of New York and San Francisco for the British packet office at Panama shall be in conformity with the form F annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at Colon shall be in conformity with the form G annexed to the present regulations.

The letter-bill from the office of New York for the British packet office at St. Thomas shall be in conformity with the form H annexed to the present regulations.

ARTICLE 10. The respective offices of exchange shall mark with red ink, in ordinary figures, on the upper right hand corner of the address of paid letters passing in transit, the amount due to the office to which the letters are transmitted, and, in like manner, shall mark with black ink, on unpaid letters passing in transit, the amount due to the despatching office.

ARTICLE 11. The respective offices of exchange shall divide the correspondence which they shall mutually exchange into as many distinct packets as there are different articles in the letter-bills. To each packet shall be attached a label showing the number of the article in the account, as well as the amount of postage to be brought to account in respect to the matter covered by the label. The labels which the respective offices of exchange shall make use of in virtue of the provisions of the previous article shall be printed as follows: 1. On pink paper for paid international correspondence. 2. On yellow paper for paid transit correspondence. 3. On white paper for unpaid correspondence, whether international or transit. 4. And on blue paper for matter giving rise to no account.

ARTICLE 12. Dead letters, newspapers, &c., which cannot be delivered, from whatever cause, shall be mutually returned after the expiration of every month. Such of those letters, &c., as shall have been charged in the account shall be returned for the same amount of postage which was originally charged by the sending office, and shall be allowed in the discharge of the account of the office to which they were transmitted. Dead letters, &c., which may have been received in closed mails, and which cannot be produced by the office which has to claim the amount, shall be admitted for the same weight and amount of postage which was originally charged upon such letters, &c., in the accounts of the respective offices, on a declaration or on lists vouching for the amount of postage demanded.

ARTICLE 13. Letters forwarded for the purpose of annoying or injuring the parties to whom they are addressed, (the postage of which both offices are

authorized to return to the public, even after they have been opened,) may be included and admitted with the dead letters mutually returned.

ARTICLE 14. Ordinary or registered letters, book packets, and patterns of merchandise misdirected or missent, shall be reciprocally returned without delay through the respective offices of exchange, for the same weight and amount of postage at which they were charged by the despatching office to the other office. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid by the receivers.

ARTICLE 15. The articles agreed upon between the post office of the United Kingdom of Great Britain and Ireland and the post office of the United States, on the 14th of May, 1849, for carrying into execution the convention of the 15th of December, 1848, shall cease to have effect from the date of the day when the present detailed regulations shall be put into execution.

Done in duplicate, and signed in London on the ninth day of August, one thousand eight hundred and sixty-seven, and in Washington on the fifth day of September, one thousand eight hundred and sixty-seven.

[SEAL.]

ALEX. W. RANDALL,  
*Postmaster General.*

[SEAL.]

MONTROSE.

*A.—Table showing the rates of postage to be accounted for by the United States post office to the British post office upon letters, newspapers, book packets, and patterns or samples of merchandise conveyed in transit through the United Kingdom, in ordinary mails, between the United States and the undermentioned countries and colonies.*

Countries and colonies.	Paid correspondence delivered by the United States post office to the British post office.			Unpaid correspondence delivered by the British post office to the United States post office.*		
	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet, or packet of patterns not exceeding 4 ounces.	Rate for a single letter.	Rate for each newspaper.	Rate for a book packet, or packet of patterns not exceeding 4 ounces.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
Africa, foreign possessions on the west coast.	12	2	6	20	2	6
Australia via Southampton.....	12	4	8	20	4	8
Australia via Marseilles.....	20	6	12	28	6	12
Brazil.....	24	2	Cannot be sent.	32	2	.....
Buenos Ayres.....	24	<i>b</i> 2	6	32	<i>b</i> 2	6
Cape of Good Hope.....	24	2	6	32	2	6
Ceylon via Southampton.....	12	4	8	20	4	8
Ceylon via Marseilles.....	20	6	12	28	6	12
China (exc. Hong Kong) via Southampton.	24	4	8	32	4	8
China (exc. Hong Kong) via Marseilles....	32	6	12	40	6	12
Constantinople.....	<i>a</i> 12	<i>b</i> 4	8	<i>c</i> 26	<i>b</i> 4	8
East Indies via Southampton.....	12	<i>b</i> 4	8	20	<i>b</i> 4	8
East Indies via Marseilles.....	20	<i>b</i> 6	12	28	<i>b</i> 6	12
Egypt via Southampton.....	12	2	6	20	2	6
Egypt via Marseilles.....	<i>a</i> 12	<i>b</i> 4	8	<i>c</i> 20	<i>b</i> 4	8
Falkland islands.....	12	2	6	20	2	6
Gambia, Gold Coast, Gibraltar.....	12	2	6	20	2	6
Hong Kong via Southampton.....	24	4	8	32	4	8
Hong Kong via Marseilles.....	32	6	12	40	6	12
Japan via Southampton.....	24	4	Cannot be sent.	32	4	.....
Japan via Marseilles.....	32	6	Cannot be sent.	40	6	.....
Java via Southampton.....	24	<i>b</i> 4	8	32	<i>b</i> 4	8
Java via Marseilles.....	32	<i>b</i> 6	12	40	<i>b</i> 6	12
Labuan via Southampton.....	24	4	8	32	4	8
Labuan via Marseilles.....	32	6	12	40	6	12
Lagos.....	12	2	6	20	2	6
Liberia.....	12	2	6	20	2	6
Malta via Southampton.....	12	2	6	20	2	6
Malta via Marseilles.....	<i>a</i> 12	<i>b</i> 4	8	<i>c</i> 20	<i>b</i> 4	8
Mauritius via Southampton.....	12	4	8	20	4	8
Mauritius via Marseilles.....	20	6	12	28	6	12
Montevideo.....	24	<i>b</i> 2	6	32	<i>b</i> 2	6
Natal.....	24	2	6	32	2	6
Penang and Singapore via Southampton...	24	<i>b</i> 4	8	32	<i>b</i> 4	8
Penang and Singapore via Marseilles.....	32	<i>b</i> 6	12	40	<i>b</i> 6	12
Philippine islands via Southampton.....	24	4	Cannot be sent.	32	4	.....
Philippine islands via Marseilles.....	32	6	Cannot be sent.	40	6	.....
St. Helena.....	24	2	6	32	2	6
Sierra Leone.....	12	2	6	20	2	6

\* In addition to these rates the United States post office is to account to the British office for threepence for every pound of newspapers, book packets, and patterns, according to the weight in bulk.

NOTE.—The rates of postage having the letter *a* prefixed increase by an additional rate for every  $7\frac{1}{2}$  grams or fraction thereof. Those marked *c* increase according to two different principles, 8 cents being reckoned for each rate of 15 grams, and the remainder for each rate of  $7\frac{1}{2}$  grams. Upon letters for all other places an additional rate is to be reckoned for every 15 grams or fraction of 15 grams. Where the letter *b* is prefixed an additional rate is to be accounted for for each four ounces or fraction of four ounces if a single newspaper exceed four ounces in weight. In all other cases the postage is for each newspaper without regard to its weight. The rates set down for book packets and patterns are to be accounted for for each four ounces or fraction thereof. The book and pattern post to Egypt extends only to Alexandria, Cairo, and Suez.

B.—Table showing the rates of postage to be accounted for by the British post office to the United States post office upon letters, newspapers, book packets, unsealed circulars, and patterns or samples of merchandise, despatched from the United Kingdom via the United States to the undermentioned countries and colonies.

Countries and colonies.	Postage on letters per single rate of half an ounce.	Postage on printed matter.			
		For each newspaper.	Book packets.	Unsealed circulars.	Periodicals and all other kinds of printed matter.*
Acapulco.....	Cts. 10	Cts. 2	4 cents for each 4' ounces or fraction of 4 ounces.	2 cents for each 3 circulars or less number to one address.	2 cents for each 4 ounces or fraction of 4 ounces.
Aspinwall.....	10	2	do .....	do .....	do .....
Belize, British Honduras.....	10	2	do .....	do .....	do .....
Brazils .....	10	2	do .....	do .....	do .....
British North American provinces and possessions.	10	2	do .....	do .....	do .....
Central America, Pacific slope via Panama.	10	2	do .....	do .....	do .....
China .....	10	2	do .....	do .....	do .....
Costa Rica.....	10	2	do .....	do .....	do .....
Cuba.....	10	2	do .....	do .....	do .....
Guatemala .....	10	2	do .....	do .....	do .....
Japan.....	10	2	do .....	do .....	do .....
Mexico, direct from New York.	10	2	do .....	do .....	do .....
Nicaragua, Pacific slope via Panama.	10	2	do .....	do .....	do .....
Panama.....	10	2	do .....	do .....	do .....
Sandwich islands.....	10	2	do .....	do .....	do .....
St. Thomas, by Brazilian line of United States packets from New York.	10	2	do .....	do .....	do .....
Venezuela, by American and Venezuelan packet.	10	2	do .....	do .....	do .....
West Indies, British .....	10	2	do .....	do .....	do .....

\*This embraces all pamphlets, occasional publications, handbills and posters, book manuscripts and proof-sheets, whether corrected or not, maps, prints, engravings, sheet music, blanks, flexible patterns, samples and sample cards of dry, flexible materials, phonographic paper, letter envelopes, postal envelopes or wrappers, cards, paper, plain or ornamental, photographs on cards, photographic representations of different types, seeds, cuttings, bulbs, roots, and scions. Samples must be confined to samples and sample cards of dry, flexible material. Packages of hardware, groceries, tobacco, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through the United States to countries beyond at less than letter rate of postage.

C.—Registered letter list for the United States.

[Date stamp.]

ADDRESSES OF REGISTERED LETTERS FORWARDED FROM THE POST OFFICE \_\_\_\_\_  
TO THE POST OFFICE \_\_\_\_\_, IN THE MAIL OF THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 186-,  
BY THE SHIP \_\_\_\_\_.

No.	Origin.	To whom addressed.	Destination.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

Credit to the United States (included in the entries on the letter bill) on account  
of the letters sent herewith.

Article in letter bill.	Art. 6.		Art. 7.		Art. 8.		Art. 9.		Art. 10.		Art. 11.		Art. 12.		Art. 13.	
	Lbs.	Oz.	Dls.	Cts.	Dls.	Cts.	Lbs.	Oz.	Lbs.	Oz.	Dls.	Cts.	Dls.	Cts.	Dls.	Cts.
Statement by British office .....																
Statement by United States office.																

\_\_\_\_\_, (Signature of despatching officer.)  
\_\_\_\_\_, (Signature of receiving officer.)

Acknowledgement of the receipt of registered letters from the United States.

The \*\_\_\_\_\_ registered letters despatched from the post office \_\_\_\_\_to the post office \_\_\_\_\_  
by the mail of the \_\_\_\_\_, and †\_\_\_\_\_despatched by the mail of the \_\_\_\_\_, have been duly  
received.

(Signed) \_\_\_\_\_.

POST OFFICE \_\_\_\_\_,  
\_\_\_\_\_ day of \_\_\_\_\_ 186-.

\* Here state in writing the number of letters.  
† This space must be used when two mails have been received since the last mail was despatched.

D.—Letter bill for the correspondence between the United Kingdom and the United States.

MAIL FROM \_\_\_\_\_ TO \_\_\_\_\_ BY THE SHIP \_\_\_\_\_.

POST OFFICE \_\_\_\_\_, THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 186\_\_.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

TABLE 1.— <i>Unpaid correspondence to the credit of the British office.</i>	Statement by the British office.		Statement by the U. States office.	
	Grams.		Grams.	
	Dollars.	Cents.	Dollars.	Cents.
1. Unpaid and insufficiently paid international letters, at — cents per 30 grams.....				
2. Unpaid letters for countries in transit through the United States, at 10 cents per 15 grams each letter.....				
3. Unpaid letters from countries in transit through the United Kingdom.....				
4. Unpaid newspapers, book packets, and patterns of merchandise from countries in transit through the United Kingdom. { Charge from place of origin to United Kingdom ..... Sea rate from United Kingdom to United States, at 12 cents per kilogram.....	Grams.		Grams.	
5. Mis-sent, redirected, and returned letters received from the United States .....	Dollars.	Cents.	Dollars.	Cents.
TABLE 2.— <i>Paid correspondence to the credit of the United States office.</i>				
	Lbs.	Ozs.	Lbs.	Ozs.
6. Paid international letters, at — cents per ounce.....				
	Dollars.	Cents.	Dollars.	Cents.
7. Paid letters for the United States from countries in transit through the United Kingdom, at 3 cents per half ounce each .....				
8. Paid letters for countries in transit through the United States.....				
	Lbs.	Ozs.	Lbs.	Ozs.
9. Paid newspapers for the United States, at — cents per pound...				
10. Paid book packets and patterns of merchandise for the United States, at — cents per pound.....				
	Dollars.	Cents.	Dollars.	Cents.
11. Paid newspapers for countries in transit through the United States .....				
12. Paid book packets and patterns of merchandise for countries in transit through the United States.....				
13. Fees on registered letters, &c., the postage being included in the foregoing articles .....				
14. Sum represented by the postage stamps affixed to insufficiently prepaid letters brought to account under article 1.....				
TABLE 3.— <i>Correspondence which forms no account between the two offices.</i>				
	Number.		Number.	
15. Letters from countries in transit through the United Kingdom, the United States postage upon which has not been paid.....				

\_\_\_\_\_ Registered letters are sent in this mail, the addresses of which are entered on a separate bill.

D.—Letter bill for the correspondence between the United Kingdom and the United States—Continued.

TABLE 4.—Closed mails for the United States and countries in transit through the United States.		Statement by the British office.			Statement by the U. States office.		
Origin.	Destination.	Number of mails.	Weight of letters.	Weight of printed papers.	Number of mails.	Weight of letters.	Weight of printed papers.
			Ozs.	Ozs.		Ozs.	Ozs.
France: Paris.....	United States .....						
Havre .....	do .....						
Travelling office, Paris to Calais .....	do .....						
Travelling office, Lille to Calais .....	do .....						
Belgium: Ostend .....	do .....						
Antwerp .....	do .....						
Travelling office, Ostend .....	do .....						
Prussia: Aix-la-Chapelle.....	do .....						
Italy: Travelling office, Turin to Susa.....	do .....						
England: London.....	Havana.....						
Do .....	Mexico .....						
Do .....	Honolulu .....						
Do .....	Canada .....						
Do .....	Nova Scotia.....						
Do .....	New Brunswick.....						
Do .....	Prince Edward Island ..						
Do .....	Belize .....						
Do .....	British Columbia.....						
Do .....	Vancouver's island .....						
Do .....	Panama .....						
Do .....	Colon.....						

E.—Letter bill from Bermuda to ———.

POST OFFICE, BERMUDA, THE \_\_\_\_ OF \_\_\_\_.

MAIL FORWARDED THIS DAY BY THE \_\_\_\_\_ PACKET, VIA HALIFAX.

	Statement of despatching office.			Verification of receiving office.
	Number of letters.	Amount of postage.		Number of letters.
British sea postage on paid letters sent to .....				
Not exceeding ¼ ounce.....				
Above ¼ ounce and not exceeding 1 ounce ..				
Various weights above 1 ounce.....				
Total .....				

\_\_\_\_\_  
(Signature of despatching officer.)

\_\_\_\_\_  
(Signature of receiving officer.)

NOTE.—This letter bill, on arrival at \_\_\_\_\_, to be forwarded to the General Post Office, London.

F.—Letter bill for the correspondence between the United States and the western coast of South America, Australia, or New Zealand.

MAIL FROM \_\_\_\_\_ TO PANAMA, BY THE \_\_\_\_\_.

POST OFFICE, \_\_\_\_\_, \_\_\_\_\_, 186\_\_.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number	Description of correspondence.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	§ I. Correspondence for the western coast of South America.				
	Paid letters, at 1s. per half ounce .....				
	Paid newspapers, at 2d. each.....				
	Paid book packets.....				
	§ II. Correspondence for Australia or New Zealand.				
	Paid letters, at 6d. per half ounce .....				
	Paid newspapers, at 2d. each.....				
	Paid book packets.....				

\_\_\_\_\_,  
Postmaster of \_\_\_\_\_.

G.—Letter bill.

MAIL FROM \_\_\_\_\_ TO COLON, BY THE \_\_\_\_\_.

POST OFFICE, \_\_\_\_\_, \_\_\_\_\_, 186\_\_.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number.	Paid letters, &c., to be placed to the credit of the British office.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	Paid letters from the United States for foreign ports.....				
	Paid newspapers from the United States for foreign ports.....				
	Total .....				

\_\_\_\_\_,  
Postmaster of \_\_\_\_\_.

H.—Letter bill for the correspondence between the United States and the West Indies, &c.

MAIL FROM \_\_\_\_\_ TO ST. THOMAS, BY THE \_\_\_\_\_.

POST OFFICE, \_\_\_\_\_, \_\_\_\_\_, 186\_\_.

The following articles are sent herewith, the receipt of which it is requested may be acknowledged.

Number.	§ I. Paid letters, &c., to be placed to the credit of the British office.	Statement by the U. States office.		Verification by the British office.	
		Dollars.	Cents.	Dollars.	Cents.
	Paid letters from the United States for foreign ports.....				
	Paid newspapers from the United States for foreign ports.....				
	Total .....				

§ II. Letters, newspapers, &c., which form no charge between the two offices.	Number.
Unpaid letters from the United States for British colonies, &c.....	
Newspapers from the United States for British colonies, &c.....	

\_\_\_\_\_,  
Postmaster of \_\_\_\_\_.

Convention for the regulation of the postal intercourse between the United States of America and Belgium.

The Post Office Departments of the United States of America and of Belgium being desirous to regulate, by a new convention, the postal intercourse between the two countries, the undersigned, being duly authorized by their respective governments, have agreed upon the following articles :

ARTICLE 1. There shall be an exchange of correspondence, by means of their respective post departments, between the United States of America and Belgium, and this correspondence shall embrace: 1. Letters, ordinary and registered. 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds, and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which they may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be (*a*) on the part of the United States: 1. New York; 2. Boston; (*b*) on the part of Belgium: 1. Antwerp; 2. Ostend, (travelling office;) 3. Ostend, (local.) The two post departments may at any time discontinue either of said offices of exchange, or establish others.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international, ocean, and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of postage, and rule of progression, shall be—

1. For letters, 15 grams.

2. For all other correspondence mentioned in the second paragraph of the first article, that which each department shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration; but each office shall give notice to the other of the standard weight it adopts, and of any subsequent changes thereof.

The rule of progression shall always be an additional single rate for each additional single weight or fraction thereof.

The weight stated by the despatching office shall always be accepted, saving the case of manifest mistakes.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the United States and Belgium shall be as follows:

1. On prepaid letters from the United States, 15 cents.

2. On prepaid letters from Belgium, 80 centimes.

3. On all other correspondence mentioned in the second paragraph of the first article, the rate shall be, for the mails sent, that which the despatching office shall adopt in conformity with the convenience and habits of its interior administration; but each office shall give notice to the other of the rate it adopts, and of any subsequent change thereof.

ARTICLE 6. Whenever there shall be established a direct line of steam communication between the ports of the United States and of Belgium, adapted to the regular transportation of the mails between the two countries, and acceptable to the two departments, it is agreed that the international single letter rate applicable to this route shall be reduced to 10 cents in the United States and 50 centimes in Belgium, of which six cents (30 centimes) shall represent the maritime rate; and for the other correspondence mentioned in the second paragraph of the first article, the maritime rate in such case shall be 10 cents (50 centimes) per kilogram; but this article shall not be carried into effect until a time upon which the two post departments shall hereafter agree.

ARTICLE 7. The prepayment of postage on ordinary letters shall be optional, subject to the condition in article 8 mentioned; but on registered letters, and on all other correspondence mentioned in the second paragraph of the first article, it shall be compulsory.

ARTICLE 8. If, however, the postage on any article shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage. Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine in the United States of 5 cents, in Belgium of 30 centimes; this fine, as well as the deficient postage on other articles than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the office collecting the same.

ARTICLE 9. Registered articles shall, in addition to the postage, be subject to a register fee of 10 cents in the United States and of 50 centimes in Belgium, and this fee shall always be prepaid.

Each office is at liberty to reduce this fee for the mails it despatches.

ARTICLE 10. Any correspondence may be registered, not only for international correspondence, but also for correspondence originating in or destined for other countries to which these two administrations may respectively serve as intermediaries for the transmission of such registered articles.

Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 11. Accounts between the two offices shall be fixed on the following basis: From the total amount of international postages and register fees collected in each country on letters, added to the total amount of prepaid postages and register fees on other articles sent, the despatching office shall deduct the amount required, at the agreed rate, for the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be equally divided between the two offices.

ARTICLE 12. The correspondence mentioned in the second paragraph of the first article shall be despatched under regulations to be established by the despatching office, but these shall embrace the following:

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom, or to whom, the packet is sent, and the numbers placed upon the patterns or samples of merchandise.

2. No packet may exceed two feet in length, or one foot in any other dimension.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs duty is chargeable on any article sent to the United States, it may be levied for the use of the customs.

5. Except as above no charge whatever shall be collected on the mails exchanged, otherwise than herein expressly provided.

ARTICLE 13. The post departments of the United States and of Belgium shall establish, by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may respectively serve as intermediaries. It is, however, always understood that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and any other tax for exterior service.

ARTICLE 14. Each office accords to the other the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the former may serve as intermediary, by its usual means of mail transportation, whether on sea or land.

For such transit, on its part, the United States office shall receive as follows:

1. For transit across its territory for letters,  $1\frac{1}{2}$  cents per single letter rate; for other articles, 12 cents per kilogram, net weight.

2. For transit across the waters of the Atlantic ocean for letters, 8 cents per single letter rate; for other articles, 12 cents per kilogram, net weight.

3. For transit across the waters of the Pacific ocean for letters, 10 cents per single letter rate; for other articles, 20 cents per kilogram, net weight.

For such transit, on its part, the office of Belgium shall receive as follows, for transit across its territory and the English channel:

1. For letters, 5 centimes per single letter rate.

2. For other articles, 40 centimes per kilogram, net weight.

ARTICLE 15. The postal accounts between the two offices shall be stated

quarterly, transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire.

The rule for the conversion of the money of the two countries shall be established by common agreement between the two offices.

ARTICLE 16. When in any United States or Belgian port a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 17. Official communications addressed from one office to the other shall not be the occasion of accounts between the two offices.

ARTICLE 18. The two offices shall, by mutual consent, make detailed regulations for carrying these articles into execution, and modify such regulations in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 19. Letters wrongly sent, wrongly addressed, or not deliverable for any cause, shall be returned to the despatching office at its expense for the return, if any shall be incurred. Registered articles, in the second paragraph of the first article mentioned, shall also be returned. Other articles shall be left to the disposition of the receiving office. Any postages not collected upon the correspondence returned, but which shall have been charged against the receiving office, shall be deducted from the account.

ARTICLE 20. In consideration of the concessions made by the United States post department, it is agreed that a reduction of 20 per cent shall be made in favor of the United States office from the charge of 40 centimes per kilogram established in article 14 for the transit of the articles mentioned in the second paragraph of the first article of this convention, and which shall be despatched from the United States.

ARTICLE 21. From the time this convention shall take effect, all former conventions between the two offices shall cease to be in force, except for the purpose of closing the accounts arising thereunder.

This convention shall take effect on the first day of January next. It shall continue in force until cancelled by agreement of the two offices, or until one year from the time when either office shall have given notice to the other of its wish to terminate the same.

This convention shall be subject to the approval of the Postmaster General of the United States and of the Minister of Public Works of Belgium.

Executed in duplicate, at Brussels, this 21st day of August, in the year of our Lord 1867.

[SEAL.]

JOHN A. KASSON,  
*Special Commissioner, &c., &c.*  
FASSIAUX,

[SEAL.]

*Director General of Railroads, Posts, and Telegraphs.*

POST OFFICE DEPARTMENT,  
*Washington, October 8, 1867.*

Having examined and considered the foregoing articles of a convention for the regulation of the postal intercourse between the United States of America and Belgium, which were agreed upon and signed in duplicate, at Brussels, on the twenty-first day of August, one thousand eight hundred and sixty-seven, by the honorable John A. Kasson, Special Commissioner, &c., &c., on behalf of this department, and by Mr. Fassiaux, Director General of Railroads, Posts, and Telegraphs, on behalf of the Belgium post department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,  
*Postmaster General.*

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:

F. W. SEWARD, *Acting Secretary.*

DEPARTMENT OF STATE, *Washington, October 9, 1867.*

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*Convention between the General Post Office of the United States of America and the General Post Office of the Netherlands.*

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles for the amelioration of the postal service between the United States of America and the Kingdom of the Netherlands:

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the Kingdom of the Netherlands, by means of their respective post departments, and this correspondence shall embrace: 1. Letters, ordinary and registered; 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds.

And such correspondence may be exchanged, whether originating in either of said countries and destined for the other or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be, on the part of the United States: 1. New York; 2. Boston. On the part of the Netherlands: the travelling office Moerdyk.

Each post department may at any time, after notice to the other, discontinue either of the offices of exchange on its side, always leaving one office, and the two offices by agreement may at any time establish additional offices of exchange.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international ocean and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance; and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be:

1. For letters, fifteen grams.

2. For all other correspondence mentioned in the second paragraph of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the standard weight it adopts, and of any subsequent change thereof.

The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations, subject to the reserve mentioned in article eight, shall be as follows :

1. On letters from the United States, fifteen cents, (U. S.)

2. On letters from the Netherlands, forty cents, (Dutch.)

3. On all other correspondence mentioned in the second paragraph of the first article the rate shall be, for the mails despatched, that which the despatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. Whenever a regular line of steam communication, acceptable to the two offices, may be employed directly between any port of the United States and any port of the north of Europe at such rates that the entire cost of transportation between the two frontiers shall not exceed for each single letter rate five cents, (United States,) and for each kilogram of other correspondence ten cents, (United States,) in that case it is agreed that the international single letter rate of postage by such line shall be reduced to ten cents (United States) from the United States, and twenty-five cents (Dutch) from the Netherlands; and the two offices shall, by common accord, fix the time when this reduction shall take effect.

ARTICLE 7. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article eight mentioned; but on registered letters, and on all other correspondence mentioned in paragraph the second of the first article, it shall be obligatory.

ARTICLE 8. If, however, the postage on any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage, adding full amounts instead of fractions of one cent, (United States,) or five cents, (Dutch.) Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine, in the United States not exceeding five cents, (United States;) in the Netherlands not exceeding fifteen cents, (Dutch.) This fine, and also the deficient postage on all other correspondence than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 9. Registered correspondence shall, in addition to the postage, be subject to a register fee, not exceeding ten cents (United States) in the United States, and not exceeding twenty-five cents (Dutch) in the Netherlands; and this fee shall be always prepaid.

ARTICLE 10. Any correspondence may be registered, as well international correspondence as that originating in, or destined for, other countries to which these two administrations may respectively serve as intermediaries in either direction for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 11. Accounts between the two offices shall be regulated on the following basis : From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate for the cost of the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be divided between the two offices in the proportion of three-fifths to the United States office and two-fifths to the office of the Netherlands.

ARTICLE 12. The correspondence mentioned in the second paragraph of the first article shall be despatched under regulations to be established by the despatching office, but always including the following:

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to

whom the packet is sent, the numbers, and the prices placed upon patterns or samples of merchandise.

2. No packet may exceed two feet in length or one foot in any other dimension, or the equivalent in Dutch measurement.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs or stamp duty may be chargeable on any articles exchanged in the mails, such duty may be levied for the use of the customs or stamp revenue.

5. Except as above, no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the correspondence exchanged.

ARTICLE 13. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

ARTICLE 14. Each office accords to the other the privilege of transit of closed mails exchanged in either direction between the latter and any country to which the other may serve as an intermediary, by its usual means of mail transportation, whether on sea or land. Such territorial transit shall be reciprocally free of expense. For such transit by sea the United States office shall receive as follows:

1. For transit across the waters of the Atlantic ocean, or between the two frontiers by sea: (*a*) for letters, eight cents (United States) per single letter rate; (*b*) for other correspondence, twelve cents (United States) per kilogram net.

2. For transit across the waters of the Pacific ocean: (*a*) for letters, ten cents (United States) per single letter rate; (*b*) for other correspondence, twenty cents (United States) per kilogram net.

For such transit by sea the Netherland office shall receive as follows, for transit across the waters of the Atlantic ocean, or between the two frontiers: (*a*) for letters, eight cents (United States) per single letter rate; (*b*) for other correspondence, twelve cents (United States) per kilogram net.

ARTICLE 15. The postal accounts between the two offices shall be stated quarterly, and transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire. The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 16. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 17. Official communications between the two offices shall not be the occasion of any accounts on either side.

ARTICLE 18. Letters wrongly sent or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds not deliverable for any cause, shall also be returned in like manner; all other correspondence which cannot be delivered shall remain at the disposition of the receiving office. Any postages upon correspondence returned, which shall have been charged against the office of destination, shall be discharged from the account.

ARTICLE 19. The two offices shall by mutual consent establish detailed regulations for carrying these articles into execution, and they may modify such

regulations in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 20. This convention shall take effect on the first day of January next, and shall continue in force until terminated, by mutual agreement or otherwise, until one year from the date when one office shall have notified the other of its desire to terminate it; but the two offices may, by common accord, modify it at any time, as the exigencies of the service may require.

It is subject to approval, on the one part by the Postmaster General of the United States, on the other, by the Minister of Finance of the Netherlands.

Executed in duplicate, at the Hague, the twenty-sixth day of September, in the year 1867.

[SEAL.]

JOHN A. KASSON,  
*Special Commissioner, &c., &c., of the United States.*  
J. P. HOFSTEDE.

[SEAL.]

POST OFFICE DEPARTMENT,  
Washington, October 18, 1867.

Having examined and considered the foregoing articles of a postal convention for the amelioration of the postal service between the United States of America and the kingdom of the Netherlands, which were agreed upon and signed in duplicate, at the Hague, the twenty-sixth day of September, one thousand eight hundred and sixty-seven, by the Hon. John A. Kasson, special commissioner, &c., on behalf of this department, and by Mr. J. P. Hofstede, chief director of the general post office of the Netherlands, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEXANDER W. RANDALL,  
*Postmaster General of the United States.*

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:

F. W. SEWARD, *Acting Secretary of State.*

WASHINGTON, October 18, 1867.

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*Convention agreed upon between the Post Departments of the United States of America and of the North German Union for the amelioration of the postal service between the two countries.*

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the North German Union, by means of their respective post departments, and this correspondence shall embrace: 1st, letters, ordinary and registered; 2d, newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.) and patterns or samples of merchandise, including grains and seeds; and such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for the exchange of mails shall be—(a) on the part

of the United States: 1st, New York; 2d, Boston; 3d, Portland; 4th, Detroit; 5th, Chicago; (b) on the part of the North German Union: 1st, Aachen, (Aix-la-Chapelle); 2d, Bremen; 3d, Hamburg. The two post departments may at any time discontinue either of said offices of exchange, or establish others, by mutual consent.

ARTICLE 3. Each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of communication, and shall at its own cost pay the expense of such intermediate transportation. The two offices, however, mutually agree, that in making contracts for the despatch of mails from American ports, or from European ports, those steamers and lines should always be employed, so far as consistent with the rates of postage, by which the mails despatched shall earliest arrive at their destination, and, when the speed is substantially the same, that the most favorable pecuniary conditions should be preferred. It is also agreed, that the cost of international ocean and territorial transit of the closed mails between the respective frontiers shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be:

1. For letters, fifteen grams.

2. For all other correspondence mentioned in paragraph two of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the standard weight it adopts and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake; it is, however, understood that so long as the German office employs the loth as its standard for the single weight of letters which it despatches, it shall also be accepted by the United States office as the equivalent of fifteen grams, in respect to the mails which it receives from the German office.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations shall be as follows:

1. On letters from the United States via direct line of steamers to Hamburg and Bremen, (conditioned that the sea rate in such case shall not exceed five cents for single letter rate and ten cents per kilogram for other correspondence,) ten cents.

2. On letters from the North German Union via said direct line, (subject to same condition,) four silbergroschen.

3. On letters from the United States via England, fifteen cents.

4. On letters from the North German Union via England, six silbergroschen.

5. Of the international letter postage via England, the ocean single letter rate shall not exceed eight cents, nor shall the English and Belgium single letter transit rates exceed one cent each.

6. It is further agreed that, whenever any other regular line of steam communication, acceptable to the two offices, may be employed directly between any port of the United States and any port of the north of Europe at such rates that the entire cost of transportation between the two frontiers shall not exceed for each single letter rate five cents, and for each kilogram of other correspondence ten cents, in that case the international single rate of letter postage by such line shall be reduced to ten cents.

7. On all other correspondence mentioned in paragraph two of the first article the rate shall be, for the mails despatched, that which the despatching office

shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article 7 mentioned, but on registered letters and on all other correspondence mentioned in paragraph two of the first article it shall be obligatory.

ARTICLE 7. If, however, the postage on any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, but charged with the deficient postage. Upon the delivery of any unpaid or insufficiently paid letter or of any other insufficiently paid correspondence, there shall be levied in the United States a fine not exceeding five cents, and in the North German Union an additional charge not exceeding two silbergroschen. This fine or additional charge, as well as the deficient postage on all other correspondence than letters, shall not enter into the accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 8. The correspondence mentioned in paragraph two of the first article shall be despatched under regulations to be established by the despatching office, but always including the following :

1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state from whom and to whom the packet is sent, and the number and price placed upon each pattern or sample of merchandise.

2. No packet may exceed two feet in length or one foot in any other dimension.

3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination.

4. So long as any customs duty may be chargeable on any article exchanged in the mails, such duty may be levied for the use of the customs.

It is further agreed, that, except a small local carrier's charge, (so long as it shall exist in the rural districts of North Germany,) no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the letters and other correspondence exchanged.

ARTICLE 9. Any correspondence may be registered, as well international correspondence as that originating in or destined for other countries to which these two administrations may respectively serve as intermediaries for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

Each department shall use its best exertions for the safe delivery, or, when miscarried, for the recovery, of any registered correspondence, but is not responsible pecuniarily for the loss of any such correspondence.

ARTICLE 10. Registered correspondence shall, in addition to the postage, be subject to a registration fee not exceeding ten cents in the United States, and not exceeding two silbergroschen in the North German Union, and this fee shall be always prepaid.

ARTICLE 11. Accounts between the two offices shall be regulated on the following basis :

From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate, for the cost of the intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be equally divided between the two offices.

ARTICLE 12. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspond-

ence originating in or destined to other foreign countries to which they may reciprocally serve as intermediaries.

It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

But the North German office reserves the right to fix a time, if necessary, when this rule shall only apply to correspondence despatched from the United States for such other countries, unless the latter shall have accepted the same rule in behalf of the correspondence despatched through them by the North German office.

ARTICLE 13. Each office grants to the other the privilege of transit of the closed mails exchanged in either direction between the latter and any country to which the other may serve as intermediary, by its usual means of mail transportation, whether on sea or land, and the terms of transit shall be agreed upon when the exercise of the privilege is required.

ARTICLE 14. The postal accounts between the two offices shall be stated quarterly and transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office, either by exchange on London or at the debtor office, as the creditor office may desire.

The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 15. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 16. Official communications addressed from one office to the other shall not be the occasion of any accounts between the two offices.

ARTICLE 17. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds, not deliverable for any cause, shall also be returned, in like manner. All other correspondence which cannot be delivered shall remain at the disposition of the receiving office.

Any postages upon correspondence returned which shall have been charged against the office of destination shall be discharged from the account.

ARTICLE 18. In view of the possible desire of other German States to avail themselves of the advantages of postal association with the States now embraced in the North German Union, it is further agreed that the provisions of this convention shall be extended to and shall comprise them, whenever such other States shall declare their desire to join for this purpose, and notice thereof shall have been given to the United States post department.

ARTICLE 19. The two offices shall, by mutual consent, establish detailed regulations for carrying these articles into execution, and they may modify such regulations, in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 20. From the time this convention shall take effect, all former conventions between the two offices and between the United States office on the one part, and, on the other part, of Bremen and also Hamburg, shall cease to be in force, except for the settlement of accounts which shall have previously accrued thereunder. This convention, being first approved, shall take effect not later than the first day of January next, and shall continue in force until cancelled by mutual agreement, or otherwise, until one year from date when one office shall have given notice to the other of its desire to terminate it.

Executed in duplicate, at Berlin, the twenty-first day of October, one thousand eight hundred and sixty-seven.

[SEAL.]

JOHN A. KASSON,

*Special Commissioner, &c., &c.*

[SEAL.]

RICHARD V. PHILIPSBORN,

*Director General of the Post Department.*

POST OFFICE DEPARTMENT,

*Washington, November 12, 1867.*

Having examined and considered the foregoing articles of a convention for the amelioration of the postal service between the United States of America and the North German Union, agreed upon and executed in duplicate, at Berlin, the twenty-first day of October, one thousand eight hundred and sixty-seven, by Hon. John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by Richard v. Philipsborn, director general of the post department of the North German Union, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be affixed hereto, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,

*Postmaster General.*

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, *November 12, 1867.*

*Convention for the amelioration of the postal intercourse between the United States of America and the Swiss Confederation.*

The post department of the United States, by its special commissioner, John A. Kasson, esquire, and the federal council of the Swiss Confederation, by Dr. Jaques Dubs, vice-president of the federal council and chief of the federal post department, have agreed upon the following articles, subject to ratification by the respective authorities of the two countries:

ARTICLE 1. There shall be an exchange of correspondence between the United States of America and the Swiss Confederation by means of their respective post departments, and this correspondence shall embrace: 1. Letters ordinary and registered; 2. Newspapers, book packets, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds. Such correspondence may be exchanged, whether originating in either of said countries and destined for the other, or originating in or destined for foreign countries to which these may respectively serve as intermediaries.

ARTICLE 2. The offices for exchange of mails shall be, on the part of the United States, New York; on the part of the Swiss Confederation, (a) Basle; (b) Geneva, (when the Swiss Confederation shall find it expedient.) The two offices, by agreement, may at any time establish additional offices of exchange.

ARTICLE 3. The principle is agreed, that each office shall make its own arrangements for the despatch of its mails to the other office by regular lines of commu-

nication, and shall at its own cost pay the expense of such intermediate transportation. It is also agreed that the cost of international, ocean, and territorial transit of the closed mails between the frontiers of the two countries shall be first defrayed by that one of the two departments which shall have obtained from the intermediaries the most favorable pecuniary terms for such conveyance, and which shall effect such transport in that case in both directions; and any amount so advanced by one for account of the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of international postage and rule of progression shall be: 1. For letters, fifteen grams; 2. For all other correspondence mentioned in the second paragraph of the first article, that which the despatching office shall adopt for the mails which it despatches to the other, adapted to the convenience and habits of the interior administration. But each office shall give notice to the other of the standard weight it adopts and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage on the direct correspondence exchanged between the two administrations, subject to the reserve mentioned in article 7, shall be as follows: 1. On letters from the United States, fifteen cents. 2. On letters from the Swiss Confederation, eighty centimes. 3. On all other correspondence mentioned in the second paragraph of the first article the rate shall be for the mails despatched that which the despatching office shall adopt, adapted to the convenience and habits of its interior administration. But each office shall give notice to the other of the rate it adopts and of any subsequent change thereof.

ARTICLE 6. The prepayment of postage on ordinary letters shall be optional, subject to the conditions in article 7 mentioned; but on registered letters and on all other correspondence mentioned in paragraph second of the first article it shall be obligatory.

ARTICLE 7. If, however, the postage of any correspondence shall be prepaid insufficiently, it shall nevertheless be forwarded to its destination, charged with the deficient postage, adding full amounts instead of fractions of one cent or five centimes. Upon the delivery of any unpaid or insufficiently paid letter, or of any other insufficiently paid correspondence, there shall be levied a fine, in the United States not exceeding five cents, and in Switzerland not exceeding twenty-five centimes. This fine, and also the deficient postage on all other correspondence than letters, shall not enter into accounts between the two offices, but shall be retained to the use of the collecting office.

ARTICLE 8. Registered correspondence shall, in addition to the postage, be subject to a register fee not exceeding ten cents in the United States, and not exceeding fifty centimes in Switzerland, and this fee shall be always prepaid.

ARTICLE 9. Any correspondence may be registered, as well international correspondence as that originating in or destined for other countries to which these two administrations may respectively serve as intermediaries in either direction for the transmission of such registered articles. Each department shall notify the other of the countries to which it may thus serve as intermediary.

ARTICLE 10. Accounts between the two offices shall be regulated on the following basis: From the total amount of postages and register fees collected by each office on letters, added to the total amount of prepaid postages and register fees on other correspondence which it despatches, the despatching office shall deduct the amount required, at the agreed rate for the cost of intermediate transit thereof between the two frontiers, and the amount of the two net sums shall be divided between the two offices in the proportion of three-fifths ( $\frac{3}{5}$ ) to the United States office, and two-fifths ( $\frac{2}{5}$ ) to the Swiss office.

ARTICLE 11. The correspondence mentioned in the second paragraph of the first

article shall be despatched under regulations to be established by the despatching office, but always including the following : 1. No packet shall contain anything which shall be closed against inspection, nor any written communication whatever, except to state to whom and from whom the packet is sent, and the numbers and prices placed upon patterns or samples of merchandise. 2. No packet may exceed two feet in length or one foot in any other dimension, or the equivalent in Swiss measurement. 3. Neither office shall be bound to deliver any article the importation of which may be prohibited by the laws or regulations of the country of destination. 4. So long as any customs duty may be chargeable on any article exchanged in the mails, such duty may be levied for the use of the customs. 5. Except as above, no charge whatever, otherwise than is herein expressly provided, shall be levied or collected on the correspondence exchanged.

ARTICLE 12. The two post departments shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspondence originating in or destined to the other foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and by any other tax for exterior service.

ARTICLE 13. Each office accords to the other the privilege of transit of closed mails, exchanged in either direction, between the latter and any country to which the other may serve as an intermediary, by its usual means of mail transportation, whether on sea or land. Such transit across its own territory shall be reciprocally free of expense.

For such transit, by sea, the United States office shall receive as follows :

1. For transit across the waters of the Atlantic ocean—
  - a. For letters, eight cents per single letter rate.
  - b. For other correspondence, twelve cents per kilogram net.
2. For transit across the waters of the Pacific ocean—
  - a. For letters, ten cents per single letter rate.
  - b. For other correspondence, twenty cents per kilogram net.

For such transit, by sea, the Swiss office shall receive as follows :

For transit across the waters of the Atlantic ocean—

- a. For letters, eight cents per single letter rate.
- b. For other correspondence, twelve cents per kilogram net.

For intermediate territorial transit, each office shall receive the amount it actually disburses for such transit.

ARTICLE 14. The postal accounts between the two offices shall be stated quarterly, and transmitted and verified as speedily as practicable ; and the balance found due shall be paid to the creditor office either by exchange on London or Paris, or at the debtor office, as the creditor office may desire. The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 15. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transfer is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 16. Official communications between the two offices shall not be the occasion of any accounts on either side.

ARTICLE 17. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, shall be returned to the originating office at its expense, if any expense is incurred. Registered correspondence of all kinds, not deliverable for any cause, shall also be returned in like manner. All other correspondence which cannot be delivered shall remain at the disposition of the receiving

office. Any postages upon correspondence returned which shall have been charged against the office of destination, shall be discharged from the account.

ARTICLE 18. The two offices shall, by mutual consent, establish detailed regulations for carrying these articles into execution, and they may modify such regulations, in like manner, from time to time, as the exigencies of the service may require.

ARTICLE 19. This convention shall take effect at a time to be fixed by common accord of the two administrations, and shall continue in force until terminated by mutual agreement, or otherwise, until one year from the date when one office shall have notified the other of its desire to terminate it.

Executed in duplicate, at Berne, this eleventh day of October, A. D. 1867.

JOHN A. KASSON,

*Special Commissioner, &c.*

DR. JAQUES DUBS,

*Vice-President of the Federal Council, and*

*Chief of the Federal Post Department.*

POST OFFICE DEPARTMENT,

*Washington, November 12, 1867.*

Having examined and considered the foregoing articles of a convention for the amelioration of the postal intercourse between the United States of America and the Swiss Confederation, which were agreed upon and executed in duplicate, at Berne, on the eleventh day of October, one thousand eight hundred and sixty-seven, by honorable John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by Dr. Jaques Dubs, vice-president of the federal council and chief of the federal post department, on behalf of the federal council of the Swiss Confederation, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,

*Postmaster General.*

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, November 12, 1867.

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*Articles agreed upon between the post department of the United States of America, represented by John A. Kasson, esquire, special commissioner, and the postal administration of the kingdom of Italy, represented by Cavaliere Avvocato Gio. Battista Tantesio, director, &c., &c., both invested with the necessary powers, for the modification of the convention executed between the two countries under date of the 8th July, 1863, and as provided in the 24th article of said convention.*

ARTICLE 1. There shall be a regular exchange of correspondence in closed mails between the post department of the United States of America and the postal administration of the kingdom of Italy, as well for correspondence originating in either of said countries and destined for the other as for that originating in or destined for foreign countries to which the United States and Italy may respectively serve as intermediaries.

This correspondence shall embrace the following articles :

1. Letters, ordinary and registered.
2. Newspapers, prints of all kinds, books, maps, plans, engravings, drawings, photographs, lithographs, sheets of music, printed or written, and patterns or samples of merchandise, including grains and seeds.

ARTICLE 2. The offices for the exchange of the mails shall be, on the part of the United States, New York; on the part of Italy, 1. Susa, travelling office; 2. Camerlata, travelling office; 3. Arona, travelling office. The two administrations may, by common accord, establish additional offices of exchange whenever it shall be found necessary, or suspend an existing office of exchange.

ARTICLE 3. Each administration shall make its own arrangements for the despatch of its mails to the other, and shall transport them at its own expense to the frontier of the country of destination. It is also agreed that the cost of the territorial and maritime transit of the mails despatched by one administration to the other shall be first defrayed by that one of the two administrations which shall have obtained from the intermediaries the most favorable pecuniary terms for such transit, and any amount so advanced by one for the other shall be promptly reimbursed.

ARTICLE 4. The standard weight for the single rate of postage, and the rule of progression, shall be : for letters, fifteen grams; for all other correspondence mentioned in the second paragraph of the first article, it shall be that which the despatching administration shall adopt for the mails which it despatches to the other, adapted to the convenience of its interior service. Each administration, however, shall notify the other of the standard weight it shall adopt and of any subsequent change thereof. The rule of progression shall always be an additional single rate for each additional standard weight or fraction thereof. The weight stated by the despatching office shall always be accepted, except in case of manifest mistake.

ARTICLE 5. The single rate of postage for the direct correspondence is established as follows : For letters from the United States, fifteen cents; for letters from Italy, eighty centesimi; for all other correspondence mentioned in the second paragraph of the first article, it shall be that which the despatching administration shall adopt for the mails it despatches, adapted to its own convenience, but each administration shall inform the other of the rate it adopts and of any change of it. The postage upon any correspondence, however, may be by common accord modified whenever the sender shall avail himself of any route which requires a higher rate than that established by this article, and the envelope shall indicate the route preferred, either in writing or by the amount of postage prepaid.

ARTICLE 6. The prepayment of postage on ordinary letters between the United States and Italy shall be optional. The prepayment of postage on all other correspondence, including registered letters, shall be obligatory. The correspondence of all kinds which shall not be prepaid shall be charged by the receiving administration with a fine not exceeding five cents in the United States, and not exceeding thirty centesimi in Italy. The correspondence of any kind insufficiently prepaid shall be despatched, but shall be charged by the receiving administration with the deficient postage, as well as the fine aforesaid. Fractions of one cent in the United States, and of five centesimi in Italy, shall be counted for the full amount.

ARTICLE 7. Any correspondence may be registered, as well that directly exchanged between the two countries as that originating in either of them and destined to other foreign countries to which they may respectively serve as intermediaries for registered correspondence, and *vice versa*. The international correspondence registered must always be prepaid, both the postage and the register fee. The fee shall be not exceeding ten cents in the United States and fifty centesimi in Italy.

ARTICLE 8. Accounts between the two administrations shall be regulated as

follows: From the total amount of the postage collected upon letters, added to the amount of register fees, and of prepaid postages upon other articles than letters, as collected by each administration, it shall deduct the cost at the established rates of the intermediate transit of the mails it despatches to the other, and the balance shall be equally divided between the two administrations. There shall be excluded from the accounts all fines upon unpaid or insufficiently paid correspondence and the deficient postages upon articles mentioned in the second paragraph of article 1, all which shall be retained to the use of the administration which collects them.

ARTICLE 9. The correspondence mentioned in the second paragraph of article 1 shall be despatched in conformity with the interior system of the despatching administration, but always including the following rules: (a) The correspondence must be under bands, so that the contents can be readily examined. (b) There must be no written communication except the date, the name of the sender, the address, and the price, and manufacturer's marks, upon samples of merchandise. (c) No pattern or packet may exceed sixty centimetres in length and thirty centimetres in any other dimension. (d) There shall be admitted no liquid nor other article which might injure the other correspondence, nor any article the importation of which may be prohibited by the laws or regulations of the country of destination.

ARTICLE 10. It is expressly agreed that all international correspondence exchanged shall be exempt in the country of destination from any charge whatever not expressly provided by this convention; provided, nevertheless, that any duty which may be due to the customs upon any article under the laws of the country of destination may be collected.

ARTICLE 11. The two administrations shall establish by common accord, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange in open mails the correspondence originating in or destined to foreign countries to which they may reciprocally serve as intermediaries. It is always understood, however, that such correspondence shall only be charged with the international postage established by this convention, augmented by the postage due to foreign countries, or for other exterior service.

ARTICLE 12. The post departments of the United States and of Italy reciprocally engage to transport gratuitously across their respective territories 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.

For the transport of closed mails by either administration for the other by sea, the following rates are fixed to be charged and received by the administration rendering the service, viz:

(a) For transport across the waters of the Atlantic ocean, 8 cents per single letter rate, and 12 cents per kilogram net of other correspondence.

(b) For transport across the waters of the Pacific ocean, 10 cents per single letter rate, and 20 cents per kilogram net of other correspondence.

(c) For transport across the Mediterranean sea, 50 centesimi per 30 grams of letters net, and 60 centesimi per kilogram net of other correspondence.

(d) For intermediate territorial transport, each administration shall charge and receive the amount which it shall have actually paid for the account of the other.

ARTICLE 13. The accounts between the two administrations shall be stated quarterly, and transmitted and verified as speedily as practicable; and the debtor

office shall pay the balance found due to the creditor office either by exchange on London or at the debtor office, as the creditor office may desire.

The rate for the conversion of the money of the two countries shall be fixed by common agreement between the two offices.

ARTICLE 14. When in any port of either country a closed mail is transferred from one vessel to another without any expense to the office of the country where the transport is made, such transfer shall not be subject to any postal charge by one office against the other.

ARTICLE 15. Correspondence exclusively relating to the postal service shall be transmitted on both sides free of all charge.

ARTICLE 16. Letters wrongly sent, or wrongly addressed, or not deliverable for whatever cause, and all registered correspondence not deliverable for any cause, shall be returned as promptly as practicable to the originating office at its cost, if any cost is incurred. Any postages on returned correspondence which may have been charged against the returning office shall be discharged from the account. All other correspondence which cannot be delivered shall remain at the disposition of the receiving administration.

ARTICLE 17. Small sums of money may be mutually transmitted from one country to the other by means of postal money orders, and the rates and conditions may be arranged by agreement between the two departments, so soon as such arrangement may be found convenient.

ARTICLE 18. The two administrations shall, in concert, establish detailed regulations for the execution of these articles, and both the articles and the regulations may be modified, from time to time, by accord of the two administrations, as the exigencies of the service may require.

ARTICLE 19. This convention shall take effect on the first of April next, and shall continue in force until one year from the time when one of the contracting parties shall have given to the other notice of its desire to terminate it, unless sooner terminated or modified by mutual agreement.

ARTICLE 20. This convention shall be ratified on the part of the United States by the Postmaster General, and on the part of Italy by the Director General of Posts, and the ratifications exchanged as early as possible.

In testimony whereof, the two commissioners have subscribed their names and affixed their seals thereto.

Done at Florence, in duplicate original, this eighth day of November, A. D. eighteen hundred and sixty-seven.

[SEAL.]

JOHN A. KASSON,

*Special Commissioner, &c., &c.*

[SEAL.]

GIO. BATTISTA TANTESIO,

*Commissioner of Posts.*

POST OFFICE DEPARTMENT,

*Washington, November 29, 1867.*

Having examined and considered the foregoing articles of a postal convention for the modification of the convention executed between the United States of America and the kingdom of Italy, under date of 8th July, 1863, which were agreed upon and signed in duplicate, at Florence, on the eighth day of November, one thousand eight hundred and sixty-seven, by the Hon. John A. Kasson, Special Commissioner, &c., on behalf of this department, and by Chevalier Advocate Giovanni Battista Tantesio, Chief Director of the Post Office Department of the kingdom of Italy, on behalf of his department, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In witness whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, the day and year first above written.

[SEAL.]

ALEX. W. RANDALL,  
*Postmaster General United States.*

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, November 30, 1867.

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POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND  
THE COLONIAL GOVERNMENT OF HONG KONG, CHINA.

*Articles of agreement between the Post Office Department of the United States  
and the General Post Office at Hong Kong.*

For the purpose of establishing and regulating the interchange of mails between the United States and Hong Kong and dependent Chinese ports by means of the direct line of United States mail packets plying between San Francisco and Hong Kong, via Yokohama, in Japan, it is agreed between the Post Office Department of the United States and the Post Office Department of Hong Kong :

ARTICLE 1. The post offices of New York and San Francisco shall be the United States offices of exchange, and the general post office at Hong Kong the office of exchange of the colony of Hong Kong, for all mails transmitted under this arrangement.

ARTICLE 2. There shall be an exchange of correspondence between the United States of America and the colony of Hong Kong, by means of United States mail packets plying between San Francisco and Hong Kong, comprising letters, newspapers, and prices current, originating and posted in the United States and addressed to and deliverable in Hong Kong and those Chinese ports with which the Hong Kong post office has postal relations, including the ports of Canton, Amoy, Swatow, and Foo-Chow ; and, vice versa, of correspondence originating and posted in Hong Kong and the Chinese ports above designated and addressed to and deliverable in the United States.

ARTICLE 3. The postage to be levied and collected at the office of mailing in the United States upon letters, newspapers, and prices current destined for Hong Kong and the above designated Chinese ports, with which Hong Kong has postal connections, shall be ten cents per single rate of half an ounce or under on letters, and two cents each on newspapers and prices current ; and the postage to be levied and collected at Hong Kong and dependent Chinese ports on correspondence originating in those ports and destined to the United States shall be eight cents per single rate of half an ounce or under on letters, and two cents on each newspaper or price current. No postal accounts shall be kept between the respective postal departments upon the correspondence exchanged between them under this arrangement, but each department shall deliver the correspondence which it receives from the other free of all postage charge ; that is to say, the Hong Kong post department agrees to deliver without charge all letters,

newspapers, and prices current brought by the United mail packets addressed to Hong Kong, and also to forward without charge all such letters, newspapers, &c., as are addressed to the Chinese ports above named, south of Shanghai; and the United States postal department, on its side, agrees to deliver without charge all letters, newspapers, &c., originating in Hong Kong or the ports mentioned, and forwarded by said packets, addressed to and deliverable in the United States. All letters, newspapers, &c., despatched by either office to the other under this arrangement shall be plainly stamped with the words "paid all" in red ink on the right-hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face and that of the receiving exchange office on their back.

ARTICLE 4. The postal departments of the United States and of Hong Kong shall each return to the other, monthly, or as frequently as their regulations will allow, all letters, newspapers &c., without claim, which cannot for any cause be delivered.

ARTICLE 5. An exchange of mails shall also take place between the United States postal agency at Yokohama, Japan, and the Hong Kong post office, by means of United States mail packets, comprising correspondence originating in Japan and addressed to Hong Kong and the Chinese ports above designated; and, *vice versa*, correspondence originating in Hong Kong and dependent Chinese ports and addressed to Japan, subject to the same terms and conditions as those established by article 3 of this convention, with respect to the correspondence exchanged between the United States and Hong Kong and dependent Chinese ports.

ARTICLE 6. All letters, newspapers, and prices current intended to be forwarded from Hong Kong to the United States by the direct line of United States mail packets running between San Francisco and Hong Kong must be especially addressed to be forwarded by that route.

ARTICLE 7. The two postal departments may by mutual consent make such detailed regulations as shall be found necessary to carry out the objects of this arrangement, such regulations to be terminable at any time on a reasonable notice by either office.

ARTICLE 8. This convention shall come into operation the first day of November, 1867, and shall be terminable at any time on a notice by either office of six months.

In witness whereof, I have hereto set my hand and the seal of the Post Office Department, this twelfth day of November, 1867.

[SEAL.]

ALEX. W. RANDALL,  
*Postmaster General.*

In witness whereof, I have hereunto set my hand and the seal of the colony of Hong Kong, at Victoria herein, this tenth day of August, 1867.

[SEAL.]

RICHARD GRAVES MAC DONNELL,  
*Governor and Commander-in-Chief.*

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, November 12, 1867.

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This article of contract, made the twentieth day of March, in the year of our Lord one thousand eight hundred and sixty-seven, 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 contract executed by the said Pacific Mail Steamship Company on the sixteenth day of October, A. D. one thousand eight hundred and sixty-six, for the performance of the ocean mail steamship service between the United States, Japan, and China, authorized by act of Congress approved February seventeen, eighteen hundred and sixty-five, provides that the steamships of said company shall touch on each voyage, outward and homeward, at the port of Honolulu, in the Sandwich islands, as required by the aforesaid act; and whereas the second section of the act of Congress entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending June thirtieth, eighteen hundred and sixty-eight, and for other purposes," approved February eighteenth, eighteen hundred and sixty-seven, provides as follows, to wit: that so much of the act of Congress approved February seventeen, eighteen hundred and sixty-five, authorizing said service, as requires said steamships to touch at Honolulu, in the Sandwich Islands, shall be, and the same is hereby, repealed; upon the express condition, however, that the contractors for said steamship service shall enter into contract, to the satisfaction of the Postmaster General, agreeing to establish, within five months from the passage of this act, in lieu of said service released, a branch line of steamship service, carrying the United States mails, between the port in Japan used by the main line of steamships and the port of Shanghai, in China, making continuous regular trips, connecting with the main line both on the outward and homeward voyages, under the direction of the Postmaster General; which service shall be performed by first-class American sea-going steamships, and without additional charge to the United States; and whereas the said Pacific Mail Steamship Company have accepted the terms and provisions of the said act:

Now, therefore, the said Pacific Mail Steamship Company, contractors, and Howard Potter and Francis Skiddy, as sureties, in consideration of the release granted by said act of Congress from touching with their steamships to land and receive mails at Honolulu, in the Sandwich Islands, on both outward and inward passages between the United States, Japan, and China, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves, to establish, in lieu of said service released, a branch line of first-class American sea-going steamships, carrying the United States mails, without additional charge, between Yokohama, (Kanagawa,) or other port in Japan used by the main line of steamships plying between San Francisco and Hong Kong and the port of Shanghai, in China, making continuous regular monthly trips between said ports, in connection with the main line, both on the outward and homeward voyages, according to the terms and conditions of the aforesaid act, approved February eighteen, one thousand eight hundred and sixty-seven. And they do further stipulate and agree to commence this branch service from Yokohama to Shanghai and back in connection with the steamship leaving San Francisco on third July, eighteen hundred and sixty-seven, for Yokohama and Hong Kong and her return, and to maintain the same during the continuance of their contract. And it is further covenanted and agreed between the parties hereto, that the stipulations and provisions of the original contract, executed with said company on the sixteenth day of October, A. D. one thousand eight hundred and sixty-six, so far as they are applicable, shall also apply to the service to be performed on the branch line between Yokohama or other port in Japan used by the main line and the port of Shanghai, in China.

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 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.

[SEAL.]

ALEX. W. RANDALL,  
*Postmaster General.*

Signed, sealed, and delivered by the Postmaster General in presence of—  
JOSEPH H. BLACKFAN.

Pacific Mail Steamship Company, by—  
[SEAL.] ALLAN McLANE,  
*President.*

Attest: THEODORE T. JOHNSON, *Secretary.*

[SEAL.]

HOWARD POTTER.  
FRANCIS SKIDDY.

[SEAL.]

Signed, sealed, and delivered by Pacific Mail Steamship Company and Howard Potter and Francis Skiddy, in presence of—  
RICHARD B. IRWIN.

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This article of contract, made the thirtieth day of July, in the year of our Lord one thousand eight hundred and sixty-seven, between the United States of America (acting in this behalf by their Postmaster General) and the California, Oregon, and Mexico Steamship Company, with Samuel L. M. Barlow and George K. Otis, of New York city, as sureties, witnesseth: That whereas the said California, Oregon, and Mexico Steamship Company have been accepted, in accordance with the stipulations and provisions of the act of Congress approved March 2, 1867, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," and in conformity with the advertisement inviting proposals for said service issued by the Postmaster General of the United States on the 19th of March, 1867, as contractors to carry the mails of the United States between the port of San Francisco, in the United States, and the port of Honolulu, in the Hawaiian Islands, at the sum of \$75,000 for the performance of twelve round trips per annum between said ports, for a contract term of ten years, to begin on or before the first day of January, eighteen hundred and sixty-eight, and from the day the first steamship of the said line shall depart from the port of San Francisco with the mails for the Hawaiian Islands: Now, therefore, the said California, Oregon, and Mexico Steamship Company, contractors, and Samuel L. M. Barlow and George K. Otis, 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 Honolulu, in the Hawaiian Islands, twelve round trips per annum, by a monthly line of first-class American sea-going steamships, to be of not less than one thousand tons, government measurement, each, and of sufficient number to perform twelve round trips per annum between said ports, for and during the term of ten years, commencing on or before the first day of January, eighteen hundred and sixty-eight, and from the day the first steamship of the said line shall depart from the port of San Francisco with the mails for the Hawaiian Islands; 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, 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, 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 despatch a steamship from the port of San Francisco on or about the first day of each month, and from Honolulu on or about 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 mail steamships to and from New York, and to and from Japan and China; and, also, that the time to be occupied by said steamships in performing the passages each way, between the ports of San Francisco and of Honolulu, shall not exceed ten days.

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 of San Francisco and Honolulu, 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 California, Oregon, and Mexico Steamship Company are to be paid by the United States the sum of seventy-five 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; 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 Honolulu, on or before the first day of January, one thousand eight hundred and sixty-eight.

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 failnres, 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 March 2, 1867, entitled "An act to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands," 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 California, Oregon, and Mexico Steamship Company by Benj. Holladay, president, and their sureties, have hereto set their hands and seals, the day and year first hereinbefore written.

[SEAL.]

ALEX. W. RANDALL,  
*Postmaster General.*

Signed, sealed and delivered by the Postmaster General in the presence of—  
JOSEPH H. BLACKFAN.

California, Oregon, and Mexico Steamship Company, by—

[SEAL.]

BEN. HOLLADAY,  
*President.*

Attest: W. L. HOLSEY, *Secretary.*

[SEAL.]

SAMUEL L. M. BARLOW.

[SEAL.]

GEORGE K. OTIS.

Signed by the California, Oregon, and Mexico Steamship Company by Benj. Holladay, President, and signed by Samuel L. M. Barlow and George K. Otis, in presence of—

WM. B. MCKEAN.

## REPORT OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT,  
*November 5, 1867.*

SIR: I have the honor to submit the accompanying statements and tables, showing the operations of this office during the fiscal year which closed on the 30th of June, 1867.

Never before, since the organization of the office, have its transactions been so large, or its labors so varied and extensive. The restoration of old and the opening of new routes, some of the latter of unexampled length, have increased the expense of mail transportation beyond that of any former year; and though the aggregate of receipts shows considerable increase over those of the preceding year, the excess of expenditures over receipts is quite large.

The tables herewith submitted will show in what States and Territories this excess of expenditure is located, and how heavy an outlay is occasioned by the extension of mail facilities over so large an extent of sparsely peopled territory.

Tabular statements, numbered from 1 to 40, will show the receipts and expenditures, by quarters, for all branches of the mail service, including the

postal intercourse with foreign nations, the money-order system, and the free delivery of letters and newspapers in the cities and towns where that service is performed.

The money order system has grown from small beginnings into truly formidable proportions; and the rapid and vast increase in its transactions during the last year shows how eagerly the facilities thus afforded for the safe transmission of small sums have been improved by the people. At its commencement, in November, 1864, only one hundred and thirty-eight offices were designated for this service, and but five clerks in this office were required for the settlement of its accounts. Now there are twelve hundred and twenty-six offices where these orders can be procured, and twenty-two clerks are necessary to insure the prompt and careful adjustment of the accounts from these numerous offices, all of them being wholly separate and distinct from the ordinary post office returns and accounts.

The aggregate of these small sums thus safely transported from place to place was, during the preceding year, three million nine hundred and seventy-seven thousand two hundred and fifty-nine dollars and twenty-eight cents, which has risen, during the year just closed, to nine million two hundred and twenty-nine thousand three hundred and twenty-seven dollars and seventy-two cents. The cost to the sender of a remittance of fifty dollars is but twenty-five cents; and with this small charge, the receipts of the year have exceeded the expenses by the sum of twenty-six thousand two hundred and sixty dollars and sixty-one cents. The business of this branch of the office has been under the charge of Mr. Lynch, whose care, diligence, and ability in its management cannot be too highly commended.

#### REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing to the credit of the revenue account on the first day of July, 1866, was.....	\$1, 725, 155 23
The receipts of the department for the fiscal year ending June 30, 1867, were.....	15, 237, 026 87

The amount placed in the treasury for the service of the department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were :

Under the twelfth section of the act approved March 3, 1847, for the transportation of free matter for Congress and the other departments of the government.....	\$900, 000 00
Under an act approved June 18, 1862, for postal service on mail routes established by thirty-seventh Congress.....	150, 000 00
Under an act approved March 6, 1864, to supply deficiencies in the revenues of the Post Office Department.....	1, 500, 000 00
Under the second section of the act approved May 18, 1866, for overland mail transportation between Atchison and Folsom; for mail steamship service between San Francisco, Japan, and China, and between the United States and Brazil.....	1, 091, 666 67
Under an act approved July 28, 1866, for mail steamship service between the United States and Brazil.....	100, 000 00
	<hr/>
	3, 741, 666 67

Aggregate of revenue and grants .....	20, 703, 848 77
---------------------------------------	-----------------

The expenditures of the department for the

fiscal year ending June 30, 1867, were ...\$19,235,483 46

Add amount of accounts closed by being  
charged to "bad debts account"..... 73,328 82

19,308,812 28

Deduct amount of credit balance accounts

closed by suspense during the year ..... 99,433 49

\$19,209,378 79

Leaving to the credit of the revenue account on the first day of

July, 1867 ..... 1,494,469 98

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, 1866 . . . . . \$2,135,671 12

For the quarter ending December 31, 1866 . . . . . 2,250,318 02

For the quarter ending March 31, 1867 . . . . . 2,484,071 34

For the quarter ending June 30, 1867 . . . . . 2,215,091 14

Total net revenue from postages . . . . . 9,085,151 62

The amount of letter postage paid in money was :

For the quarter ending September 30, 1866 . . . . . \$170,172 13

For the quarter ending December 31, 1866 . . . . . 158,921 72

For the quarter ending March 31, 1867 . . . . . 170,703 40

For the quarter ending June 30, 1867 . . . . . 172,753 81

Total . . . . . 672,551 06

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$9,085,151 62 was found due the United States, was :

For the quarter ending September 30, 1866 . . . . . 21,711

For the quarter ending December 31, 1866 . . . . . 22,780

For the quarter ending March 31, 1867 . . . . . 22,570

For the quarter ending June 30, 1867 . . . . . 23,506

Total number . . . . . 90,567

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

For the quarter ending September 30, 1866 . . . . . \$3,071,192 13

For the quarter ending December 31, 1866 . . . . . 3,228,901 60

For the quarter ending March 31, 1867 . . . . . 3,388,360 63

For the quarter ending June 30, 1867 . . . . . 3,299,679 96

Total . . . . . 12,988,134 32

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

For the quarter ending September 30, 1866 . . . . . \$12,898 10

For the quarter ending December 31, 1866 . . . . . 14,089 30

For the quarter ending March 31, 1867 . . . . . 14,333 80

For the quarter ending June 30, 1867 . . . . . 8,493 90

Total . . . . . 49,815 10

## CONTRACTORS' ACCOUNTS.

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

On regular mail routes .....	5,743
On special mail routes .....	1,964
Of route and special agents .....	1,014
Of mail messengers and local agents .....	1,872
Total number of accounts each quarter.....	10,593
Aggregate settlements of such accounts during the year.....	42,372

## 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 of mail lines .....	\$9,155,546 30
For the supply of special and mail messenger offices .....	339,397 19
For salaries of route agents.....	569,432 30
	10,064,375 79

And for foreign mail transportation :

For New York and Southampton.....	\$138,908 40
For New York and Havre.....	74,173 83
For New York and Bremen.....	16,367 12
For New York and Havana.....	56,320 10
For New York and San Francisco, via Panama	26,742 00
For New York and Santiago de Cuba.....	607 46
For New York and Nicaragua.....	209 02
For New York and Antwerp.....	360 88
For New York and Vera Cruz.....	184 52
For New York and St. Thomas.....	1,186 12
For New York and Hong Kong, China.....	35 46
For New York and Venezuela ....	162 10
For United States and Brazil.....	225,000 00
For Liverpool, New York, and Philadelphia ...	241,381 93
For Portland and Liverpool.....	74,758 99
For San Francisco and Hong Kong, China, via Kanagawa, Japan.....	83,333 33
For Boston, Nova Scotia, and Prince Edward's Island.....	1,275 47
For Philadelphia and Havana.....	764 58
For Baltimore, New Orleans, and Havana....	2,333 61
For Baltimore and Liverpool.....	6,500 77
For expenses of government mail agent at Havana .....	375 00
For expenses of government mail agent at As- pinwall.....	600 00
For expenses of government mail agent at Panama.....	1,660 58
	953,322 27
	11,017,698 06

The amount credited to accrued transportation and charged to contractors for over-credits, damages, &c., during the year was .....	\$11,948 60	
Of fines imposed on contractors .....	2,419 38	
Of deductions from their pay .....	140,733 77	
		<u>\$155,101 55</u>

Net amount to the credit of mail contractors and others .... 10,862,596 51

The amount actually paid and credited during the year for mail transportation was .....	\$10,666,263 78
Of which sum there was paid for mail transportation of previous years the sum of .....	317,995 41

#### COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 25,107, 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.	Postmaster.
Albany, New York .....	Joseph Davis.
Atlanta, Georgia .....	T. G. Simms.
Baltimore, Maryland .....	E. Shriver.
Bangor, Maine .....	Geo. Fuller.
Batavia, New York .....	W. Tyrrell.
Binghamton, New York .....	W. Stuart.
Buffalo, New York .....	J. M. Schemerhorn.
Chicago, Illinois .....	S. T. Sherman.
Cincinnati, Ohio .....	C. W. Thomas.
Cleveland, Ohio .....	G. A. Benedict.
Columbus, Ohio .....	J. J. Wood.
Concord, New Hampshire .....	M. T. Willard.
Cumberland, Maryland .....	J. H. Young.
Davenport, Iowa .....	A. H. Sanders.
Des Moines, Iowa .....	G. C. Tichenor.
Detroit, Michigan .....	F. W. Swift.
Dover, Delaware .....	J. H. Bateman.
Dubuque, Iowa .....	E. C. David.
Easton, Pennsylvania .....	J. J. Horn.
Eastport, Maine .....	C. C. Norton.
Evansville, Indiana .....	A. T. Whittlesey.
Fort Wayne, Indiana .....	W. Drake, Jr.
Geneva, New York .....	A. McDonald.
Grand Rapids, Michigan .....	S. O. Kingsbury.
Harrisburg, Pennsylvania .....	J. F. Knipe.
Hartford, Connecticut .....	E. S. Cleveland.
Huntsville, Alabama .....	J. J. Pittman.
Indianapolis, Indiana .....	D. G. Rose.
Kalamazoo, Michigan .....	F. Pratt.
Keene, New Hampshire .....	J. A. Walter.
Lafayette, Indiana .....	W. C. Wilson.
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.....	A. N. Dougherty.
New Haven, Connecticut.....	H. D. Sperry.
Olean, New York.....	R. L. Page.
Ogdensburg, New York.....	R. G. Pettibone.
Pittsburg, Pennsylvania.....	J. H. McClelland.
Plattsburg, New York.....	L. Platt.
Portland, Maine.....	W. Davis.
Portsmouth, Ohio.....	O. Wood.
Providence, Rhode Island.....	E. S. Jackson.
Quincy, Illinois.....	W. H. Bennson.
Ripon, Wisconsin.....	D. McKerchen.
Rochester, New York.....	J. W. Stebbins.
Rutland, Vermont.....	M. G. Everts.
Sandusky, Ohio.....	T. C. McEwen.
Scranton, Pennsylvania.....	W. H. Pier.
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.....	C. H. Hopkins.
Vincennes, Indiana.....	H. M. Smith.
Wheeling, West Virginia.....	O. J. Rawlings.
Williamsport, Pennsylvania.....	J. J. Ayres.
Wooster, Ohio.....	E. Foreman.
Worcester, Massachusetts.....	Josiah Pickett.
Zanesville, Ohio.....	J. J. Douglass.

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.*

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

Two hundred and thirty-nine are "draft offices," and together with the foregoing offices paid during the year 18,131 drafts issued by the Postmaster General and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to ..... \$2, 447, 009 40

Six hundred and eighty 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, 299, 791 42

The remaining offices deposited with the sixty-seven depositories named above, \$417,927 34, which is embraced in the sum of \$2,447,009 40 paid on the drafts of the department by said depositories and draft offices.

Twenty thousand three hundred and fifty-two are collection offices, and paid on collection orders issued to mail contractors. \$1, 857, 716 47

Three thousand eight hundred and thirty-six are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to..... 339, 397 19

Amount of deposits made by postmasters with other postmasters. 417, 927 34

Showing the amount paid into the treasury for the use and purposes of the Post Office Department, by postmasters, to have been..... 8, 361, 841 82

*Statement from collecting division ; revenue and balances uncollected from late postmasters.*

	Gross revenue for the fiscal year end- ing 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, 232 54	40, 888 20
1867 .....	15, 237, 026 87	568, 843 29	20, 139 16
Total.....	-----	\$1, 200, 793 11	\$381, 963 57

Total amount due by late postmasters to June 30, 1866..... \$993, 768 15

Total amount due for the last fiscal year ..... 1, 120, 122 99

Total amount ..... \$2, 113, 891 14

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

Of present postmasters..... 25, 170

Of late postmasters, whose terms of service expired between July 1, 1845, and  
June 30, 1866..... 30, 487

Of late postmasters for the last fiscal year..... 13, 498

Total number..... 69, 155'

The number of changes of postmasters reported by the Appointment Office during the year was 13,498, and the balances due the United States thereon amounted to.....		\$1, 120, 122 99
Of which there has been collected .....	\$530, 065 28	
Credited on vouchers .....	1, 652 15	
Charged to suspense account .....	666 61	
		<u>532, 384 04</u>
Amount remaining for collection .....		588, 982 45
Of which there is in suit .....	20, 139 16	
Amount due and not in suit.....	568, 843 29	
		<u>588, 982 45</u>
The balance due the United States by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, uncollected, and not in suit, as stated in my last annual report, was.....		\$631, 949 82
Which was increased by "estimated postage" .....		40, 806 35
		<u>672, 756 17</u>
Total for collection during the fiscal year ending June 30, 1867.....		
Of which there has been collected.....	\$291, 828 25	
Credited on vouchers .....	109, 046 62	
Charged to suspense account.....	3, 604 12	
Charged to bad debts account.. ..	62, 607 82	
		<u>467, 086 81</u>
Amount remaining uncollected June 30, 1867 .....		205, 669 36
Of which there has been placed in suit.....	101, 306 83	
Amount due and not in suit.....	104, 362 53	
		<u>205, 669 36</u>

## SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1866, by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, was.....		\$993, 768 15
Add amount due by late postmasters for the last fiscal year.....		1, 120, 122 99
Increase by estimates, penalties, and other charges.....		38, 711 73
		<u>2, 152, 602 87</u>
Total for collection during the year.....		
The amount collected and credited on accounts prior to June 30, 1866, was .....	\$467 086 81	
On accounts for the last fiscal year .....	535, 524 14	
		<u>1, 002, 610 95</u>
Total of collections and credits.....		
Amount remaining due the United States June 30, 1867.....		1, 149, 991 92
Of which there is in suit.....	403, 377 01	
Amount due and not in suit .....	746, 614 91	
		<u>1, 149, 991 92</u>
Balances apparently due to late postmasters between July 1, 1845, and June 30, 1866, as stated in my last annual report, amounted to .....		\$300, 697 63
The amount paid and closed by adjustment during the year was.....		121, 156 71
		<u>179, 540 92</u>
Leaving due to late postmasters .....		96, 048 26
Add amount due to late postmasters during the last fiscal year.....		
		<u>275, 589 18</u>
Amount due to late postmasters July 1, 1867 .....		
Amount collected during the last fiscal year from mail contractors by "collection drafts" .....		\$28, 966 83

## SUITS.

The amount due by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1866, for which suits were instituted prior to July 1, 1867, as stated in my last annual report, was.....	\$92, 511 59
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Add amount of four hundred and sixteen new cases commenced during the fiscal year for the collection of balances due on accounts prior to July 1, 1867 .....	\$104,362 53
	196,874 12
From which deduct amount closed by account of "bad debts" .....	25,634 26
Amount in suit during the year .....	171,239 86
Amount collected during the year .....	\$9,674 52

The claims for mail service performed in the States lately in rebellion prior to the 13th of April, 1861, under the provisions of the joint resolution of Congress approved March 2, 1867, have not been numerous, nor embracing large sums. Great care has been exercised in the examination of the testimony presented by the claimants, and some few, having fully proved their loyalty, or satisfactorily shown that they were *bona fide* assignees for indebtedness incurred prior to March 1, 1861, have had their claims adjusted and paid.

It is not believed that any considerable number will be entitled to payment under the provisions of that law.

It affords me great pleasure to state, in conclusion, that the chief clerk and heads of divisions have been indefatigable in their efforts to maintain order, regularity, and promptitude in the transaction of the public business, and with few exceptions, our whole official force has been steadily and laboriously occupied during the office hours of each day.

All of which is respectfully submitted.

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, 1867.

Receipts.	3d quarter 1866.	4th quarter 1866.	1st quarter 1867.	2d quarter 1867.	Total am't under each head.
Letter postage.....	\$170,172 13	\$158,921 72	\$170,703 40	\$172,753 81	\$672,551 06
Newspaperpost'ge,&c.	157,457 00	157,190 60	169,742 14	165,000 42	649,390 16
Registered letters.....	12,898 10	14,089 30	14,333 80	8,493 90	49,815 10
Fines .....			650 00		650 00
Emoluments .....	198,694 99	190,024 63	189,779 90	196,124 16	774,623 68
Stamps sold.....	3,071,192 13	3,228,901 60	3,388,360 63	3,299,679 96	12,988,134 32
Dead letters.....	3,105 00	3,880 00	5,000 00	5,500 00	17,485 00
Internal revenue from postmasters.	8,099 35	22,379 40	18,199 17	13,907 66	62,585 58
Miscellaneous.....	5,098 29	9,223 78	4,504 45	2,965 45	21,791,97
Total.....	3,626,716 99	3,784,611 03	3,961,273 49	3,864,425 36	
Aggregate amount.....					15,237,026 87

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

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, 1867.*

Expenditures.	3d quarter 1866.	4th quarter 1866.	1st quarter 1867.	2d quarter 1867.	Total amount under each head.
Compensation to post-masters .....	\$1,003,242 97	\$1,007,132 77	\$998,739 12	\$1,024,613 31	\$4,033,728 17
Compensation to letter carriers .....	170,172 99	160,994 69	177,178 89	206,019 34	714,365 91
Ship, steamboat, and way letters .....	2,332 33	1,896 33	1,170 21	1,810 93	7,209 80
Transportation of the mails * .....	2,193,478 99	2,909,343 58	2,823,806 15	2,739,635 06	10,666,263 78
Wrapping paper .....	26,650 62	15,130 00	7,806 00	15,070 10	64,656 72
Office furniture .....	1,014 95	353 61	524 55	784 88	2,677 99
Advertising .....	9,781 13	13,767 14	9,563 02	7,647 41	40,758 70
Mail bags .....	26,197 14	40,324 88	39,940 26	26,911 25	133,373 53
Blank agents and assistants .....	1,711 89	2,002 91	2,220 17	1,633 82	7,568 79
Mail locks, keys, and stamps .....	2,882 89	3,984 04	8,246 05	3,972 59	19,085 57
Mail depredations and special agents .....	33,195 40	27,217 94	30,799 68	31,861 03	123,074 05
Clerks for offices .....	432,846 33	467,088 33	442,499 22	562,086 17	1,904,520 05
Postage stamps and stamped envelopes .....	67,965 12	77,675 06	80,797 77	95,289 20	321,727 15
Dead letters .....	.....	.....	128 48	.....	128 48
Miscellaneous .....	79,511 58	103,509 20	165,622 99	274,235 17	622,878 94
Miscellaneous acc't of British mails .....	106,588 73	54,679 48	115,932 46	.....	277,200 67
Miscellaneous acc't of French mails .....	31,558 94	38,293 17	19,181 87	.....	89,033 98
Miscellaneous acc't of Bremen mails .....	63,995 06	21,020 92	32,715 29	.....	117,731 27
Miscellaneous acc't of Hamburg mails .....	33,744 85	18,034 71	12,868 61	24,123 24	88,771 41
Miscellaneous acc't of Prussian mails .....	.....	.....	.....	728 50	728 50
Total .....	4,286,871 91	4,962,448 76	4,969,740 79	5,016,422 00	19,235,483 46
Aggregate amount .....	.....	.....	.....	.....	.....

\* The following sums are embraced in the above expenditure for mail transportation, for which special appropriations were made:

For San Francisco, Japan, and China mails .....	\$41,666 67
For overland mails .....	900,000 00
For Brazil mails .....	250,000 00

Total .....

1,191,666 67

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

## No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Emoluments.	Revenue tax.
Maine.....	\$10,607 80	\$16,749 43	\$28 22	\$638 60	\$246,210 50	\$15,142 41	\$1,285 95
New Hampshire.....	3,535 35	11,234 51	65 06	330 90	158,941 49	5,935 58	784 17
Vermont.....	4,084 75	11,875 27	32 95	286 75	151,421 79	3,509 97	662 51
Massachusetts.....	57,752 31	38,075 06	405 05	2,206 00	1,065,501 64	65,573 34	4,785 89
Rhode Island.....	5,218 02	3,974 47	44 58	319 90	115,998 52	10,745 35	573 38
Connecticut.....	12,131 84	15,607 11	130 85	575 55	325,400 91	19,242 95	1,607 06
New York.....	219,442 73	96,749 43	731 63	10,825 20	3,158,093 29	139,788 62	11,647 82
New Jersey.....	18,016 65	13,052 09	60 81	807 55	260,638 28	10,756 94	1,352 68
Pennsylvania.....	58,342 36	55,154 95	680 08	4,295 35	1,352,651 87	55,675 86	5,500 92
Delaware.....	912 04	2,247 20	5 73	42 15	40,372 94	709 87	127 30
Maryland.....	14,922 76	10,591 38	105 72	892 85	281,150 42	9,134 24	1,162 97
Virginia.....	4,064 87	11,801 71	64 57	748 35	204,637 03	13,247 45	1,400 32
West Virginia.....	2,128 08	5,451 64	81 00	434 40	71,769 84	2,102 08	375 25
North Carolina.....	1,431 00	6,156 82	17 91	413 55	78,840 93	4,661 18	433 94
South Carolina.....	4,006 41	4,492 80	9 15	410 25	80,254 61	6,575 90	334 03
Georgia.....	3,974 56	9,266 35	19 63	645 60	157,055 56	19,085 93	1,117 82
Florida.....	725 41	1,031 92	15 18	321 55	23,242 39	1,436 95	200 89
Ohio.....	30,920 55	62,398 59	1,023 99	2,851 85	916,716 83	50,777 84	4,189 08
Michigan.....	22,675 70	27,601 23	472 98	1,275 95	390,547 37	24,903 64	2,262 91
Indiana.....	10,464 97	30,567 84	97 47	1,838 95	354,739 56	32,657 18	2,395 98
Illinois.....	44,483 25	52,117 32	1,785 83	3,926 60	1,020,002 43	67,720 61	5,269 81
Wisconsin.....	24,127 98	22,853 59	161 00	1,351 60	316,966 87	20,130 78	1,768 70
Iowa.....	11,876 85	22,157 74	45 42	1,026 15	275,642 64	18,414 76	1,898 88
Missouri.....	16,829 01	22,021 61	185 97	1,632 25	398,739 33	17,523 58	1,514 21
Kentucky.....	7,809 64	12,808 20	112 57	1,039 00	219,435 62	14,105 23	1,219 96
Tennessee.....	4,444 73	9,087 75	104 47	920 20	171,181 37	12,136 77	1,052 72
Alabama.....	3,907 30	4,833 03	22 60	567 75	105,038 97	10,963 09	636 21
Mississippi.....	1,822 24	5,222 07	1 40	349 65	76,382 58	7,979 47	703 24
Arkansas.....	702 44	1,027 30	3 30	232 80	27,484 37	2,638 67	213 75
Louisiana.....	18,451 59	4,950 00	.....	1,422 75	204,651 7	26,792 75	918 42
Texas.....	6,810 16	7,978 61	13 88	822 05	117,344 79	11,546 03	967 94
California.....	20,663 22	22,668 71	80 15	2,697 80	225,175 51	31,097 39	2,549 35
Oregon.....	795 07	2,505 92	50	135 30	22,052 16	2,961 41	205 85
Minnesota.....	9,737 54	9,378 25	12 04	569 30	104,089 60	7,716 06	708 87
Kansas.....	2,106 11	5,269 19	7 55	301 10	68,760 20	5,977 52	648 09
Nebraska.....	924 49	2,094 52	1 25	154 60	25,146 65	2,246 50	212 38
Nevada.....	1,087 87	1,709 28	.....	315 10	16,163 25	2,853 67	420 96
Colorado.....	1,258 59	1,208 21	20	134 00	22,230 57	7,332 92	415 75
Utah.....	2,246 36	1,195 82	.....	155 05	9,876 86	1,416 92	177 61
New Mexico.....	273 22	163 32	86	39 70	6,302 85	638 00	44 53
Washington.....	268 17	492 38	1 75	46 45	5,038 64	207 50	3 98
Dakota.....	360 16	350 74	.....	9 20	4,044 91	80 00	37 57
Arizona.....	20 13	14 71	.....	22 70	1,125 74	.....	6 64
Idaho.....	298 62	590 03	.....	126 30	4,665 11	1,023 00	80 41
Montana.....	840 42	608 79	.....	67 70	9,424 03	2,436 00	289 28
District of Columbia.....	7,223 71	2,188 31	.....	1,639 35	114,769 39	8,400 07	1,141 99
Total.....	674,726 43	649,575 20	6,633 30	49,865 80	13,005,921 98	776,001 98	65,297 97
Deduct miscellaneous items.....	2,175 37	185 04	.....	50 70	17,787 66	1,378 30	2,712 39
Add miscellaneous items.....	.....	.....	.....	.....	.....	.....	.....
	672,551 06	649,390 16	6,633 30	49,815 10	12,988,134 32	774,623 68	62,585 58

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

Excess of expenditures, brought down.....	\$265,969 65
Amount paid for foreign mails and expenses of government agents.....	953,322 27
Route agents, &c.....	569,432 30
Mail messengers and supply of special offices.....	339,397 19
Foreign postage collected and returned to foreign governments.....	573,465 83
Ship, steamboat, and way letters.....	7,209 80
Wrapping paper.....	64,656 10
Office furniture.....	1,277 44
Advertising.....	11,511 28
Mail bags.....	100,238 95
Blank agents and assistants.....	7,568 79
Mail locks, keys, and stamps.....	19,085 57
Mail depredations and special agents.....	123,074 05
Clerks for offices.....	43,087 35
Compensation to letter-carriers.....	714 365 91

*the United States for the fiscal year ended June 30, 1867.*

Receipts.	Compensation of post-masters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation, by States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$290,662 91	\$120,148 77	\$31,164 33	\$151,313 10	\$117,428 55	\$268,741 65	.....	\$21,921 26
180,827 06	80,374 16	11,707 96	92,082 12	67,962 16	160,044 28	.....	20,782 78
171,873 99	86,564 74	8,840 48	95,405 22	100,601 62	196,006 84	\$24,132 85	.....
1,234,299 29	264,652 80	187,711 52	452,364 32	194,729 26	647,093 58	.....	587,205 71
136,874 22	28,151 20	13,078 39	41,229 59	25,170 62	66,400 21	.....	70,474 01
374,696 27	120,330 56	40,309 72	160,640 28	147,482 17	308,122 45	.....	66,573 82
3,637,278 72	540,622 95	621,697 23	1,162,320 18	607,994 58	1,770,314 76	.....	1,866,963 96
304,685 00	107,189 88	19,422 91	126,612 79	142,755 54	269,368 33	.....	35,316 67
1,532,301 39	373,942 07	210,192 19	584,134 26	479,324 93	1,063,459 19	.....	468,842 20
44,417 23	15,106 58	2,891 31	17,997 89	22,262 24	40,260 13	.....	4,157 10
317,960 34	55,537 27	58,952 13	114,489 40	237,225 41	351,714 81	33,754 47	.....
235,964 30	78,660 80	44,111 53	122,778 33	219,505 72	342,284 05	106,319 75	.....
82,342 29	34,314 80	14,408 01	48,722 81	89,693 40	138,416 21	56,073 92	.....
91,955 33	35,878 86	9,136 38	45,015 24	138,402 40	183,417 64	91,462 31	.....
96,083 15	21,411 57	11,811 30	33,222 87	90,717 44	123,940 31	27,857 16	.....
191,165 45	51,568 35	32,695 11	84,263 46	182,778 64	267,042 10	75,876 65	.....
26,974 29	10,662 02	2,682 02	13,344 04	58,819 88	72,163 92	45,189 63	.....
1,068,878 73	327,532 46	136,966 15	464,498 61	608,857 60	1,073,356 21	4,477 48	.....
469,739 78	162,567 10	57,655 01	220,222 11	216,073 57	436,295 68	.....	33,444 10
432,761 95	183,742 67	61,144 34	244,887 01	278,638 40	523,525 41	90,763 46	.....
1,195,305 85	327,339 50	175,447 21	502,786 71	376,402 23	879,188 94	.....	316,116 91
387,360 52	142,179 85	34,492 26	176,672 11	251,268 41	427,940 52	40,580 00	.....
331,062 44	148,831 44	25,605 18	174,436 62	157,055 47	331,492 09	429 65	.....
458,445 96	103,763 79	67,336 30	171,100 09	384,770 94	555,871 03	97,425 07	.....
256,529 62	85,145 68	39,461 26	124,606 94	180,081 09	304,688 03	48,158 41	.....
198,928 01	48,620 38	47,191 03	95,211 41	121,528 16	216,739 57	17,811 56	.....
125,968 95	27,228 24	19,315 12	46,543 36	155,899 72	202,443 08	76,474 13	.....
92,460 65	39,251 73	9,981 28	49,233 01	184,264 08	233,497 09	141,036 44	.....
32,362 63	11,865 51	5,755 26	17,620 77	180,633 01	198,253 78	165,951 15	.....
257,187 38	19,615 54	29,958 04	49,573 58	269,260 59	318,834 17	61,646 79	.....
145,483 46	41,178 98	21,333 28	62,512 26	405,384 86	467,897 12	322,413 66	.....
334,932 13	74,129 68	84,295 19	158,424 87	505,072 33	663,497 20	358,565 07	.....
28,656 21	14,638 78	514 07	15,152 85	326,574 67	341,727 52	313,071 31	.....
132,211 66	52,362 26	10,514 76	62,877 02	110,071 85	172,948 87	40,737 21	.....
83,069 76	34,170 21	11,191 86	45,362 07	511,713 69	557,075 16	474,005 40	.....
30,770 39	13,551 40	3,955 06	17,506 46	46,365 93	63,872 39	33,102 00	.....
22,550 13	12,131 67	7,799 19	19,930 86	125,090 79	145,021 65	122,471 52	.....
32,580 24	14,286 19	6,440 41	20,726 60	26,954 13	47,680 73	15,100 49	.....
15,068 62	6,628 06	7,205 60	13,833 66	456,935 72	470,769 38	455,700 76	.....
7,462 48	2,978 98	.....	2,978 98	85,226 28	88,205 26	80,742 78	.....
6,058 87	3,561 94	545 00	4,106 94	68,969 56	73,076 50	67,017 63	.....
4,882 58	4,031 25	1 50	4,032 75	3,354 83	7,387 58	2,505 00	.....
1,189 92	1,215 00	50 00	1,265 00	127,181 43	128,446 43	127,256 51	.....
6,783 47	4,020 04	836 69	4,856 73	12,987 64	17,844 37	11,060 90	.....
13,666 22	6,542 90	5,067 20	11,610 10	1,750 00	13,360 10	.....	306 12
135,362 82	6,670 50	89,557 61	96,228 11	.....	96,228 11	.....	39,134 71
15,228,022 66	3,944,305 11	2,280,428 38	6,224,733 49	9,101,220 94	15,325,954 43	3,629,171 12	3,531,239 35
24,289 46	.....	.....	.....	.....	.....	.....	.....
.....	89,423 06	.....	89,423 06	54,325 36	143,748 42	168,037 88	.....
15,203,733 20	4,033,728 17	2,280,428 38	6,314,156 55	9,155,546 30	15,469,702 85	3,797,209 00	3,531,239 35

Expenses, postage stamps, and stamped envelopes..... \$321,727 15  
Dead letters, "moneys refunded"..... 128 48  
Miscellaneous payments..... 267,666 43

4,383,184 54

Receipts on account of dead letters..... \$17,485 00  
Receipts on account of fines..... 650 00  
Receipts on account of miscellaneous..... 15,158 67  
Excess of transportation accrued..... 351,434 28  
Total excess of expenditures over receipts..... 3,998,456 59

4,383,184 54

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 4.—*Statement of the operations of the carrier system at the following offices for the fiscal year ended June 30, 1867.*

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Amount paid carriers, including incidental expenses.
Albany, N. Y.....	782,927	78,839	148,776	\$12,651 65
Alleghany, Penn.....	185,146	13,496	73,064	2,453 50
Baltimore, Md.....	2,137,371	203,702	521,221	34,216 01
Boston, Mass.....	3,324,528	436,316	537,992	39,389 71
Brooklyn, N. Y.....	1,729,911	190,051	349,996	27,611 11
Buffalo, N. Y.....	587,067	70,979	193,175	14,096 67
Cambridge, Mass.....	197,082	13,807	102,864	2,060 41
Cambridgeport, Mass.....	166,384	7,218	42,586	1,948 50
Charlestown, Mass.....	341,591	39,045	85,460	3,576 56
Chicago, Ill.....	4,004,766	480,314	803,873	41,585 70
Cincinnati, Ohio.....	1,598,756	218,620	279,159	25,278 87
Cleveland, Ohio.....	1,435,755	85,292	473,755	17,802 28
Detroit, Mich.....	963,872	119,823	303,179	13,389 27
Erie, Penn., (2d qr. 1867)...	34,365	4,805	40,593	1,454 90
Harrisburg, Penn.....	164,191	6,798	52,314	1,920 57
Hartford, Conn.....	271,146	18,851	73,199	5,286 80
Jersey City, N. J.....	333,310	16,049	55,687	4,265 69
Lancaster, Penn.....	114,775	6,343	18,319	1,270 16
Louisville, Ky.....	955,127	93,330	263,381	12,074 70
Lowell, Mass.....	278,177	12,991	46,807	3,887 90
Lynn, Mass.....	250,154	9,581	87,360	2,563 33
Manchester, N. H.....	221,272	10,127	83,812	2,451 49
Memphis, Tenn.....	887,993	56,666	175,015	9,942 26
Milwaukee, Wis.....	583,439	57,452	220,981	12,302 52
Nashville, Tenn.....	232,201	32,050	95,681	5,238 51
Newark, N. J.....	710,560	74,378	271,933	15,607 13
New Bedford, Mass.....	211,754	12,004	55,256	2,090 34
New Haven, Conn.....	295,133	30,712	87,747	5,711 22
New York, N. Y.....	11,618,630	5,026,052	1,590,666	151,329 92
Philadelphia, Penn.....	5,633,491	2,283,702	1,548,477	98,068 20
Pittsburg, Penn.....	734,983	86,092	250,382	8,361 32
Providence, R. I.....	537,396	54,016	89,844	8,116 55
Reading, Penn.....	131,910	10,185	58,869	2,156 53
Rochester, N. Y.....	547,146	43,100	176,294	8,065 27
Roxbury, Mass.....	255,845	25,686	82,624	3,832 85
St. Louis, Mo.....	3,249,167	292,969	956,087	33,714 25
Salem, Mass.....	153,973	4,636	52,539	1,666 68
Syracuse, N. Y.....	685,015	59,237	216,278	5,890 50
Toledo, Ohio.....	401,432	20,009	350,119	6,201 94
Trenton, N. J.....	111,642	6,525	32,110	2,120 00
Troy, N. Y.....	517,021	45,675	146,115	6,958 70
Utica, N. Y.....	665,871	41,309	269,653	8,040 62
Washington, D. C.....	1,247,252	128,002	347,533	21,385 23
Williamsburg, N. Y.....	433,002	20,457	94,623	4,025 67
Wilmington, Del.....	331,153	27,596	82,884	3,121 88
Worcester, Mass.....	297,938	22,795	73,772	4,754 47
Total.....	50,551,620	10,597,682	11,962,054	699,937 34

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

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, 1867, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account, viz:*

1866.		
Oct.	3. Allowed F. Bishop, late postmaster Oil City, Penn., for rent and light in second quarter 1865.....	\$114 80
Oct.	3. Allowed G. Rowland, late postmaster Sacramento, Cal., for rent in first and second quarters 1865.....	966 67
Oct.	13. Allowed A. Miller, late postmaster Raleigh, N. C., for this amount paid express company for collecting draft on postmaster at Petersburg, N. C.....	60
Oct.	18. Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,000 .....	10 00
Oct.	18. Allowed A. Miller, late postmaster Raleigh, N. C., for labor, materials, &c., in second quarter 1866.....	1,949 66
Oct.	22. Allowed E. P. Hill, postmaster Haverhill, Mass., for gas in third quarter 1861.....	4 94
Nov.	8. Allowed George B. Lincoln, late postmaster Brooklyn, N. Y., for fuel and rent in first quarter 1864 .....	78 02
Nov.	9. Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,500.....	12 50
Nov.	23. Allowed H. Dills, late postmaster Quincy, Ill., for rent, &c., in third quarter 1866 .....	15 50
Dec.	1. Allowed E. A. Brown, postmaster Danbury, Conn., for rent in third quarter 1866 .....	12 50
Dec.	6. Allowed A. Sagendoff, postmaster Denver, Colorado, for rent in second quarter 1866 .....	60 00
Dec.	10. Allowed J. B. Winger, postmaster Springfield, Mo., for rent in second quarter 1866.....	60 00
Dec.	11. Allowed J. G. French, postmaster Montpelier, Vt., for fuel and light during fiscal year ended June 30, 1865.....	81 60
Dec.	12. Allowed George Bergner, late postmaster Harrisburg, Penn., for stationery and printing in third and fourth quarters 1865, and first quarter 1866 .....	41 34
Dec.	12. Allowed J. W. Deal, late postmaster Chambersburg, Penn., for rent in third quarter, 1866.....	20 82
Dec.	12. Allowed A. H. Grimshaw, postmaster Wilmington, Del., for fuel in third quarter 1866 .....	22 10
Dec.	13. Allowed A. L. Robinson, postmaster Alleghany, Penn., for stationery in third quarter 1866.....	2 50
Dec.	13. Allowed S. S. Mathews, postmaster Pontiac, Mich., for rent in third quarter 1866 .....	30 00
Dec.	14. Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange for draft on New Orleans for \$1,650.....	8 25
Dec.	15. Allowed H. E. Taylor, late postmaster Williamsport, Penn., for light and stationery in third quarter 1866.....	12 15
Dec.	22. Allowed W. A. Howard, late postmaster Detroit, Mich., for gas fixtures, &c., in third quarter 1866.....	9 00
Dec.	26. Allowed Daniel Mace, postmaster La Fayette, Ind., for rent in third quarter 1866.....	110 33
Dec.	26. Allowed H. N. Marsh, late postmaster Joliet, Ill., for repairs, &c., in third quarter 1866 .....	6 00
Dec.	27. Allowed W. Stowe, postmaster Springfield, Mass., for rent in third quarter 1866.....	75 00
1867.		
Jan.	1. Allowed N. Stein, postmaster Salt Lake City, Utah, for rent in third quarter 1866.....	150 00
Jan.	16. Allowed James R. Hood, late postmaster Chattanooga, Tenn., for fuel, light, and repairs in fourth quarter 1863, first and fourth quarters 1864.....	12 50
Jan.	19. Allowed William A. Howard, postmaster Detroit, Mich., for printing in third quarter 1862.....	7 00
Jan.	16. Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$2,300 .....	11 50
Jan.	16. Allowed J. C. Janney, late postmaster Columbia, S. C., for rent and stationery in fourth quarter 1865 and first quarter 1866.....	230 00

Jan.	16.	Allowed F. Blodgett, postmaster Augusta, Georgia, for expense incurred in depositing \$6,000 with assistant treasurer United States at Charleston, S. C. ....	\$25 00
Feb.	5.	Allowed J. C. Luttrell, acting postmaster Knoxville, Tenn., for fuel and light in first quarter 1865 .....	26 85
Feb.	5.	Allowed W. A. Howard, postmaster Detroit, Mich., for light in third quarter 1866 .....	6 68
Feb.	5.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$1,200 .....	3 00
Feb.	5.	Allowed Joseph Howell, postmaster Shreveport, La., for rent and water in first, second, and third quarters 1866 .....	486 00
Feb.	5.	Allowed Thomas M. Hogan, postmaster Columbus, Ga., for light and stationery in fourth quarter 1865 .....	102 25
Feb.	5.	Allowed S. S. Wilson, postmaster Dunkirk, N. Y., for rent in third quarter 1866 .....	41 48
Feb.	15.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$4,500 .....	11 25
Feb.	15.	Allowed V. W. Grahm, postmaster Galveston, Texas, for amount paid J. R. Root, late postmaster, for post office furniture .....	514 86
Feb.	15.	Allowed C. B. King, late postmaster Ottawa, Ill., for repairs in first and second quarters 1865 .....	8 50
Feb.	15.	Allowed J. M. Burgess, late postmaster Janesville, Wis., for rent and light in third quarter 1866 .....	120 15
Feb.	21.	Allowed G. H. Chase, late postmaster Lynn, Mass., for rent and light in third quarter 1864 .....	107 65
March	1.	Allowed Robert Brigham, postmaster Franklin, Penn., for rent, fuel, and lights in second, third, and fourth quarters 1866 .....	1,410 77
March	29.	Allowed Robert Peysert, postmaster Bethlehem, Penn., for rent and light in third quarter 1866 .....	42 43
April	1.	Allowed J. A. Kousler, postmaster Jackson, Miss., for rent, fuel, &c., in second, third, and fourth quarters 1865 .....	100 00
April	1.	Allowed E. A. Jones, postmaster Chattanooga, Tenn., for rent in fourth quarter 1866 .....	150 00
April	1.	Allowed R. G. Greene, postmaster Petersburg, Va., for fuel in first quarter 1866 .....	6 00
April	1.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$3,500 .....	8 75
April	1.	Allowed C. O. Burton, late postmaster Stockton, Cal., for fuel and light in first and second quarters 1864 .....	55 20
April	1.	Allowed V. W. Grahm, postmaster Galveston, Texas, for exchange paid for draft on New Orleans for \$3,000 .....	7 50
April	1.	Allowed S. P. Gambia, late postmaster San Antonio, Texas, for expense incurred in sending \$3,000 to New Orleans .....	30 00
April	1.	Allowed Robert Peysert, postmaster Bethlehem, Penn., for rent in fourth quarter 1866 .....	37 50
April	3.	Allowed S. S. Mathews, postmaster Pontiac, Mich., for rent in fourth quarter 1866 .....	30 00
April	3.	Allowed J. White, sr., postmaster Hanover, Ill., for expense incurred in closing office at Big Rush, Ill. ....	5 00
April	12.	Allowed C. H. Pyle, late postmaster Yreka, Cal., for rent, fuel, and light during 1862, 1863, and 1864 .....	642 55
April	12.	Allowed J. O. Jones, late postmaster Terre Haute, Ind., for printing and stationery in fourth quarter 1865 .....	15 97
April	12.	Allowed J. F. Copp, postmaster Rock Island, Ill., for fuel in fourth quarter 1866 .....	2 64
April	12.	Allowed J. Marsh, late postmaster Lockport, N. Y., for balance of rent for third quarter 1866 .....	25 00
April	12.	Allowed L. A. Spalding, postmaster Lockport, N. Y., for rent in fourth quarter 1866 .....	60 87
April	12.	Allowed W. Briner, postmaster Reading, Penn., for rent in fourth quarter 1866 .....	75 00
April	12.	Allowed S. F. Von Bonnhorst, late postmaster Pittsburg, Penn., for rating stamps, binding, &c., in second and third quarters 1863 ..	8 10
April	22.	Allowed B. A. Griffith, postmaster Mounmouth, Ill., for rent in fourth quarter 1866 .....	39 67
April	27.	Allowed H. E. Blackman, postmaster Petroleum Centre, Penn., for rent in third quarter 1866 .....	125 00
May	9.	Allowed C. K. Sanders, late postmaster Nunda, N. Y., for expense incurred in closing office at Chautauque Valley, N. Y. ....	10 00

May	9.	Allowed J. Weeks, postmaster Bangor, Maine, for light in third and fourth quarters 1866.....	\$9 63
May	9.	Allowed J. M. Earle, postmaster Worcester, Mass., for stationery in third quarter 1866.....	45 79
May	13.	Allowed C. A. Burton, late postmaster Stockton, Cal., for rent in first and second quarters 1864.....	300 00
May	18.	Allowed T. M. Hagan, late postmaster Columbus, Ga., for rent in fourth quarter 1865 and third quarter 1866.....	500 00
June	6.	Allowed J. G. Palfrey, late postmaster Boston, Mass., for amount paid J. Byrns for finding valuable mail bag January 31, 1867, \$30; also, amount paid D. Sullivan for similar service February 10, 1867, \$5.....	35 00
June	10.	Allowed W. J. Bibb, postmaster Montgomery, Ala., for rent in third quarter 1865.....	106 39
June	12.	Allowed N. Stein, postmaster Salt Lake City, Utah, for rent in fourth quarter 1866.....	312 50
July	3.	Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$2,000.....	5 00
July	6.	Allowed Frank Heich, postmaster Brookhaven, Miss., for expense incurred in closing post office at Bahala, Miss.....	1 00
July	23.	Allowed A. F. Stevens, late postmaster Nashua, N. H., for fuel and light in third and fourth quarters 1866 and first and second quarters 1867.....	53 78
July	23.	Allowed C. W. Gillett, late postmaster Waterbury, Conn., for fuel and light in third quarter 1866.....	34 80
July	24.	Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$2,000.....	10 00
July	24.	Allowed Wallis Ball, late postmaster West Meriden, Conn., for fuel and light in third quarter 1866.....	13 01
July	24.	Allowed C. A. Harrington, postmaster Albion, N. Y., for rent in second quarter 1866.....	37 50
July	24.	Allowed A. Van Kleeck, late postmaster Poughkeepsie, N. Y., for fuel in fourth quarter 1866.....	26 00
July	24.	Allowed S. P. Lewis, late postmaster Rome, N. Y., for fuel in first quarter 1867.....	72 25
July	24.	Allowed G. B. Badgely, postmaster Schoharie, N. Y., for printing in second quarter 1867.....	4 50
Aug.	2.	Allowed P. L. Foy, postmaster St. Louis, Mo., for fuel in fourth quarter 1866, and first quarter 1867.....	147 80
Aug.	3.	Allowed M. M. Seymour, late postmaster Painesville, Ohio, for fuel, light, &c., in fourth quarter 1866 and first quarter 1867.....	58 55
Aug.	26.	Allowed V. W. Grahn, postmaster Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$1,000.....	2 50
Sept.	9.	Allowed C. B. Griffin, late postmaster Newark, Ohio, for fuel in fourth quarter 1865.....	30 25
Sept.	9.	Allowed John Ryan, late postmaster Decatur, Ill., for fuel, light, &c., in first quarter 1867.....	61 37
Sept.	11.	Allowed W. A. Ingram, acting postmaster Jeffersonville, Ind., for rent, light, and stationery in second quarter 1867.....	72 75
Sept.	16.	Allowed J. O. Hamilton, postmaster Jacksonville, Ind., for fuel and light in fourth quarter 1866 and first quarter 1867.....	63 80
Sept.	23.	Allowed J. Howell, postmaster Shreveport, La., for rent and fuel in fourth quarter 1865, first, second, third, and fourth quarters 1866.....	758 00
Sept.	28.	Allowed J. C. Janney, postmaster Columbia, S. C., for rent and light in second quarter 1867.....	128 70
Sept.	30.	Allowed D. G. Rose, postmaster Indianapolis, Ind., for fuel and light in first quarter 1867.....	117 16
Sept.	30.	Allowed E. G. Randall, postmaster Portland, Oregon, for amount expended in fitting up his office during the first and second quarters 1866.....	1,318 48

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

1866.

Oct.	8.	Paid George F. Nesbitt & Co., for envelopes furnished during third quarter 1866.....	4,290 18
Oct.	8.	Paid John Sproat, for jute twine furnished during third quarter 1866.....	4,480 00

Oct.	8.	Paid L. H. Littlefield, for services as marshal of the United States for the district of Dakota Territory, in one case.....	\$54 40
Nov.	15.	Paid National Bank Note Co., for printing and binding draft books in third quarter 1866.....	41 50
Nov.	24.	Paid George F. Nesbitt & Co., for letter paper furnished, and printing and ruling same.....	164 50
Dec.	12.	Paid C. E. Yast, for services as marshal of the United States for the district of Nebraska, in one case.....	2 89
Dec.	12.	Paid E. A. Rollins, Commissioner Internal Revenue, for tax withheld from compensation paid to sundry persons in preparing post route maps.....	25 31
Dec.	13.	Paid George F. Nesbitt & Co., for letter paper furnished blank agent at New York, September 29, 1866.....	6 50
Dec.	31.	Paid National Bank Note Co., for printing and binding draft books in third quarter 1865.....	311 25
1867.			
Jan.	3.	Paid John Sproat, for jute twine furnished during fourth quarter 1866.....	3,920 00
Jan.	3.	Paid E. B. Olmstead, for incidental expenses incurred in the preparation of post route maps.....	1,656 53
Jan.	7.	Paid George F. Nesbitt & Co., for envelopes furnished during fourth quarter 1866.....	3,515 22
Jan.	15.	Paid J. S. Emery, for services as attorney of the United States for the district of Kansas, in one case.....	10 00
Jan.	15.	Paid A. N. Stone, for services as attorney of the United States for the district of Georgia, in one case.....	25 00
March	6.	Paid D. H. Starbuck, for services as attorney of the United States for the district of North Carolina, in eight cases.....	160 00
March	20.	Paid Jessup & Moore, for hemp twine furnished during first quarter 1867.....	1,115 00
March	20.	Paid E. W. Donn, for additional compensation for services in preparing post route maps, under act of March 3, 1865, for September, October, and November, 1866.....	65 76
March	20.	Paid D. J. Baldwin, for services as attorney of the United States for the eastern district of Texas, in six cases.....	120 00
March	29.	Paid F. W. Howard, for additional compensation for services in preparing post route maps, under act of February 28, 1867, from December 21, 1866, to February 14, 1867.....	41 20
March	29.	Paid R. M. Thomson, for similar service, under same act, from October 1, 1866, to February 14, 1867.....	63 86
March	30.	Paid F. W. Howard, for services (including extra compensation) in preparing post route maps for the month of March, 1867, at \$1,400 per annum.....	152 09
March	30.	Paid R. M. Thomson, for similar service, during same period, including extra compensation, at \$600 per annum.....	64 25
April	2.	Paid George F. Nesbitt, for envelopes furnished in second quarter 1867.....	4,925 73
April	20.	Paid Jessup & Moore, for twine furnished in second quarter 1867.....	495 00
April	30.	Paid Thomas R. Smith, for services as assistant attorney of the United States for the district of Tennessee, in one case.....	300 00
April	30.	Paid George F. Nesbitt & Co., for stationery furnished blank agency during first quarter 1867.....	12 82
May	17.	Paid F. E. Spinner, Treasurer of United States, for internal revenue tax withheld from sundry persons employed in preparing post route maps.....	7 92
May	23.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 138 of the act of May 17, 1864.....	40,000 00
May	29.	Paid Hiram Lorange, for services as clerk of the United States court for the western district of Texas, in two cases.....	41 50
June	7.	Paid George F. Nesbitt, for registered package envelopes furnished during second quarter 1867.....	10,403 00
June	7.	Paid George F. Nesbitt, for furnishing paper and printing same during second quarter 1867.....	129 10
June	26.	Paid Thomas A. Osborne, for services as marshal of the United States for the district of Kansas, in six cases.....	60 00
June	26.	Paid E. J. Bullock, for services as attorney of the United States for the district of Kentucky, in three cases.....	60 00

June	27.	Paid E. B. Olmstead, disbursing clerk of the Post Office Department, for material and incidental expenses incurred in the preparation of post route maps.....	\$4,116 19
June	29.	Paid Robert Leachman, for services as attorney of the United States for the southern district of Mississippi, in three cases.....	30 00
July	6.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 138 of the act of May 17, 1864.....	40,000 00
July	15.	Paid John Sproat, for jute twine furnished during second quarter 1867.....	4,680 00
July	22.	Paid Jessup & Moore, for hemp twine furnished May 6, 1867.....	742 50
July	23.	Paid D. H. Starbuck, for services as attorney of the United States for the district of North Carolina, in thirteen cases.....	260 00
July	27.	Paid Jessup & Moore, for hemp twine furnished May 17 and July 3, 1867.....	495 00
July	27.	Paid National Bank Note Company, for engraving plates, printing and binding warrants and drafts, as per orders.....	3,917 25
July	29.	Paid Caleb Cushing, for retainer, in the case of United States vs. Boyd and others in the court of chancery at Toronto, Canada West.....	500 00
Aug.	3.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 9 of the act of May 17, 1864.....	40,000 00
Aug.	5.	Paid Richard White, for services in separating, placing in sacks, and preparing for sale waste paper, under the provisions of an act approved May 24, 1858.....	1,180 00
Aug.	27.	Paid George F. Nesbitt, for envelopes ordered by the Post Office Department, and purchased in open market.....	9,457 00
Aug.	31.	Paid F. E. Spinner, Treasurer of the United States, for tax withheld from salaries of post route clerks to June 30, 1867.....	28 05
Sept.	4.	Paid Jessup & Moore, for hemp twine furnished September 3, 1867.....	125 00
Sept.	5.	Paid James Kelly, postmaster at New York, N. Y., to pay money orders, under the provisions of section 9 of the act of May 17, 1864.....	60,000 00
Sept.	14.	Paid National Bank Note Company, for printing warrants, furnishing paper, and binding same, September 12, 1867.....	282 50
Sept.	20.	Paid Jessup & Moore, for hemp twine furnished during third quarter 1867.....	250 00

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

1866.			
Oct.	1.	Paid E. W. Donn, for services in preparing post route maps during the month of September, 1866, at \$1,400 per annum.....	110 88
Oct.	1.	Paid R. M. Thomson, for similar services same period, at \$35 per month.....	35 00
Oct.	30.	Paid R. M. Thomson, for similar services during the month of October, 1866, at \$35 per month.....	35 00
Oct.	30.	Paid E. W. Donn, for similar services same period, at \$1,400 per annum.....	114 56
Nov.	10.	Paid Peter Melenda, for services as marshal of the United States for the district of Iowa, in five cases.....	139 13
Nov.	21.	Paid C. F. Thomas, for hemp twine furnished October 26, 1866.....	1,250 00
Nov.	23.	Paid Earl Bill, for services as marshal of the United States for the northern district of Ohio, in five cases.....	130 93
Nov.	23.	Paid F. W. Green, for services as clerk of the United States circuit court for the northern district of Ohio, in three cases.....	20 70
Nov.	27.	Paid R. M. Thomson, for services in preparing post route maps during the month of November, 1866, at \$600 per annum.....	50 00
Nov.	27.	Paid R. M. Thomson, for additional compensation for the month of October, 1866.....	15 00
Nov.	27.	Paid E. W. Donn, for services in preparing post route maps during the month of November, 1866, at \$1,400 per annum.....	110 88
Dec.	3.	Paid John W. Miller, for services as clerk of the United States district court for the district of Wisconsin, in nine cases.....	13 50
Dec.	23.	Paid Alfred Kilgore, for services as attorney of the United States for the district of Indiana, in one case.....	10 00
Dec.	23.	Paid F. W. Howard, for services in preparing post route maps from December 21 to 31, 1866, at \$1,400 per annum.....	40 65
Dec.	23.	Paid R. M. Thomson, for similar services during the month of December, 1866, at \$600 per annum.....	50 54

1867.

Jan.	10.	Paid R. M. Corwin, for services as attorney of the United States for the southern district of Ohio, in one case.....	\$10 00
Jan.	15.	Paid B. H. Bristow, for similar services for the district of Kentucky, in two cases.....	20 00
Jan.	21.	Paid A. J. Ballard, for services as clerk of the United States district court for the district of Kentucky, in four cases.....	16 35
Jan.	26.	Paid James W. Chew, for similar services for the district of Maryland, in three cases.....	19 95
Jan.	30.	Paid Charles Dickey, for services as marshal of the United States for the eastern district of Michigan, in four cases.....	54 57
Jan.	30.	Paid R. M. Thomson, for services in preparing post route maps during the month of January, 1867, at \$600 per annum.....	50 00
Jan.	30.	Paid F. W. Howard, for similar services same period, at \$1,400 per annum.....	117 12
Feb.	25.	Paid Fairbanks & Co., for letter balances furnished January 1, 1867..	1,287 50
Feb.	26.	Paid Younglove, Massey & Co., for mail-bag catchers, &c., for postal cars, furnished December 22, 1866, and January 7, 1867..	439 98
Feb.	28.	Paid F. W. Howard, for services in preparing post route maps during the month of February, 1867, at \$1,400 per annum.....	105 76
Feb.	28.	Paid R. M. Thomson, for similar services same period, at \$600 per annum.....	50 00
Mar.	2.	Paid H. L. Moss, for extra services as attorney of the United States for the district of Minnesota, in one case.....	200 00
April	10.	Paid John Sproat, for jute twine furnished in first quarter 1867....	3,900 00
April	10.	Paid Riggs & Co., for coin draft for \$551 50 to pay George Morphy for professional services in recovering postage stamps of the value of \$10,500, (United States vs. Boyd and Arthurs).....	750 04
April	24.	Paid John J. Sturgis, for amount taken from him under the second section of the act of March 1, 1847.....	1,950 83
May	1.	Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of April, 1867, at \$75.....	89 46
May	1.	Paid F. W. Howard, for similar service same period, including additional compensation, at \$1,400 per annum.....	135 65
May	4.	Paid L. V. B. Martin, for extra official services as attorney of the United States for the southern district of Alabama, in one case..	10 00
May	8.	Paid A. S. Mitchell, for services as clerk of the United States district court for the western district of Tennessee, in two cases....	55 40
May	23.	Paid Robert Leech, for services as commissioner in taking testimony in the case of United States vs. Boyd <i>et al.</i> .....	59 12
May	29.	Paid F. W. Howard, for services, including additional compensation, in preparing post route maps during the month of May, 1867, at \$1,400 per annum.....	140 19
May	29.	Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of May, 1867, at \$75.....	89 66
June	8.	Paid H. L. Moss, for services as attorney of the United States for the district of Minnesota, in one case.....	20 00
June	27.	Paid R. M. Thomson, for services, including additional compensation, in preparing post route maps for the month of June, 1867, at \$75.....	89 67
June	27.	Paid F. W. Howard, for services, including additional compensation, in preparing post route maps for the month of June, 1867, at \$1,400 per annum.....	135 65
July	16.	Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in twelve cases.....	78 30
July	16.	Paid W. A. Merriwether, for services as marshal of the United States for the district of Kentucky, in eleven cases.....	206 03
July	17.	Paid William Price, for services as attorney of the United States for the district of Maryland, in two cases.....	30 00
July	20.	Paid B. H. Bristow, for services as attorney of the United States for the district of Kentucky, in ten cases.....	75 00
July	23.	Paid John E. Rosette, for services as attorney of the United States for the southern district of Illinois, in three cases.....	30 00
July	27.	Paid R. M. Thomson, for services in preparing post route maps during the month of July, 1867, at \$1,400 per annum.....	75 82
July	27.	Paid F. W. Howard, for similar services, during same period, at \$1,400 per annum.....	116 25
July	31.	Paid H. L. Moss, for services as attorney of the United States for the district of Minnesota, in one case.....	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 1866 .....	\$64,304 00	
Fourth quarter 1866 .....	86,901 19	
First quarter 1867 .....	94,872 00	
Second quarter 1867 .....	108,664 27	
	<hr/>	\$354,741 46
Total miscellaneous payments .....		622,878 94

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

### 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 .....	13,498
The number of accounts of late postmasters prior to July 1, 1866 .....	30,487
The number of accounts of present postmasters .....	25,170
The number of quarterly accounts of postmasters adjusted, audited, and registered .....	90,567
The number of accounts of mail contractors audited and reported for payment .....	22,973
The number of accounts of postal clerks and route agents audited and reported for payment .....	8,000
The number of accounts of special agents audited and reported for payment ..	439
The number of accounts of special contractors and mail messengers audited and reported for payment .....	15,344
The number of miscellaneous accounts audited and reported for payment ....	182
The number of accounts of United States attorneys and marshals, and of clerks of the United States courts, adjusted and reported for payment ....	45
The number of accounts for advertising audited and reported for payment ....	101
The number of suits instituted .....	416
The number of judgments obtained in favor of the United States .....	65
The number of collection orders issued to mail contractors .....	66,352
The number of collection drafts issued .....	6,843
The number of department drafts countersigned and registered .....	18,131
The number of department warrants countersigned and registered .....	5,398
The number of certificates of deposits made by postmasters with other postmasters examined and registered .....	2,637
The number of letters received .....	156,602
The number of letters prepared, recorded, and mailed .....	108,239
The number of folio-post pages of correspondence recorded in the collection letter-book .....	4,751
The number of pages recorded in miscellaneous book .....	961
The number of pages recorded in suit-book .....	420
The number of pages recorded in report letter-book .....	187
The number of accounts on the ledgers .....	69,155
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed .....	23,000
The number of letter-carriers' accounts settled .....	3,716
The number of money order accounts settled .....	43,316
The number of letters written and mailed relating to money order affairs ....	684
Amount collected on drafts issued on late postmasters .....	\$291,828 25
Amount collected on orders issued in favor of mail contractors .....	1,857,716 47
Amount collected on drafts issued on mail contractors .....	48,285 96
Amount collected from special and mail messenger offices .....	339,397 19
Amount collected by suit .....	9,674 52
Amount of deposits made by postmasters with other postmasters .....	417,927 34

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

## No. 7.—Statement showing the transactions of the money order

	Number of offices.	Number of orders issued.	Balance from last quarter.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.
					Total fees received.	Premiums.		
Alabama.....	1	1,887	\$905 32	\$52,602 03	\$357 85	.		
Arkansas.....	1	890	1,248 80	23,835 12	159 40			
California.....	51	14,647	75,624 96	509,142 92	3,018 60		\$244,007 00	
Colorado.....	2	1,158	1,284 40	22,839 97	174 90			
Connecticut.....	24	13,428	3,562 75	234,018 57	1,916 05		76,987 25	
Delaware.....	7	2,309	439 31	39,183 22	320 00		200 00	
Dist. of Columbia.	1	7,573	1,891 66	175,768 61	1,245 75		25,759 00	
Florida.....	2	1,539	180 68	63,537 94	348 50			
Georgia.....	2	2,510	625 40	65,306 98	442 50			
Idaho Territory...	4	100		4,151 40	22 60			
Illinois.....	75	52,895	10,557 38	911,808 67	7,404 20		497,302 89	\$15 37
Indiana.....	55	31,755	5,381 08	518,982 44	4,372 30		154,381 96	32 96
Iowa.....	40	18,891	3,697 96	305,480 69	2,586 90	\$0 75	81,416 00	
Kansas.....	8	3,887	919 93	89,164 09	633 35		3,150 00	
Kentucky.....	7	5,144	953 82	99,240 29	771 70		900 00	
Louisiana.....	1	4,174	1,331 39	114,774 44	755 25			
Maine.....	20	6,483	1,874 42	162,848 82	1,124 25		70,157 30	
Maryland.....	14	8,291	2,982 76	168,385 11	1,283 35		84,670 62	
Massachusetts.....	39	22,469	5,247 64	468,457 92	3,425 65		478,574 36	2 20
Michigan.....	31	18,547	3,737 45	344,867 75	2,709 20		166,414 86	
Minnesota.....	17	7,811	2,040 87	133,306 93	1,109 55		66,359 57	9 21
Mississippi.....	2	1,596	1,960 25	40,173 65	274 90			
Missouri.....	20	14,534	6,853 87	297,320 79	2,234 50		365,969 88	
Montana Territory	2	117		4,369 15	25 80			
Nebraska.....	2	1,857	558 18	39,899 77	295 55			
Nevada.....	4	2,869	483 26	111,571 61	628 45			
New Hampshire....	17	5,074	1,590 51	109,702 63	806 25		14,600 00	83
New Jersey.....	27	8,814	1,877 33	180,650 32	1,360 97		14,525 00	27 37
New York.....	94	64,017	37,891 36	1,153,332 69	9,188 70		2,205,340 94	458 58
North Carolina....	2	981	323 02	20,792 02	153 90			
Ohio.....	90	53,998	10,725 16	911,771 02	7,563 75		515,598 59	7 69
Oregon.....	14	818	347 64	24,839 58	155 30			
Pennsylvania.....	72	42,355	8,913 89	796,340 48	6,238 30		576,382 22	
Rhode Island.....	7	4,552	837 34	89,362 26	680 45		32,072 00	
South Carolina....	2	1,753	896 94	46,847 51	311 00		3,633 00	
Tennessee.....	4	7,191	2,007 11	164,664 97	1,160 85		9,936 00	
Utah Territory....	1	746	493 55	17,198 08	120 00			
Vermont.....	19	6,460	1,497 60	110,164 89	915 90		3,400 00	7 92
Virginia.....	5	4,297	718 31	89,826 65	665 45		14,562 00	
Washington Ter'y.	4	78		3,405 23	18 00			
West Virginia.....	5	2,274	655 58	39,975 23	325 35			4 55
Wisconsin.....	38	23,727	8,193 62	469,415 28	3,583 35	25	267,669 26	
Total.....	833	474,496	211,312 50	9,229,327 72	70,888 57	1 00	5,973,969 70	566 68

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT,

October 31, 1867.

office of the United States for the fiscal year ending June 30, 1867.

Transferred from postage fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to postage fund.	Deposited.	Expenses.	Commissions and clerk hire.	Balance due U. S.	Miscellaneous items.
.....	397	\$11,388 13	\$543 78	.....	\$40,457 00	\$23 55	.....	\$1,452 74	.....
.....	159	5,266 48	312 50	.....	18,880 00	.....	\$59 71	724 63	.....
\$2,680 07	3,466	138,342 64	6,045 07	\$514,698 22	124,638 00	73 92	2,575 18	48,100 52	.....
.....	229	7,844 79	440 75	.....	14,461 00	38 75	.....	1,513 98	.....
13,457 00	9,310	209,657 09	1,993 98	1,500 00	111,058 00	.....	883 52	4,849 03	.....
875 00	1,012	21,961 22	534 07	.....	17,314 00	1 50	134 09	1,072 65	.....
1,000 00	7,852	154,913 18	1,132 22	1,000 00	44,519 00	121 21	1,305 91	2,673 50	.....
.....	45	1,644 34	155 10	.....	56,159 00	750 00	118 23	5,240 45	.....
800 00	673	21,422 48	498 27	.....	42,900 00	.....	.....	2,354 13	.....
100 00	1	50 00	250 00	.....	1,790 00	.....	7 59	2,176 41	.....
32,567 00	51,581	913,859 70	9,128 44	600 00	510,543 77	255 98	3,206 32	22,020 01	\$41 29
6,423 81	14,813	279,823 48	4,391 28	164 81	388,909 92	475 21	2,017 76	13,792 09	.....
16,149 00	9,507	197,352 48	3,149 53	450 00	197,920 26	317 55	1,057 16	9,084 32	.....
2,954 00	2,025	55,114 19	1,046 02	403 00	35,786 65	28 75	210 26	4,232 50	.....
6,475 00	2,871	65,436 93	994 90	.....	40,064 00	25	146 78	1,697 95	.....
.....	2,078	60,429 57	795 45	.....	40,577 00	13 59	300 00	14,745 47	.....
19,873 00	6,031	173,644 03	1,205 70	100 00	74,644 30	141 50	385 89	5,756 32	.....
17,155 00	9,453	191,830 48	1,346 09	6,000 00	69,685 62	.....	293 06	5,321 59	.....
63,526 16	49,700	888,613 90	4,510 46	.....	113,644 00	319 60	3,191 58	8,947 82	6 57
13,533 00	12,858	288,627 44	4,361 16	.....	224,517 05	50 18	988 07	12,717 38	98
4,303 37	4,322	101,784 30	1,042 53	.....	101,145 37	7 00	400 21	2,750 09	.....
.....	347	9,409 30	470 78	.....	29,331 00	814 00	59 56	2,324 16	.....
6,369 83	12,746	278,767 24	3,939 10	1,000 00	380,684 46	190 50	1,510 72	12,656 85	.....
.....	3	132 00	.....	.....	1,360 00	.....	8 75	2,894 20	.....
453 00	588	14,511 65	544 25	.....	25,022 00	.....	116 63	1,011 97	.....
200 00	278	11,281 23	798 23	.....	96,308 00	175 22	223 58	4,097 06	.....
18,610 00	4,100	107,085 58	750 24	.....	34,379 11	3 52	402 39	2,689 38	.....
21,802 51	7,658	170,099 32	2,452 21	400 00	41,547 47	5 25	664 38	5,074 87	.....
130,803 01	123,355	2,148,595 45	12,572 00	20,400 00	1,292,072 70	500 65	7,914 69	54,959 79	.....
.....	305	8,564 85	107 00	.....	12,244 00	1 27	62 00	289 82	.....
32,379 16	48,931	902,909 97	8,856 94	212 00	543,589 73	186 00	3,444 29	18,840 07	6 37
1,790 00	218	9,025 26	60 00	.....	12,829 00	.....	63 08	5,155 18	.....
20,521 53	47,460	897,551 32	8,694 16	50 00	475,417 94	114 80	4,181 09	22,384 07	3 04
2,335 00	3,114	74,577 21	989 47	183 00	47,639 00	1 47	543 85	1,353 05	.....
.....	771	20,078 00	339 00	.....	29,309 00	13 50	28 07	1,920 88	.....
.....	1,711	40,615 92	1,914 70	1,131 00	131,908 00	33 00	832 38	1,333 93	.....
.....	103	3,379 15	68 10	.....	12,790 00	.....	44 22	1,530 16	.....
8,450 00	3,403	77,597 98	683 10	.....	41,703 20	50	402 03	4,049 50	.....
2,110 00	2,421	53,164 86	393 09	.....	52,414 00	43 00	151 59	1,715 87	.....
.....	2	67 00	.....	.....	1,105 00	.....	6 08	2,245 15	.....
1,160 00	1,053	23,123 93	404 50	.....	17,529 00	10 00	137 32	915 96	.....
10,056 53	14,977	338,330 59	5,451 85	588 53	400,485 42	34 43	1,805 29	12,222 18	.....
458,911 98	461,867	8,977,874 71	93,366 02	548,880 56	5,959,281 97	4,745 65	39,883 31	330,887 68	58 25

H. J. ANDERSON, Auditor.

No. 8.—*Statement showing the revenue accruing to the money order department for the fiscal year ending June 30, 1867.*

Total amount received for fees on money orders issued.....	\$70,888 57	
Amount received for premium on drafts.....	1 00	
Commissions allowed postmasters.....		\$19,835 03
Clerk hire.....		20,048 28
Lost remittances.....		3,562 00
Incidental expenses.....		1,183 65
Net revenue accrued.....		26,260 61
	70,889 57	70,889 57

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 9.—*Statement showing the receipts and disbursements of the money order department for the fiscal year ending June 30, 1867.*

RECEIPTS.		
Balance in hands of postmasters June 30, 1866.....	\$211,312 50	
Amount received for money orders issued .....	9,229,327 72	
Amount received for fees.....	70,888 57	
Amount received for premium on drafts .....	1 00	
Amount received on deposit and from drafts .....	5,973,969 70	
Amount due postmasters.....	566 68	
Amount transferred from postage fund .....	458,911 98	
DISBURSEMENTS.		
Amount of money orders paid.....		\$8,977,874 71
Amount of money orders repaid.....		93,366 02
Amount transferred to postage fund.....		548,880 56
Amount deposited at first-class offices.....		5,949,281 97
Amount allowed for incidental expenses.....		1,183 65
Amount allowed for lost remittances .....		3,562 00
Amount allowed for clerk hire .....		20,048 28
Amount allowed for commissions.....		19,835 03
Miscellaneous items.....		330,887 68
	15,944,978 15	15,944,978 15

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 10.—*Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$37,121 85	\$49,519 45	\$51,759 06	\$83,689 81	\$222,090 17
Miscellaneous line....	19,366 16	56,100 36	26,460 32	66,059 09	167,985 93
Canadian line.....	5,878 70	25,837 19	12,745 72	35,266 37	79,727 98
German Lloyd .....	2,998 52	7,521 34	3,198 24	11,019 92	24,738 02
Hamburg line.....	2,134 03	5,663 05	3,017 60	8,053 12	18,867 80
N. Y. and Havre line..	1,876 39	5,532 27	3,586 88	7,351 20	18,346 74
Baltimore and Liver- pool S. S. Co .....	301 33	2,335 02	252 08	4,100 00	6,988 43
North American Lloyd.	235 38	957 70	101 28	1,207 20	2,501 56
Total . . . . .	69,912 36	153,466 38	101,121 18	216,746 71	541,246 63
Amount received .....	223,378 74	.....	317,867 89	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$712 30	\$166,941 80	\$52,657 15	\$51,235 92	\$271,547 17
Miscellaneous line. . .	641 44	78,614 23	33,294 99	23,670 74	136,221 40
Canadian line.....	.....	23,069 48	4,960 01	3,201 96	31,231 45
German Lloyd .....	376 71	39,406 18	11,190 54	15,491 44	66,464 87
Hamburg line . . . . .	143 15	15,424 86	4,365 22	5,481 84	25,415 07
N. Y. and Havre line..	71 56	14,416 76	4,908 52	5,048 04	24,444 88
Baltimore and Liver- pool S. S. Co.....	.....	72 00	138 96	38 88	249 84
North American Lloyd.	13 04	2,653 19	114 36	667 68	3,448 27
Total . . . . .	1,958 20	340,598 50	111,629 75	104,836 50	559,022 95
Amount sent.....	454,186 45	.....	.....	104,836 50	.....

Amount collected in the United States..... \$677,565 19  
Amount collected in the United Kingdom ..... 422,704 39

Total..... 1,100,269 58

Excess collected in the United States..... \$254,860 80  
Increase of postage over last fiscal year..... 25,537 44

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 11.—*Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$12,982 13	\$60,289 53	\$6,177 65	\$10,119 56	\$89,568 87
Misceilaneous line....	4,223 54	23,146 41	1,664 04	3,668 77	32,702 76
Canadian line.....	71 51	468 29	28 84	53 67	622 31
German Lloyd .....	2,568 17	17,539 70	524 72	3,132 32	23,764 91
Hamburg line.....	1,803 32	10,002 95	674 80	1,702 17	14,183 24
N. Y. and Havre line..	1,466 84	7,178 11	690 76	1,150 32	10,486 03
North American Lloyd.	36 64	468 91	.....	78 89	584 44
Total .....	23,152 15	119,093 90	9,760 81	19,905 70	171,912 56
Amount received.....	142,246 05	.....	29,666 51	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	.....	\$39,578 29	\$9,145 97	\$28,008 64	\$76,732 90
Miscellaneous line.....	.....	10,677 26	2,053 47	3,980 36	16,711 09
Canadian line.....	.....	92 56	.....	5 10	97 66
German Lloyd .....	.....	13,165 06	2,015 96	3,202 30	18,383 32
Hamburg line.....	.....	6,553 36	671 99	1,331 70	8,557 05
N. Y. and Havre line..	.....	5,957 36	1,019 16	1,736 10	8,712 62
North American Lloyd.	.....	985 26	.....	121 80	1,107 06
Total .....	.....	77,009 15	14,906 55	38,386 00	130,301 70
Amount sent .....	91,915 70	.....	.....	38,386 00	.....

Amount collected in the United States .....	\$234,161 75
Amount collected in Prussia .....	68,052 51
Total.....	302,214 26
Excess collected in the United States.....	\$166,109 24
Increase of postage over last fiscal year.....	8,016 69

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 12.—*Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$9,666 30	\$8,945 05	\$20,404 75	\$8,544 35	\$47,560 45
Miscellaneous line....	3,585 49	6,085 71	7,681 61	5,528 63	22,881 44
Canadian line.....	2,007 82	4,353 41	4,378 55	4,573 53	15,313 31
German Lloyd .....	2,432 63	4,194 77	7,603 58	1,978 48	16,209 46
Hamburg line.....	2,105 42	3,088 23	4,811 60	2,294 55	12,299 80
French lines .....	4,246 31	5,689 21	9,506 16	5,387 47	24,829 15
N. Y. and Havre line..	1,348 81	1,915 85	2,514 27	1,980 22	7,759 15
North American Lloyd.	127 38	225 48	23 01	586 16	962 00
Baltimore and Liver- pool S. S. Co.....	6 03	118 85	12 90	186 45	324 23
Continental S. S. Co..	30	.....	90	.....	1 20
Total.....	25,526 49	34,616 56	56,937 33	31,059 81	148,140 19
Amount received .....	60,143 05	.....	87,997 14	.....	.....

  

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$12,867 79	\$18,430 80	\$16,648 48	\$22,647 81	\$70,594 88
Miscellaneous line....	286 23	1,800 75	1,806 06	1,787 98	5,681 02
Canadian line.....	365 57	1,317 41	782 49	1,093 90	3,559 37
German Lloyd .....	608 13	5,829 45	2,153 67	5,903 35	14,494 60
Hamburg line.....	48 81	2,930 88	2,106 24	2,533 17	7,619 10
French lines .....	7,171 44	6,397 24	6,651 21	10,525 49	30,745 38
N. Y. and Havre line..	1,020 21	7,752 80	3,391 16	5,777 09	17,941 26
North American Lloyd.	3 21	142 29	23 52	68 19	237 21
Baltimore and Liver- pool S. S. Co.....	30	.....	.....	.....	30
Continental S. S. Co..	.....	749 55	67 26	292 33	1,109 14
Total .....	22,371 69	45,351 17	33,630 09	50,629 31	151,982 26
Amount sent.....	101,352 95	.....	.....	50,629 31	.....

  

Amount collected in the United States.....	\$161,496 00
Amount collected in France .....	138,626 45
Total .....	300,122 45
Excess collected in the United States .....	\$22,869 55
Increase of postage over last fiscal year.....	42,723 50

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 13.—*Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$812 14	\$596 70	\$1,638 36	\$476 28	\$3,523 48
Miscellaneous line....	466 83	396 09	780 30	375 84	2,019 06
Canadian line.....	158 34	299 08	823 39	65 88	1,346 69
German Lloyd .....	145 80	153 90	369 63	77 76	747 09
Hamburg line.....	173 23	127 17	257 58	168 21	726 19
N. Y. and Havre line..	149 31	136 08	219 51	186 03	690 93
Continental S. S. Co..	20 13	4 93	23 55	10 99	59 60
Belgian line.....	8 40	6 75	28 05	.....	43 20
North American Lloyd.	7 29	5 67	.....	14 58	27 54
Total . . . . .	1,941 47	1,726 37	4,140 37	1,375 57	9,183 78
Amount received .....	3,667 84	.....	5,515 94	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$735 48	\$551 61	\$650 16	\$1,858 14	\$3,795 39
Miscellaneous line....	157 95	188 73	202 77	474 93	1,024 38
Canadian line.....	14 04	19 44	2 41	18 09	53 98
German Lloyd .....	191 43	224 91	237 60	632 61	1,286 55
Hamburg line.....	61 56	186 57	79 92	269 73	597 78
N. Y. and Havre line..	27	258 39	187 92	369 36	815 94
Continental S. S. Co..	.....	8 10	3 90	3 45	15 45
Belgian line.....	8 25	.....	.....	10 80	19 05
North American Lloyd.	.....	39 69	.....	27 81	67 50
Total . . . . .	1,168 98	1,477 44	1,364 68	3,664 92	7,676 02
Amount sent.....	4,011 10	.....	.....	3,664 92	.....

Amount collected in Belgium .....	\$9,180 86
Amount collected in the United States .....	7,678 94

Total.....	16,859 80
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Excess collected in Belgium .....	\$1,501 92
Increase of postage over last fiscal year.....	1,648 49

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 14.—*Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd .....	\$5,466 91	\$21,432 07	\$4,074 90	\$19,047 49	\$50,021 37
North American Lloyd	301 93	1,443 51	264 80	1,072 17	3,082 41
Total.....	5,768 84	22,875 58	4,339 70	20,119 66	53,103 78
Amount received .....	28,644 42	.....	24,459 36	.....	.....

  

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd .....	\$131 30	\$64,086 43	\$14,266 41	\$13,099 97	\$91,584 11
North American Lloyd.	2 15	8,300 33	299 39	1,058 26	9,660 13
Total.....	133 45	72,386 76	14,565 80	14,158 23	101,244 24
Amount sent.....	87,086 01	.....	.....	14,158 23	.....

Amount collected in the United States ..... \$115,730 43  
Amount collected in Bremen..... 38,617 59

Total..... 154,348 02

Excess collected in the United States..... \$77,112 84  
Increase of postage over last fiscal year..... 44,223 83

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No. 15.—*Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1867.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line.....	\$4,340 35	\$14,027 24	\$3,076 80	\$12,798 91	\$34,243 30
Amount received .....	18,367 59	.....	15,875 71	.....	.....

  

Sent	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line.....	\$55 52	\$43,410 22	\$8,715 70	\$9,366 70	\$61,548 14
Amount sent.....	52,181 44	.....	.....	9,366 70	.....

Amount collected in the United States.....	\$70,549 03
Amount collected in Hamburg.....	25,242 41
Total.....	95,791 44
Excess collected in the United States.....	\$45,306 62
Increase of postage over last fiscal year.....	6,654 68

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FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No.16.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line .....	958,891	1,131,541	793,304	756,432
Miscellaneous line.....	711,868	585,367	328,897	351,139
Canadian line.....	333,008	126,807	96,908	55,248
German Lloyd .....	103,832	279,778	91,334	244,489
Hamburg line.....	79,877	107,275	58,942	110,350
New York and Havre line.....	77,503	102,596	68,906	114,294
Baltimore and Liverpool Steamship Company .....	29,092	1,041	77	42
North American Lloyd.....	10,522	14,166	10,431	17,984
Total.....	2,304,593	2,348,571	1,448,799	1,649,978
Increase over last fiscal year.....	51,902	78,206	386,093	118,485

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No. 17.—*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, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line .....	294,445	259,468	24,826	37,175
Miscellaneous line .....	107,789	59,616	8,563	14,984
Canadian line .....	2,054	303	132	.....
German Lloyd.....	77,495	66,905	5,434	22,066
Hamburg line .....	46,345	30,705	3,798	8,155
New York and Havre line.....	34,516	31,122	4,045	8,486
North American Lloyd.....	1,971	4,021	75	816
Total.....	564,615	452,140	46,873	91,682
Increase over last fiscal year.....	80,845	.....	13,076	.....
Decrease from last fiscal year.....	.....	19,736	.....	31,260

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No. 18.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line .....	292, 535	443, 747	34, 510	195, 175
Miscellaneous line .....	138, 369	36, 339	16, 305	16, 685
Canadian line .....	92, 375	20, 925	19, 873	4, 620
German Lloyd .....	98, 760	91, 577	19, 514	35, 959
Hamburg line .....	74, 998	48, 448	10, 818	19, 550
French lines .....	154, 704	187, 808	26, 196	76, 655
New York and Havre line .....	47, 930	113, 287	5, 257	52, 141
North American Lloyd .....	6, 113	1, 479	564	1, 004
Baltimore and Liverpool S. S. Co .....	2, 025	2	.....	.....
Continental Steamship Co .....	8	7, 014	.....	1, 848
Total .....	907, 817	950, 626	133, 037	403, 637
Increase over last fiscal year .....	152, 406	120, 795	9, 869	92, 269

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No. 19.—*Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line .....	13, 062	13, 381	11, 619	2, 736
Miscellaneous line .....	7, 429	3, 794	3, 713	748
Canadian line .....	5, 320	193	5, 439	186
German Lloyd .....	2, 766	4, 767	2, 902	1, 247
Hamburg line .....	2, 697	2, 133	1, 257	556
Belgian line .....	288	127	130	148
New York and Havre line .....	2, 558	2, 997	1, 715	781
Continental Steamship Co .....	304	103	75	10
North American Lloyd .....	102	250	163	75
Total .....	34, 526	27, 745	27, 013	6, 487
Increase over last fiscal year .....	3, 931	2, 677	11, 081	.....
Decrease from last fiscal year .....	.....	.....	.....	636

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No. 20.—*Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1867.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd.....	419, 134	630, 471	66, 390	282, 990
North American Lloyd .....	25, 436	65, 669	2, 456	30, 452
Total.....	444, 570	696, 140	68, 846	313, 442
Increase over last fiscal year .....	188, 754	173, 146	48, 070	.....
Decrease from last fiscal year .....	.....	.....	.....	38, 853

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No. 21.—*Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1867.*

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line .....	283, 240	427, 528	41, 597	187, 091
Increase over last fiscal year .....	2, 339	41, 999	20, 340	.....
Decrease from last fiscal year .....	.....	.....	.....	38, 187

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No. 22.—*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, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
West India line:			
Received .....	312, 658	59, 083	\$41, 695 41
Sent .....	247, 768	120, 699	27, 862 19
Total .....	560, 426	179, 782	69, 557 60
Add newspaper postage at two cents each ..	.....	.....	3, 595 64
Total postages .....	.....	.....	73, 153 24
Decrease as compared with last fiscal year..	33, 011	21, 414	5, 460 77

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No. 23.—*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, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Pacific Mail Steamship Company :			
Received .....	90,217	32,253	\$12,982 68
Sent .....	87,154	108,884	17,785 68
Total .....	177,371	141,137	30,768 36
Add newspaper postage at two cents each ..			2,822 74
Total postages .....			33,591 10
Increase over last fiscal year .....	36,868	35,122	6,213 30

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 24.—*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, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
American and Mexican Mail Steamship Co. :			
Received .....	8,618	1,769	\$981 51
Sent .....	14,258	22,938	1,447 50
Total .....	22,876	24,647	2,429 01
Add newspaper postage at two cents each ..			492, 94
Total postages .....			2,921 95

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 25.—*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, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
The United States and Brazil Steamship Co. :			
Received .....	31,880	11,919	\$3,277 33
Sent .....	55,629	44,544	5,795 82
Total .....	87,509	56,463	9,073 20
Add newspaper postage at two cents each ..			1,129 26
Total postages .....			10,202 46

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 26.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Nicaragua during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Central American Transit Co. :			
Received .....	1,980	471	\$193 66
Sent .....	684	683	68 40
Total .....	2,664	1,154	262 06
Add newspaper postage at two cents each ..	.....	.....	23 08
Total postages .....	.....	.....	285 14

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 27.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Venezuela during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Venezuela line :			
Received .....	1,119	110	\$72 14
Sent .....	1,685	567	175 94
Total .....	2,804	677	248 08
Add newspaper postage at two cents each ..	.....	.....	13 54
Total postages .....	.....	.....	261 62

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No 28.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to China during the fiscal year ended June 30, 1867.*

Name of line.	Letters.	Newspapers.	Postage on letters.
Pacific Mail Steamship Company :			
Received .....	.....	.....	.....
Sent .....	2,473	5,967	\$247 30
Total .....	2,473	5,967	247 30
Add newspaper postage at two cents each ..	.....	.....	119 34
Total postages .....	.....	.....	366 64

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 29.—*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, 1867.*

Name of line.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Nova Scotia line:				
Received .....	\$223 60	\$266 25		
Sent .....			\$1, 331 60	\$729 49

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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 30.—*Number of letters and newspapers exchanged between the United States and foreign countries during the fiscal year ended June 30, 1867.*

Countries.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Great Britain.....	2, 304, 593	2, 348, 571	1, 448, 799	1, 649, 978
Prussia .....	564, 615	452, 140	46, 873	91, 682
France .....	907, 817	950, 626	133, 037	403, 637
Belgium .....	34, 526	27, 745	27, 013	6, 487
Bremen.....	441, 570	696, 140	68, 846	313, 442
Hamburg .....	283, 240	427, 528	41, 597	187, 091
West Indies.....	312, 658	247, 768	59, 083	120, 699
Panama .....	90, 217	87, 154	32, 253	108, 884
Nicaragua .....	1, 980	684	471	683
Mexico .....	8, 618	14, 258	1, 709	22, 938
Brazil .....	31, 880	55, 629	11, 919	44, 544
Venezuela.....	1, 119	1, 685	110	567
China .....		2, 473		5, 967
Total.....	4, 985, 833	5, 312, 401	1, 871, 710	2, 956, 599
Increase over last fiscal year.....	442, 203	425, 485	489, 986	152, 157

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 31.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1867.*

Amount on unpaid received.....	\$39, 136 03	
Amount on paid received.....	121, 390 91	
		\$160, 526 94
Amount on unpaid sent.....	30, 064 84	
Amount on paid sent.....	157, 712 10	
		187, 776 94
Total.....		348, 303 88

Amount collected in the United States .....	\$196,848 13
Amount collected in the British provinces .....	151,455 75
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Excess collected in the United States.....	45,392 38
Increase of postage over last fiscal year.....	19,962 55
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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 32.—*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, 1866.....	\$1,486 63
France to the United States, year ended December 31, 1866.....	266 00
Prussia to the United States, fiscal year ended June 30, 1867.....	301 76
Bremen to the United States, fiscal year ended June 30, 1867.....	50 35
Hamburg to the United States, fiscal year ended June 30, 1867.....	22 60
Belgium to the United States, fiscal year ended June 30, 1867.....	18 90
United States to the United Kingdom, year ended December 31, 1866.....	6,207 52
United States to France, year ended December 31, 1866.....	1,318 30
United States to Prussia, fiscal year ended June 30, 1867.....	1,510 48
United States to Bremen, fiscal year ended June 30, 1867.....	587 83
United States to Hamburg, fiscal year ended June 30, 1867.....	514 65
United States to Belgium, fiscal year ended June 30, 1867 .....	17 07
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Total.....	12,302 09
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OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 33.—*Balances due the United States on the adjustment of the accounts between the United States and Belgium during the fiscal year ended June 30, 1867.*

Third quarter of 1866 .....	\$1,213 91
Fourth quarter of 1866.....	1,261 87
First quarter of 1867.....	1,144 09
Second quarter of 1867.....	1,118 51
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Total.....	4,738 38
<hr/>	

*Balances due on the adjustment of the accounts between the United States and Prussia during the fiscal year ended June 30, 1867.*

	United States.	Prussia.
Third quarter of 1866.....	\$376 99	.....
Fourth quarter of 1866.....	548 59	.....
First quarter of 1867.....	.....	\$511 74
Second quarter of 1867.....	.....	906 98
	<hr/>	<hr/>
Total .....	925 58	1,418 72
	<hr/>	<hr/>

*Balances due Bremen on the adjustment of the accounts between the United States and Bremen during the fiscal year ended June 30, 1867.*

Third quarter of 1866 .....	\$15,337 89½
Fourth quarter of 1866.....	23,400 30½
First quarter of 1867.....	20,812 44½
Second quarter of 1867.....	23,100 34½
<hr/>	
Total.....	82,650 99
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*Balances due Hamburg on the adjustment of the accounts between the United States and Hamburg during the fiscal year ended June 30, 1867.*

Third quarter of 1866 .....	\$13,159 00
Fourth quarter of 1866 .....	9,204 53½
First quarter of 1867 .....	17,003 37½
Second quarter of 1867 .....	13,654 53½
Total .....	<u>53,021 44½</u>

*Balances due the United Kingdom on the adjustment of the accounts between the United States and the United Kingdom during the year ended December 31, 1866.*

First quarter of 1866 .....	\$43,657 87¼
Second quarter of 1866 .....	39,812 65
Third quarter of 1866 .....	45,340 69¼
Fourth quarter of 1866 .....	45,376 17½
Total .....	<u>174,187 39¼</u>

*Balances due France on the adjustment of the accounts between the United States and France during the year ended December 31, 1866.*

First quarter of 1866 .....	\$10,691 16
Second quarter of 1866 .....	13,120 74
Third quarter of 1866 .....	14,288 55
Fourth quarter of 1866 .....	13,508 74
Total .....	<u>51,609 19</u>

H. J. ANDERSON, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*

No. 34.—*Prussian closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	Unpaid.	Paid.	News- papers.	Amount paid Great Brit'n.
MAILS RECEIVED.	1866.	Ounces.	Ounces.	Number.	
British packets.....	1st quarter .....	20,735	6,725½	3,939	\$16,630 71¼
	2d quarter.....	18,012½	7,768	4,146	15,549 52¼
	3d quarter .....	18,002½	5,826	5,239	14,468 00¼
	4th quarter.....	18,558	6,140	7,316	15,028 59
	Total.....	75,308	26,459½	20,640	61,676 83¼
American packets.....	1st quarter .....	18,688½	5,433	4,719	5,008 85¼
	2d quarter.....	16,583	5,807	4,709	4,617 68
	3d quarter.....	16,006½	4,684	6,930	4,352 85¼
	4th quarter.....	16,687½	5,112	5,860	4,548 49¼
	Total.....	67,965½	21,036	22,218	18,527 88¼
MAILS SENT.					
British packets.....	1st quarter .....	9,268	17,288½	12,314	14,651 84¼
	2d quarter.....	8,261½	14,483	11,945	12,592 83¼
	3d quarter.....	7,768½	14,906½	10,912	12,511 04
	4th quarter.....	8,022½	16,518½	9,729	13,479 73
	Total.....	33,320½	63,196½	44,900	53,235 45
American packets .....	1st quarter .....	2,993	16,143½	17,043	2,882 57¼
	2d quarter.....	2,828	12,506½	16,695	2,392 11¼
	3d quarter.....	2,991½	13,982	14,482	2,560 90¼
	4th quarter.....	3,157	12,958½	13,588	2,444 04¼
	Total.....	11,969½	55,590½	61,808	10,279 63¼

	Ounces.	Newspapers.
Total received.....	190,769	42,858
Total sent.....	164,077	106,708
Grand total.....	354,846	149,566

Total amount paid Great Britain, \$143,719 80¼.

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 35.—*Belgian closed mail account for the year ended December 31, 1866.*

Cunard line.	RECEIVED.		SENT.		Amount paid Great Britain.
	Ounces of letters.	No. of news- papers.	Ounces of letters.	No. of news- papers.	
1st quarter.....	1,031¾	2,221	1,117½	630	\$916 72
2d quarter .....	1,026¼	2,035	1,191½	616	940 12
3d quarter .....	1,011	2,289	1,116½	556	907 90
4th quarter .....	1,037½	2,027	1,268½	626	975 46
Total.....	4,106½	8,572	4,694	2,428	3,740 20

	Ounces.	Newspapers.
Total received and sent .....	8,800 $\frac{1}{2}$	11,000

Total amount paid Great Britain, \$3,740 20.

H. J. ANDERSON, *Auditor.*

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No. 36.—*Havana closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		Amount rec'd by United States.
		Ounces.	News- papers.	
British packets .....	1st quarter.....	2,147 $\frac{1}{2}$	3,997	\$616 81 $\frac{1}{2}$
	2d quarter.....	2,047 $\frac{1}{2}$	3,932	590 51 $\frac{1}{2}$
	3d quarter.....	1,907 $\frac{3}{4}$	3,884	554 61 $\frac{3}{4}$
	4th quarter.....	1,712 $\frac{3}{4}$	3,765	503 88 $\frac{3}{4}$
	Total.....	7,815 $\frac{1}{2}$	15,598	2,265 83 $\frac{1}{2}$
American packets.....	1st quarter.....	726	1,310	498 10
	2d quarter.....	730 $\frac{1}{4}$	1,182	498 30 $\frac{1}{4}$
	3d quarter.....	653 $\frac{1}{4}$	1,190	448 41 $\frac{1}{4}$
	4th quarter.....	634 $\frac{3}{4}$	1,141	435 40 $\frac{3}{4}$
	Total.....	2,744 $\frac{1}{4}$	4,823	1,880 22 $\frac{1}{4}$

	Ounces.	Newspapers.
Total received.....	10,559 $\frac{3}{4}$	20,421

Total amount received by the United States, \$4,146 05 $\frac{3}{4}$ .

H. J. ANDERSON, *Auditor.*

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No. 37.—*Canadian closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		SENT.		Amount received by the United States.
		Ounces of letters.	No. of news- papers.	Ounces of letters.	No. of news- papers.	
British packets....	1st quarter.....	12,191 $\frac{1}{4}$	68,634	6,431 $\frac{1}{4}$	17,159	\$4,043 67 $\frac{1}{4}$
	2d quarter.....	13,301 $\frac{1}{4}$	71,641	7,820 $\frac{3}{4}$	25,908	4,591 23
	3d quarter.....	12,692 $\frac{3}{4}$	69,271	9,284 $\frac{3}{4}$	17,494	4,482 48 $\frac{3}{4}$
	4th quarter.....	11,543	70,018	7,216 $\frac{1}{4}$	16,037	4,066 00 $\frac{5}{8}$
	Total.....	49,728 $\frac{1}{4}$	279,564	30,753	76,598	17,183 39 $\frac{5}{8}$
American packets.	1st quarter.....	195 $\frac{3}{4}$	150	190	154	208 59 $\frac{3}{4}$
	2d quarter.....	143	31	128 $\frac{1}{4}$	103	145 08 $\frac{1}{4}$
	3d quarter.....	134 $\frac{1}{4}$	92	3 $\frac{1}{4}$	.....	74 02 $\frac{1}{4}$
	4th quarter.....	163 $\frac{1}{4}$	10	30	20	102 05 $\frac{5}{8}$
	Total.....	636 $\frac{1}{4}$	283	351 $\frac{1}{2}$	277	529 76 $\frac{7}{8}$

	Ounces.	Newspapers.
Total received.....	50, 364½	279, 847
Total sent .....	31, 104½	76, 875
Grand total.....	81, 469	356, 722

Total amount received by the United States, \$17,713 16½.  
H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 38.—*Honolulu and Vancouver's island closed mail account for the year ended December 31, 1866.*

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, 100¼	34, 012	7, 000	373	.....	.....	.....	\$2, 325 26¼
American steamers..	2, 048¾	28, 099	3, 735	509	8, 079½	11, 151	64	6, 048 35
Total.....	8, 149¼	62, 111	10, 735	882	8, 079½	11, 151	64	8, 373 61¼

	Ounces.	Newspapers.
Total received and sent.....	26, 963¾	74, 144

Total amount received by the United States, \$8,373 61¼.  
H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT, October 31, 1867.

No. 39.—*Mexican closed mail account for the year ended December 31, 1866.*

Steamers.	Quarters.	RECEIVED.		Amount received by the United States.
		Ounces of letters.	No. of news-papers.	
British packets .....	1st quarter.....	26¼	9	\$6 74¼
	2d quarter.....	116	64	30 28
	3d quarter.....	117¼	13	29 57¼
	4th quarter.....	60	20	15 40
	Total.....	319½	106	81 99½
American packets.....	1st quarter.....	37¼	8	24 37¼
	2d quarter.....	71¼	12	46 55¼
	3d quarter.....	152¼	76	100 48¼
	4th quarter.....	51¼	20	33 71¼
	Total.....	312	116	205 12

	Ounces.	Newspapers.
Total received.....	631½	222
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Total amount received by the United States, \$287 11½.		

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OFFICE OF THE AUDITOR OF THE TREASURY  
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No. 40.—*Amounts reported as due the steamers of the Miscellaneous line, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$61,280 13
Fourth quarter of 1866.....	64,287 68
First quarter of 1867.....	64,631 60
Second quarter of 1867.....	51,182 52
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Total amount paid.....	241,381 93
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*Amounts reported as due the steamers of the German Lloyd, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$20,489 08
Fourth quarter of 1866.....	14,423 26
First quarter of 1867.....	18,122 95
Second quarter of 1867.....	38,296 09
<hr/>	
Total amount paid.....	91,331 38
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*Amounts reported as due the steamers of the Canadian line, being the sea postages on the mails conveyed during the fiscal year ended June, 30, 1867.*

Third quarter of 1866.....	\$15,271 33
Fourth quarter of 1866.....	17,608 13
First quarter of 1867.....	24,554 81
Second quarter of 1867.....	17,324 72
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Total amount paid.....	74,758 99
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*Amounts reported as due the steamers of the Hamburg line, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$6,153 55
Fourth quarter of 1866.....	11,382 34
First quarter of 1867.....	19,132 27
Second quarter of 1867.....	10,908 86
<hr/>	
Total amount paid.....	47,577 02
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*Amounts reported as due the steamers of the Continental Steamship Company, being the sea postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$334 94
Fourth quarter of 1866.....	25 94
First quarter of 1867.....	.....
Second quarter of 1867.....	.....
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Total amount paid.....	360 88
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*Amounts reported as due the steamers of the New York and Havre line, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$29,307 30
Fourth quarter of 1866.....	20,512 34
First quarter of 1867.....	10,390 22
Second quarter of 1867.....	12,850 06
Total amount paid.....	<u>73,059 92</u>

*Amounts reported as due the steamers of the North American Lloyd, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$2,598 67
Fourth quarter of 1866.....	.....
First quarter of 1867.....	3,661 33
Second quarter of 1867.....	10,107 12
Total amount paid.....	<u>16,367 12</u>

*Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$1,619 10
Fourth quarter of 1866.....	1,900 92
First quarter of 1867.....	1,663 98
Second quarter of 1867.....	1,316 77
Total amount paid.....	<u>6,500 77</u>

*Amounts reported as due the steamers carrying the mails between the United States and the West India islands, being the amounts paid for services rendered during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$11,141 42½
Fourth quarter of 1866.....	14,436 28
First quarter of 1867.....	16,974 53
Second quarter of 1867.....	18,159 54
Total amount paid.....	<u>60,711 77½</u>

*Amounts reported as due the steamers of the Pacific Mail Steamship Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$4,655 91
Fourth quarter of 1866.....	5,630 84
First quarter of 1867.....	5,986 34
Second quarter of 1867.....	6,683 70
Total amount paid.....	<u>22,956 79</u>

*Amounts reported as due the steamers of the Nova Scotia line, being one-half of the United States postages paid for services rendered during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$508 96½
Fourth quarter of 1866.....	229 02
First quarter of 1867.....	} 537 48½
Second quarter of 1867.....	
Total amount paid.....	<u>1,275 47</u>

*Amounts reported as due the steamers of the Central American Transit Company, being the United States postages on the mails conveyed during the fiscal year ended June 30, 1867.*

Third quarter of 1866.....	\$39 28
Fourth quarter of 1866.....	60 28
First quarter of 1867.....	110 22
Second quarter of 1867.....	80 24
Total amount paid.....	<hr/> 290 02 <hr/>

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

• FOR THE POST OFFICE DEPARTMENT, *October 31, 1867.*