

REPORT
OF THE
POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,

December 3, 1868.

SIR: The ordinary postal revenue for the year ended the 30th day of June last was \$16,292,600 80, and the expenditures during the same period, including service for which *special* appropriations were made, \$22,730,592 65; showing an excess of expenditures of \$6,437,991 85.

The receipts from postages, as compared with the previous year, show an increase of six per centum, and the expenditures an increase of eighteen per centum.

The ordinary expenses, not including mail transportation for which *special* appropriations were made, were \$21,555,592 65; and the receipts, including the amount drawn under the acts making appropriations for carrying "free mail matter," were \$20,092,600 80; showing an excess of expenditures of \$1,462,991 85.

The receipts of the department were, from postages, \$16,292,600 80; the amounts drawn from the treasury under acts making appropriations for "carrying free matter," \$3,800,000; and under the acts making special appropriations for "overland mail and marine service between New York and California," \$1,125,000; "steamship service between San Francisco, Japan, and China," \$125,000; between the "United States and Brazil," \$150,000; for "carrying the mail on routes established by acts passed during the first session of the 39th Congress," \$486,525; and "for preparing and publishing post route maps," \$10,000; making the receipts from *all* sources \$21,989,125 80. The expenditures of all kinds were, as above stated, \$22,730,592 65; showing an excess of expenditures over receipts of \$741,466 85, for which a special appropriation will be required.

The revenue account stated by the Auditor (see appendix) differs from the foregoing because of his adding to the receipts of the department, from all sources, a balance of \$1,494,469 98, standing to the credit of the revenue account July 1, 1867, but which is not immediately available.

The estimates for the *current* fiscal year as submitted to Congress with the last annual report showed an anticipated deficiency of \$3,296,000;

to meet which there was then in the treasury \$2,000,000, being the unexpended balances of former appropriations standing to the credit of the department, leaving the amount to be provided by appropriation from the general treasury \$1,296,000; of this sum Congress appropriated \$800,000.

The expenses during the fiscal year just closed exceeded the estimated amount, especially in the item of transportation, and thus absorbed the \$2,000,000 relied on to assist in meeting the anticipated deficiency for the current year. The ordinary expenditures for the current year were also estimated too low, from the fact that the department could not, at the time the estimates were made, anticipate the extraordinary increase of service established by acts of Congress. Taking those of the last fiscal year as a basis, it is anticipated that in the current year there will be a deficiency of \$3,604,500. There will also be required \$97,000 for service on the route from Fort Abercrombie to Helena, Montana, authorized by the act of July 27, 1868, from January 1, 1869, to June 30, 1869; and to meet the increased liabilities of the department for service on the "overland route," \$161,000, making \$3,862,500, which will be required to meet deficiencies in the receipts for the current fiscal year.

The accompanying report of the Auditor fully sets forth the details of the financial operations of the department.

Estimates for 1870.

The ordinary expenditures for the year ending June 30, 1870, (including \$645,250 for overland and sea mails to California,) are estimated at.....	\$24,540,413
The ordinary revenue is estimated at an increase of five per centum on that of the year just closed, or \$17,100,000	
Add the standing appropriations for carrying free mail matter.....	700,000
Making the total estimated revenue	17,800,000
Showing an excess of expenditures of.....	6,740,413
to be provided for from the general treasury.	

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

Mail steamship service between San Francisco, Japan, and China.....	\$500,000
Mail steamship service between the United States and Brazil.....	150,000
Mail steamship service between San Francisco and the Sandwich Islands.....	75,000

Comparative statements of revenues and expenditures, exclusive of appropriations for special service.

		Per capita.
Revenues from postage, &c., 1850..	\$5,499,985...	23 $\frac{7}{10}$ cents.
Expenditures, 1850	5,212,953...	22 $\frac{1}{2}$ cents.
Excess of revenue		1 $\frac{2}{10}$ cents.
Proportion of revenue to expenditures	105	per cent.
Revenues from postages, &c., 1860.	\$8,518,067 40...	27 $\frac{1}{10}$ cents.
Expenditures, 1860	14,874,772 89...	47 $\frac{3}{10}$ cents.
Deficiency of revenue		20 $\frac{2}{10}$ cents.
Proportion of revenue to expenditures	57 $\frac{2}{10}$	per cent.
Revenues from postages, &c., 1868..	\$16,292,600 80...	42 $\frac{9}{10}$ cents.
Expenditures, 1868	21,555,592 65...	55 $\frac{6}{10}$ cents.
Deficiency of revenue		12 $\frac{7}{10}$ cents.
Proportion of revenue to expenditures	76	per cent.

The following are some of the results of these statements:

1. From 1850 to 1860 the revenue per unit of population increased $14\frac{3}{10}$ per cent., or at the rate of $1\frac{43}{100}$ per cent. per year. From 1860 to 1868 the like increase was $58\frac{3}{10}$ per cent., or $7\frac{3}{10}$ per cent. per year.

Hence the annual increase of revenue for the eight years of the current decade is per capita about *five times greater* than the same annual increase of the preceding decade.

2. From 1850 to 1860 the ordinary expenditures per unit of population increased 110 per cent., or 11 per cent. per year. From 1860 to 1868 the like expenditures increased $17\frac{1}{2}$ per cent., or $2\frac{18}{100}$ per cent. per year.

Hence the annual per capita increase of ordinary expenditures for the last eight years is about *five times less* than the same annual increase for the preceding 10 years.

Comparing these two results, relative to the annual average of the present and preceding decade, it appears that, per capita, the revenues have *increased* about five-fold, and that the expenditures have *diminished* about five fold.

POSTAGE STAMPS AND STAMPED ENVELOPES.

During the year, 383,470,500 postage stamps, of the value of \$11,751,014, (including 160,000 periodical stamps, valued at \$14,750;) 44,552,300 plain stamped envelopes, representing \$1,285,218; 25,469,750 stamped envelopes, bearing printed cards and requests for return to writers, representing \$759,520; and 3,372,600 newspaper-wrappers, valued at \$67,372, were issued. The aggregate value of these issues was \$13,863,124—being an increase of $3\frac{45}{100}$ per centum over the issues of the previous year.

The issue of ordinary postage stamps, as compared with the previous

year, shows an increase in value of $1\frac{4\frac{8}{100}}{100}$ per centum; periodical stamps, $11\frac{3\frac{2}{100}}{100}$ per centum; stamped envelopes, bearing cards and requests, $53\frac{5\frac{1}{100}}{100}$ per centum; and the newspaper-wrappers, $81\frac{3\frac{2}{100}}{100}$ per centum. The issue of plain stamped envelopes was $\frac{4\frac{1}{100}}{100}$ per centum *less* than during the year ending 30th June, 1867; thus showing the preference of the public for the envelopes denominated "request," or card envelopes.

The aggregate issue of envelopes was increased during the year $14\frac{5\frac{3}{100}}{100}$ per centum in value.

The sale of postage stamps and stamped envelopes during the year, as reported by the Auditor, was \$14,066,139 32, or \$203,015 32 more than the issue; thus absorbing to that amount the stock remaining unsold in the hands of postmasters June 30, 1867.

The number of packages of postage stamps lost in the mails during the year was thirty-three, representing \$2,672 20; and of stamped envelopes, seven, valued at \$226 01.

CONTRACTS.

TRANSPORTATION STATISTICS.

There were in the service of the department on the 30th June, 1868, 6,891 contractors for the transportation of the mails.

Of mail routes in operation there were 8,226; aggregate length, 216,928 miles; aggregate annual transportation, 84,224,325 miles; aggregate annual cost, \$10,266,056; including the compensation of postal railway clerks, route agents, local agents, mail messengers, mail-route messengers, and baggage-masters in charge of mails, viz: \$1,114,633, the aggregate annual cost was \$11,380,689. This service was divided as follows, viz:

Railroad routes: Length, 36,018 miles; annual transportation, 34,886,178 miles; annual cost, \$4,177,126, about 12 cents per mile.

Steamboat routes: Length, 19,647 miles; annual transportation, 3,797,560 miles; annual cost, \$650,631, about 17.13 cents per mile.

Celerity, certainty, and security: Length, 161,263 miles; annual transportation, 45,540,587 miles; annual cost, \$5,438,299; about 12 cents per mile.

The length of routes was increased over the preceding year 13,683 miles; the annual transportation, 5,241,536, and cost, \$929,770; to which add increased cost for railway postal clerks, route, local, and other agents, \$93,762, making an aggregate of \$1,023,562.

OVERLAND MAIL.

The contracts with Holladay and Dinsmore for the transportation of the overland mail for the Territories and the Pacific coast expired on the 30th of September last. To provide for the service thereafter, the department, by public advertisement, dated March 9, 1868, invited proposals, to be received until the 10th of June following, and decided by

the 15th of the same month, for conveying the mail from October 1, 1868, to June 30, 1870, dividing the service into three routes, as follows, viz:

1. No. 16,635. From Cheyenne, Dakota, or that point on the Union Pacific railroad to which the mails might be conveyed when this service should go into operation, to Virginia City, Nevada, 1,095 miles, and back, daily; the trip to be performed in nine days each way in summer, and twelve days in winter; the service and pay to be curtailed *pro rata* as each fifty miles of the Union Pacific railroad should be completed westward; and the department reserving the right to curtail the service at its western terminus, when the eastward progress of the Central Pacific railroad should be sufficient to warrant the starting of the western mails from a point on the railroad rather than from Virginia City.

2. No. 14,167. From Coyote, Kansas, the end of the Union Pacific railroad, eastern division, to Denver, Colorado, 265 miles, and back, daily; the trip to be performed in 72 hours each way; and the service and pay to be curtailed *pro rata* as the railroad should be extended westward.

3. No. 17,035. From Cheyenne, Dakota, to Denver, Colorado, 102 miles, and back, daily; the trip to be performed in 24 hours each way.

For route No 16,635, the following proposals were received under the advertisement, viz: Louis McLane, president Wells, Fargo & Co., \$1,314,000 per annum; John Allman and John H. Clark, \$460,000; Charles A. Cook, \$390,000; Charles McLaughlin, \$350,000; Carlton Spaid, \$335,000.

For route No. 14,167, Louis McLane, president Wells, Fargo & Co., \$84,000; Charles A. Cook, \$79,000; Carlton Spaid, \$49,000; Henry S. Wheeler, \$45,000; W. B. Hawkes, \$24,600.

For route No. 17,035, Charles A. Cook, \$20,000; Louis McLane, president Wells, Fargo & Co., \$17,800; Carlton Spaid, \$15,000; Henry S. Wheeler, \$12,000; L. H. Johnston, \$9,970 50.

The Department accordingly, on the 15th June, accepted the bid of Carlton Spaid, at \$335,000, on route 16,635; that of W. B. Hawkes, at \$24,600, on route 14,167; and that of L. H. Johnston, at \$9,970 50, on route 17,035; and the accepted bidders were duly notified.

On the 23d of September following, upon representations that it was impracticable to stock the road from the terminus of the Union Pacific railroad, eastern division, to Denver, (route 14,167,) in consequence of raids by hostile Indians, and that the service was unimportant, the mails for Denver being transmissible with almost equal speed *via* Omaha and Cheyenne, and upon the recommendation and advice of the United States senators and representative from Kansas, the department issued an order to rescind the acceptance of the bid of W. B. Hawkes and dispense with service on the route.

During the month of September, Carlton Spaid, the accepted bidder on route 16,635, wrote the department that, Congress having passed a

law, since the contract was awarded to him, the effect of which would be to throw upon this route the documentary and newspaper mails formerly transmitted by the isthmus route, he should expect additional pay *pro rata* for every pound of such matter, and that he desired to be informed, as near as possible, what amount of such matter there would be, and for what additional amount of pay the department would be responsible. The department replied by furnishing him with transcripts of reports on its files showing the weights of the mails transmitted both by the overland and the isthmus routes, which contained all the information it possessed on the subject, and remarking that it would expect him to carry the mail strictly according to the terms of the contract, "using therefor such means" (quoting the language of the contract) "as may be necessary to transport the whole of said mail, whatever may be its size or weight." Whereupon, on the 29th September, Spaid's gave notice that he had come to the conclusion to decline to transport any mail over the route; and on the 2d October the department received telegrams, dated the 1st, from its special agent and from the postmaster at Salt Lake City, reporting the failure of Spaid's to put the service in operation. A despatch was immediately transmitted to the next lowest bidder, Charles McLaughlin, at San Francisco, inquiring whether he would carry the mail at his bid, (\$350,000,) and how soon he could commence the service. His reply, received on the 7th, showed that he would require thirty days to prepare for the service. On the 9th, Wells, Fargo & Co., who, as sub-contractors under Holladay and Dinsmore, had carried the mails on their routes for some time prior to the expiration of their contract term, and had continued the service upon the failure of Spaid's, gave notice to the department that they could not continue this temporary service longer than the 10th. An inquiry was thereupon telegraphed to the department's special agent at Salt Lake City, whether arrangements could be made to carry the letter mail between the termini of the Union and Central Pacific railroads, and at what cost. He replied on the 10th that he could find no one prepared to carry the mails as designated except Wells, Fargo & Co. A despatch was then sent to Brigham Young, at Salt Lake City, inviting a proposal for the service. He replied on the 11th, offering to carry fifteen hundred pounds per day for eight months at \$559,375, with an allowance of 10 cents per pound per 100 miles for all additional mail, remarking that grain was now three prices, consequent on the destruction of crops by grasshoppers, and that to put service on the route for the short period of eight months would require proportionately a much higher rate of payment than would be required were the contract to extend for several years. On the same date an offer was submitted on behalf of the Union Pacific railroad to contract for the service for one year at \$1,500,000. Telegrams of the 12th, received on the 13th, notified the department of the stoppage of the temporary service and the accumulation of mails on the route. On the 16th Charles McLaughlin inquired by telegraph whether the contract would be given

to him at his bid. The department replied that it would, on condition that he would commence the service immediately. To this he made no answer. And on the 21st the Postmaster General, having, with the Second Assistant Postmaster General, repaired to the city of New York, and consulted with Senator Morgan, Senator Cole, of California, Horace Greeley, Isaac Sherman, Postmaster Kelly, and other leading citizens of New York, under their advice accepted a proposition from Wells, Fargo & Co. to carry the mails between the termini of the Union Pacific and Central Pacific railroads daily for the term of one year, or until the two railroads meet, at the rate of \$1,750,000 per annum, subject to deduction *pro rata* for every section of fifty miles of railroad completed and reported to the department ready to carry the mails—it being estimated that the gap between the railroads, covered by the stage service, will be lessened at the rate of fifty miles every fifteen days, or a hundred miles a month, and that it will be closed up entirely by the 1st of August, 1869, and that upon this basis the pay to Wells, Fargo & Co., under their accepted proposal will amount in all to about \$670,000.

Early in October, a senator from Kansas, the principal public officers of Colorado, and other prominent citizens of the State and Territory, began to urge the restoration of service on the route (No. 14,167) from the terminus of the Union Pacific railroad, eastern division, to Denver, representing it to be indispensable; and finally Major General Sheridan, in command of the department of the Missouri, with the concurrence of the Secretary of War, gave assurance that the route was guarded, and would be during the Indian troubles, and that the service was important both to the citizens and soldiers in Colorado. The accepted bidder being released by the order rescinding the acceptance of his bid, the contract was offered to the next lowest bidder, Henry S. Wheeler, who declined; and a temporary arrangement was made, on the 31st October, with Wells, Fargo & Co. to carry the mails till 1st July, 1869, at the rate of \$79,000 per annum, subject to deduction *pro rata* for every fifty miles of railroad completed and reported to the department ready to carry the mail—the rate being that of the bid next above Wheeler's, excepting that of Spaid's, the failing contractor on route 16,635.

On the remaining route, the accepted bidder, L. H. Johnston, having failed, the department accepted an offer from Wells, Fargo & Co. to perform the service for one year, from 1st October, 1868, at the rate of Johnston's bid, viz: \$9,970 50 per annum.

Under the arrangements thus made, the overland mail service on the three routes is now in regular operation.

TERRITORIAL MAILS.

In the last Annual Report, allusion was made to the route from Fort Abercrombie, Dakota, to Helena, Montana, (or the route from St. Cloud to Pembina,) intended to provide direct mail communication to the Territories of Montana, Idaho, and Washington. It was stated that, in con-

sequence of Indian hostilities on nearly the whole of the line, the service was unreliable, of no value to the department, and would be discontinued in the spring, unless a marked improvement occurred. As there was no improvement, the service was discontinued from March 30, 1868; but at the last session of Congress a resolution was adopted as follows:

Resolved, &c., That the Postmaster General is hereby authorized to change the character of the mail service from Fort Abercrombie, Dakota Territory, to Helena, Montana Territory, to post-coach service.

No service existed on the route at the date of this resolution, and the resolution is not mandatory in its terms; but, considering it as indicating that the legislative will required that the mail should be carried, and on post-coaches, and acting on the supposition that a special appropriation would be made to meet the expense, an advertisement was issued July 28, 1868, inviting proposals for service from January 1, 1869, to June 30, 1872, three times a week, in four-horse post-coaches. The lowest bid received was that of Leech, Piper & Montgomery, of Kittaning, Pennsylvania, at \$194,000 per annum, which was accepted October 2, 1868, and contracts have since been executed.

The service on the route from Sheridan (on the eastern division of the Union Pacific railroad) to Santa Fé has been increased from three to six trips a week, and the schedule time reduced to four days in summer. The service is well performed, though still occasionally interrupted by hostile Indians.

The important route from Salt Lake City to the Dalles, Oregon, has been relet from 1st October last for six-times-a-week service, at the rate of \$149,000 per annum—a saving, as compared with the last contract, of \$164,000 per annum.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

The 30th June, 1868, being the period for the expiration of the term of contracts for transporting mails in the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, the department, in anticipation of the close of the term, entered upon a systematic revision and readjustment of the rates of pay on railroad routes in those States, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department, received in response to the "railroad weight circular" referred to in the last Annual Report (page 11.) Wherever the returns required or justified a change from the former rate, a circular (a copy of which is annexed) was addressed to the proprietors of the route, submitting the offer of the department and explaining its purpose. In many instances, the terms offered have, after considerable correspondence, been accepted, and contracts made accordingly. In others, though formal contracts are not executed, the department has proceeded to settle for the service for the first quarter of the new term at the rates offered. Many routes in other States than those above named have been brought up for review, upon application made by the proprie-

tors of the railroads interested; and in every case where the returns showed a readjustment to be proper it has been ordered. Thus the rates have been changed upon seventy-one routes in all, as appears in the annexed "table showing the readjustment of the rates of pay per mile on certain railroad routes, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department." The routes are arranged, as in table E in the last Annual Report, 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, and the table is accompanied by an alphabetical index, for easy reference. The total amount of the annual pay upon these routes, under the readjustment, it will be seen, is \$926,043 20, and the total amount of the former annual pay \$775,722 50—an excess of the present over the former amount of \$150,320 70. In reaching this result, the rates on more than one hundred and fifty routes, being more than one-third of the whole number of railroad routes in the service of the department, have passed under review.

In connection with this subject it may be proper to state that at different times within the months of January, February, and March last, while Congress was in session, there were submitted to the department, in behalf of a "committee on mail service" appointed at a national railroad convention previously held, several schedules of proposed changes in the rates of pay for the transportation of mails on railroad routes, and finally the draught of an act on the subject, to be submitted, if approved by the Postmaster General, to the Post Office committees of the House and Senate. The proposed act provided that in all contracts hereafter to be made with railroad companies for the transportation of the mail, the rates of compensation should be, at the option of the Postmaster General, in proportion either to the weight of matter to be transported or to the number of cubic feet of car space which the department might require for the accommodation of its mails and agents. The schedule of rates prescribed in the act allowed upon every mile of actual transportation 7 cents for car space per day not exceeding 25 cubic feet, or weight per day not exceeding 250 pounds; 12 cents for car space per day exceeding 25 and not exceeding 50 cubic feet, or weight per day exceeding 250 and not exceeding 500 pounds; and so on, ascending by a similar sliding scale, until, for 2,600 cubic feet, the largest amount of "car space" found upon any route reported, the rate reached 115 cents for every mile of transportation. The proposed act provided further that an additional sum of \$1 should be allowed for every mile run by a train specially required to be run for the transportation of the mail, and two cents per mile for transporting in the passenger cars any agent travelling on the business of the department, route agents to be transported free, but at their own risk.

Among the other papers was a "comparative statement," purporting to show the effect of the adoption of the committee's rates upon the whole

cost of the railroad mail service in operation, by which it was made to appear that a diminution of 38 per cent. would result, leaving out of the account all car space beyond the amount required to transport the mails as freight, allowing a cubic foot for every 10 pounds' weight; and this 38 per cent., it was suggested by the committee, would probably be more than sufficient to cover the cost of extra car service required for the use of route agents and postal clerks. It was found, however, upon estimating the car space used upon the first seven routes in table E in the last Annual Report, (pages 72-85,) allowing six and a half feet for the height of the car ceiling, as suggested by the committee, that the 38 per cent. would be insufficient to cover the amount of transportation shown upon those routes alone, at the committee's rates. To ascertain, therefore, the real effect which the adoption of the proposed rates would have upon the annual cost of mail transportation on railroad rates, a statement was made up in the department, predicated upon the "car service" and actual transportation already in use, as shown in table E in the last Annual Report, by which it was found that the increase of expense would be enormous. Thus, for illustration, on the Philadelphia, Wilmington, and Baltimore railroad, mail apartments of eight different sizes were reported, which were estimated to average 1,750 cubic feet. For this amount of "car space" the schedule prescribed in the proposed act allowed 81 cents per mile. The number of trips on the route was reported at 28 per week. Each trip including the run forth and back, the number of trips must be doubled to find the amount of transportation per week on each mile of the road's length, making 56 miles, and this again multiplied by 52 to find the amount per annum, making 2,912 miles, which at 81 cents per mile would give \$2,358 72 as the pay per annum for every mile of the road's length. The present rate is \$375. The disparity on some other routes would be still greater, the rates running up from \$75 to \$2,000 and more, and from \$200 to \$3,000 and more. On the whole amount of railroad mail service in operation on the 30th of June, 1867, the effect would be to increase the annual expense from \$3,812,600 to \$21,710,023—an excess of \$17,897,423. The department forbearing, upon such a showing, to take any part in presenting the proposed act to the Post Office committees of the two houses of Congress, has proceeded with the work of readjusting the rates of pay on railroad routes upon a scale within the limits of existing laws and much more compatible with the resources at its command.

POST-ROUTE MAPS.

During the past year, an engraved post-route map, in four sheets, has been completed by the topographer, and copies issued for the use of the department, representing the post offices and mail service in the State of New York, and its connections with adjacent States and with the dominion of Canada.

This map, along with that previously published, representing the

northeastern States, has been found of great use in the several branches of this department in its current work, to postmasters and others, and especially to the clerks of the travelling (railroad) post offices, in sorting and distributing letters.

A similar map of the States of Pennsylvania, New Jersey, Delaware, and Maryland was expected to have been issued before this, but the large amount of work required in compilation from insufficiently surveyed State and county maps, and the very extended and minute service in those States to be represented, has delayed the issue. The plates are expected from the engraver within three months.

The map of the State of Maine and adjacencies is also well advanced in the engraver's hands, and will be completed about the same time.

Drawings are being prepared for the map of Ohio and Indiana; and those of other States, in groups, will be taken up as fast as the peculiar nature and the magnitude of this work will allow.

FINES AND DEDUCTIONS.

The amount of fines imposed on contractors, and deductions made from their pay, on account of failures and other delinquencies, during the year ending June 30, 1868, was \$116,609, and the amount remitted during the same period was \$70,795, leaving the net amount of fines and deductions \$45,814.

MAIL-BAGS, LOCKS, AND KEYS.

A table herewith shows the number, description, and cost of mail-bags, locks, and keys, purchased during the year; the amount expended for new mail-bags being \$58,016 87, or nearly 28 per cent. less than the expenditure for like objects during the previous year, when it amounted to \$80,440.

During the fiscal year last ended, new contracts for mail-bags were made, after due advertisement for proposals, according to law, at prices averaging, for those of canvas about 20 per cent. less, and for those of leather about 12½ per cent. more, than the prices of the last contracts.

THROUGH MAILS.

The method used by the department to ascertain the speed and regularity with which through mails are conveyed is shown in a circular, issued in January last, (copy herewith,) referring to the routes from New York to St. Louis, Cincinnati, and Chicago, and from Washington and Baltimore to St. Louis and Cincinnati; and appended hereto are tables exhibiting the state of the service on these and other routes.

With regard to the service on the *Southwestern route* from New York and Washington to New Orleans, *via* Lynchburg, Virginia, Knoxville, Chattanooga, and Grand Junction, Tennessee, and Canton, Mississippi, it was remarked in the last Annual Report that the records to October 31, 1867, exhibited a marked improvement. This improvement was main-

tained going south during the months of November and December of last year; but failures and delays going north in those months, and in both directions in January and part of February following, were so frequent that the department ordered the mails to be transferred to the *Western route*—a route never before used for the transmission of the great northern and southern mails, except for a few days in the spring of 1867, and then in one direction only—viz: from New York, *via* Pittsburg, Pennsylvania, Columbus, Ohio, Indianapolis, Indiana, Louisville, Kentucky, Humboldt and Grand Junction, Tennessee, and Canton, Mississippi, to New Orleans—the route from Washington, *via* Cumberland, Maryland, uniting with it at Columbus. The *Western route* was used for the Washington mails to and from New Orleans from February 9 to March 16, 1868, and for the New York mails from February 10 to May 17, 1868. The Washington mails were restored on the 17th March, on the adoption of a quicker schedule and the promise of improved service, and the New York mails on the 18th May, to the *Southwestern route*, on which they still continue.

Since the 13th of June last, two mails a day have passed between New York and Memphis—one by the *Western* and the other by the *Southwestern route*. The comparative speed and regularity of the two routes will be seen by examining the tables.

RAILWAY POSTAL SERVICE.

There are now in operation in the United States 26 railway postal lines, subdivided into 34 routes, extending, in the aggregate, over 7,019 miles of railroad and steamboat lines, upon 1,571 miles of which twice-daily service is being performed, making a total equal to 8,090 miles of railway postal service daily each way, and an increase of 3,276 miles over the service in operation in 1867. There are employed in this service 279 men, as head clerks, clerks, and assistant clerks, at salaries ranging from \$900 to \$1,400 per annum, making an aggregate cost of \$329,700 per annum—an increase of 119 men, at a cost of \$141,800, over the previous year. It would require, to perform this same service in the ordinary way, by slow mail trains, 141 men as route agents, whose compensation, at the rate now paid to such agents on first-class routes, would amount to \$152,280 per annum. This shows the increase in the cost of the postal service over the route agent service, on the 26 lines upon which this service is in operation, to be \$177,420 per annum. To ascertain to how great an extent this apparent increase in the cost of the one service over the other was offset by saving in clerk-hire, a circular was addressed, in June last, to all the larger offices in close connection with the railway postal service, inquiring, among other things, how many more clerks, if any, would be required, with the natural increase in the size of mails, to perform the labor in their offices, if the railway postal service should be abandoned and the old system of route agents and direct mails restored. Answers were returned by most of those addressed, admitting

and fully endorsing the great superiority of the railway postal over the route agent service, stating that their mails both in coming and going were facilitated in their transmission from 12 to 24 hours, and, in cases where they would, under the old route agent system, be obliged to go through the process of redistribution, from 36 to 48 hours; but many could not state definitely the amount of clerical force saved to their offices, they having been appointed postmasters since the introduction of the railway postal service. From the reports of those who responded fully, however, it appeared that the number of clerks saved in local post offices amounted to 142, whose compensation, at the average rate allowed to good distributing clerks, would amount to \$142,000 per annum. Full returns would doubtless show the number of clerks saved to be still greater. About the same time that the circular above referred to was sent to postmasters, a circular was addressed to all head clerks in railway post offices, requiring them to keep, for one week, as nearly as possible, an accurate account of letters received at the postal cars for mailing, and the number of stamps cancelled. Most of the head clerks responded to this circular, and it was found that the average number of stamps cancelled by railway postal clerks in that week, upon the routes that made a full report, (19 in number,) amounted, on each line, to 2,321, which, multiplied by the 26 lines, would amount to 60,346 per week, or, in the aggregate, to 3,137,992 per year. Counting each stamp at three cents, the value of stamps cancelled by railway postal clerks in the year would amount to \$94,139 76. This count is exclusive of newspaper stamps cancelled, or the stamps on foreign letters, which sometimes amount to four or five times as much. Forty per cent. on the amount of stamps cancelled being the average amount of commissions, or the amount allowed in the adjustment of salaries to postmasters, this amount saved in salaries to postmasters should be credited to the railway postal service; and 40 per cent. on \$94,139 76 being \$37,655 90, the financial result, exclusive of the extra compensation allowed to some railroads for the use of postal cars, may be recapitulated as follows:

Salaries to 279 railway postal clerks	\$329, 700 00
141 route agents at present salaries, \$1,080..	\$152, 280 00
142 clerks saved to local post offices, \$1,000..	142, 000 00
Saving in salaries of postmasters	37, 655 90
	—————
	331, 935 90
Net saving	2, 235 90
	—————

It is proper to state that the service is being performed, not as formerly by route agents, on the slow way or accommodation trains, but upon the fastest express trains, and that, by means of Ward's mail-bag catcher, the clerks are exchanging pouches at all offices on the line once, and in many cases twice, daily each way. On the Hudson River and New York Central railroads, for instance, the postal car leaves New

York at 8 a. m., performing service at *all* stations to Syracuse, where they arrive at 6.30 p. m.; and from Syracuse to Buffalo, where they arrive at 12, midnight, at all express stops. The night line leaves New York at 11 p. m., performing service for all offices at express stops to Albany; leaving Albany at 7.15 a. m., performing the service at all post offices to Buffalo, where they arrive at 8.30 p. m., so that every office on the line from New York, via Albany to Buffalo, that chooses to exchange mails twice, is served twice daily with mail each way. Under the old route agent system this same service was performed as follows: Route agents left New York in the morning and ended in Albany in the afternoon; other route agents left Albany in the morning and arrived in Syracuse in the evening; and still other route agents, leaving Syracuse in the morning, arrived in Buffalo in the afternoon—requiring from two to three days to send a letter from one point to another and receive an answer. Now, letters can be sent and answers returned between almost any two offices on the line within twenty-four hours. This is simply an illustration, the same improved facilities for the rapid transmission of mails obtaining on most other lines of railway postal service.

Another feature of marked improvement in this service is the fact that letter mail which, under the route agent system, was required to go into a distributing office for distribution, is now distributed on the railway postal cars while they are in motion. For instance, on the New York Central and Hudson River railroads, letters from the interior towns for the New England, southern, or western States, instead of being sent to the Albany, New York, or Buffalo distributing post office, causing a delay of from 12 to 24 hours, are now distributed while in transit, pouched, and forwarded on connecting railway postal routes, with no delay. And still another is the large increase of mails on all railway postal routes. The chief clerks on the Erie and Lake Shore postal cars report that since the introduction of the service on those routes the letter mail has increased from 33 to 50 per cent. Though part of this may be a natural increase, it is believed that a large proportion of it is due to the increased facilities for sending mail from and to every office on the line, however insignificant it may be. These remarks apply equally well to all other railway postal routes where the full way service is performed.

FOREIGN MAIL SERVICE.

Statistics.—The aggregate amount of postage (inland, sea, and foreign,) upon the letter correspondence exchanged with foreign countries was \$2,153,690 66. Of this amount \$1,706,467 76 accrued on the letter mails exchanged with European countries; \$309,516 43 on letters exchanged with the dominion of Canada; and \$137,706 47 on the letters exchanged with the West Indies, Mexico, Brazil, Central and South America, the Sandwich Islands, Japan, and China.

The total letter postages on mails exchanged with countries of Europe,

during the first six months from July 1 to December 31, 1867, inclusive, under the provisions of the postal conventions then in force, amounted to \$1,057,612 99; and on mails exchanged with the same countries during the residue of the fiscal year from January 1 to June 30, 1868, at the reduced rates established by existing conventions, amounted to \$648,854 77, being a reduction to the advantage of correspondents during said six months of \$408,758 22, on an increased correspondence amounting to 626,548 letters per annum.

The postage collections in the United States on the correspondence exchanged with Great Britain and countries on the continent of Europe amounted to \$1,090,244 03, and the postages collected in Europe amounted to \$616,223 73. Excess of collections in the United States \$474,020 30.

The estimated amount of United States postage upon the letter mails exchanged with Great Britain and the continent of Europe was \$793,700 64; with Canada and the British North American provinces, \$176,179 55; and with the West Indies, Brazil, Mexico, Japan, and China, and Central and South America, \$128,098 87; making in all \$1,097,979 06, a decrease of \$93,425 61, compared with estimate of previous year. Adding the amount of United States postage upon printed matter exchanged in United States and European mails, calculated at \$90,000 00, and \$10,529 40, the reported amount of United States postage on printed matter exchanged with the West Indies, Mexico, South America, China, &c., the total United States postages on foreign mails (exclusive of printed matter interchanged with the British North American provinces, of which no separate account is kept) was \$1,198,508 46.

The number of letters exchanged with foreign countries (exclusive of the British North American provinces) was 11,128,532, of which 5,900,307 were sent from and 5,228,225 received in the United States. Increase over number of previous year 830,298. Of this number 10,068,659 were exchanged with European countries, an increase of 626,548, compared with the previous year. Estimating the number exchanged with the British provinces at 2,476,000, the total number of letters exchanged in the mails with foreign countries was 13,600,000.

Ocean mail transportation.—From the 1st of January, 1868, the date on which the new postal conventions with Great Britain, North Germany, Belgium, &c., came into operation, the arrangements made by this department for the transatlantic mail steamship service have been restricted to the outward mails, in accordance with the new system adopted in said convention that each office shall make its own arrangements for the mails which it despatches, and shall, at its own cost, remunerate the owners of the steamships employed for the conveyance of the same; and in like manner, the sea transportation of mails received from Europe since the 1st of January, 1868, has been provided and paid for by the respective foreign post departments despatching the same to this country.

From July 1 to December 31, 1867, inclusive, the steamers employed by this department in transporting mails in both directions conveyed mails the total postages on which amounted to \$491,534 13, and those employed in same service by foreign post departments conveyed mails, during same period, the total postages on which amounted to \$566,078 86. During the last half of the fiscal year from January 1 to June 30, 1868, inclusive, the total postages on mails sent to Europe under the new arrangements amounted to \$340,835 54, and the total postages on mails received from Europe, during the same period, amounted to \$308,019 23—these reduced amounts resulting from the reduced rates of international postage charged on and after the 1st of January, 1868, under the provisions of the new postal conventions, which came into operation on that date.

The cost of the United States transatlantic mail steamship service from July 1 to December 31, 1867, under arrangements then in force, allowing the sea postages as compensation, was \$282,017 42, and from January 1 to June 30, 1868, under the new arrangements, \$139,760 02, a reduction of over one-half from the cost of the same service during the previous six months. Total cost of transatlantic service for the year, \$421,777 44, being \$129,560 57 less than the preceding year. The amount paid for the transportation of mails to and from the West Indies, &c., by steamers receiving various rates of compensation within the limit of the postages, was \$70,287 67, and the cost of sea and isthmus conveyance of mails to and from Central and South America, via Panama, was \$27,334 33, making a total expenditure for ocean transportation of \$519,399 44, exclusive of payments amounting to the sum of \$497,916 67, made during the year to the steamship lines to Brazil, to Japan, and China, and to the Sandwich Islands, respectively, receiving subsidy grants fixed by special acts of Congress.

POSTAL CONVENTIONS WITH COUNTRIES OF EUROPE.

New postal conventions with Great Britain, the North German Union, Belgium, and the Netherlands, respectively, the leading provisions of which were briefly stated in my last report, were carried into effect on the 1st of January, 1868; and those concluded with Switzerland and Italy went into operation on the 1st of April, 1868. Under the provisions of these conventions important improvements have resulted, not only in reduced rates of international postage, but in greater uniformity of postal details and enlarged facilities of mail accommodation. The detailed regulations arranged and adopted for the execution of each of these conventions are annexed.

On the 13th of December, 1867, before the new convention with the United Kingdom of 18th June, 1867, went into operation, notice was given by the British post office to terminate the same on the 31st of December, 1868, in accordance with the power reserved in the 21st article thereof; which notice was accompanied by the announcement that Mr.

Anthony Trollope would be despatched to Washington in the spring of 1868 with full powers to negotiate a new convention better calculated to afford satisfaction to the people of the two countries. The provisions of a new convention to supersede the present one on the 1st of January, 1869, were accordingly arranged with Mr. Trollope at Washington in July last; and, after adjusting by direct correspondence between the two post departments, certain modifications on which Mr. Trollope did not consider himself authorized to treat, the modified convention was formally executed on the 24th of November last. Its general provisions are substantially those of the present convention. The only change in the existing rates of international postage is a reduced charge on small pamphlets, book packets, and patterns, not exceeding two ounces in weight; the British post office having declined to assent to a further reduction of the international letter rate, but agreeing to consider the question of such reduction at the expiration of twelve months from the commencement of the convention. A copy of the new convention and detailed regulations for carrying the same into execution is annexed.

The French government having communicated, through its minister at Washington, an invitation to this department to send a special delegate to Paris authorized to negotiate and arrange, in person, the details of a new postal convention between the United States and France, the Hon. John A. Kasson was, on the 5th of April, 1867, appointed a special commissioner on behalf of this department to proceed to Paris, and there to negotiate and arrange the conditions of agreement between the respective post departments of a new convention, subject to the approval of the Postmaster General of the United States. Mr. Kasson's mission was primarily and specially to the French post department, with authority also to negotiate and settle the details of new postal conventions with the post departments of Great Britain, Prussia, and Belgium, respectively, and conclude postal conventions with other European governments, subject to like approval of the Postmaster General of the United States. While Mr. Kasson succeeded in negotiating improved postal arrangements with Great Britain, Belgium, and North Germany, and advantageous conventions with the Netherlands, Switzerland, and Italy, his mission to the French post department failed to accomplish any revision or modification of the postal convention with France. It being thus made apparent to me, that the French post department was indisposed to conclude a new convention modifying the provisions of the convention of March 2, 1857, in conformity with the more liberal and improved arrangements concluded between the United States and other countries on the continent of Europe, this department was constrained to avail itself of the power reserved in the present convention to terminate it by a previous notice of one year, and notice was accordingly given on the 8th of January last to terminate the same on the 1st of February, 1869. Subsequently negotiations were opened with the French office for a new convention, this department submitting for its consideration and

approval, a statement of the modifications of the convention of 2d March, 1857, considered necessary for the amelioration of the postal service between the two countries. The French department has submitted counter propositions based on so widely different views of the leading principles and features of an international postal arrangement, and claiming so unequal and unjust a proportion of the rates of postage, that there seems to be, in the present state of the negotiations, little probability of harmonizing the conflicting views of the two offices.

POSTAL CONVENTION WITH CANADA.

The postal convention between the United States and the dominion of Canada was modified, to take effect on the 1st of April, 1868, by reducing the single rate of international letter postage to six cents if prepaid, and continuing the 10-cent rate for all unpaid or insufficiently paid letters; and the like modification has been extended to letter correspondence exchanged with Prince Edward island.

POSTAL CONVENTION ESTABLISHING AN EXCHANGE OF MAIL WITH BRITISH EAST INDIES.

A postal convention has been concluded with the British post department, establishing and regulating an exchange of mails between the United States and the Straits' settlements and the British East Indies, by means, conjointly, of the United States mail packets plying between San Francisco and Hong-Kong, China, and the British mail packets plying between Hong-Kong and Singapore, Calcutta, Madras, Bombay, and Aden, a copy of which is annexed. Its provisions are similar to those of the postal convention concluded between this department and the colonial government of Hong-Kong, China.

MAIL STEAMSHIP SERVICE TO JAPAN AND CHINA.

During the year ended June 30, 1868, seven round voyages between San Francisco and Hong-Kong were completed by the United States mail packets of the Japan and China line, and two round voyages were completed between said ports during the quarter ended September 30, 1868. The average actual running time on the outward voyages between San Francisco and Hong-Kong, during this period, (omitting the trip during which the steamship Great Republic was disabled by a serious accident in mid-ocean,) was 29 days 21 hours, and 30 days 19 hours on the inward voyages. The Great Republic on her outward trip in March last, when distant 3,327 miles from San Francisco, and 2,100 miles from Yokohama, broke one of her paddle-shafts, but was nevertheless able to proceed on her voyage, reaching Yokohama by the use of one wheel, and attaining, under these adverse circumstances at one of the stormiest seasons of the year, the remarkable speed of 173 nautical miles a day. The steamship New York, prudently stationed at Yokohama, to guard against possible accidents, completed the voyage of the disabled ship,

and thus, notwithstanding the outward voyage was by this accident protracted eight days, the round voyage to Hong-Kong and return was terminated at San Francisco within two days of the regular schedule time. The timely precaution of the contractors in providing a spare ship at Yokohama, to guard against the possibility of an interruption of the service, and the energy which they manifested on this occasion in completing the round voyage with as little delay to the mails as possible, are worthy of commendation.

The new steamer Japan, 4,350 tons government register, was added to the line in August last, and the company state that they expect to place the America in service during the coming summer, thus completing the full number of four steamers required by the contract, although three only are actually required to perform monthly voyages, the fourth furnishing the means of relieving the others in case of repairs or accident.

The branch line between Yokohama and Shanghai, touching at Hiogo and Nagasaki, has been run in regular connection with the main line, and has proved a very important addition to the service. The qualified permission granted by the department to the contractors in April, 1867, to terminate the voyage of the large ships at Yokohama, and to employ one or more branch steamships of a less size to do the service between Yokohama and Hong-Kong, to which reference was made in the last report, was not executed, the company notifying the department of its decision not to avail itself of said permission, but to continue the service by the large ships to Hong-Kong as provided by the contract. In like manner the company did not avail itself of the authority given at the same time to change the Japan port of calling from Yokohama to Osaka, their president deciding that it would not be for the interest of the government or that of the company to make such change.

The regular monthly trips provided for by the law authorizing the establishment of this service, and by the contract made in pursuance thereof, delayed by unavoidable causes, which have been satisfactorily explained, were begun on the 3d of June, 1868, and have since been regularly maintained.

It was hoped that the discovery by American citizens of a small group of islands midway between California and China, and conveniently situated with respect to this steamship route, would have resulted in increasing the efficiency of the service by relieving the steamships from the necessity of carrying the great weight of coal required for consumption on their long voyage of 5,000 miles, and the efforts of the contractors to effect this desirable improvement were regarded with great interest. But, unfortunately, the surveys made by officers of the navy, as well as those of the steamship company, demonstrated that the project was impracticable of execution at present, owing to shoalness of water at the entrance to the harbor. If it should prove feasible, however, as I am informed is the opinion of competent naval officers whose attention has been given to the subject, to obtain the necessary increased depth

of water on the bar, by a reasonable expenditure, the propriety and expediency of undertaking the work would be a question worthy the attention of our government, as well for the attainment of this object as for other public advantages of a national and commercial character, that will readily suggest themselves.

In view of the rapidly-growing importance of our relations, political and commercial, with the great empires of China and Japan, and of the prospective development of our Pacific States, as well as of the territory west of the Rocky mountains and east of the Sierra Nevada, rich in natural resources, but now sparsely peopled, it becomes an important question for consideration whether provision should not be made for an increase and extension of the service on the Japan and China mail line. While submitting this matter to the wisdom of Congress, and without being prepared to offer any suggestions at present as to details, I am clearly of the opinion that the best interests of the government and people of the United States require that the period of the completion of the Pacific railway across our continent ought not to be allowed to pass without making adequate provision for placing its western terminus at San Francisco in at least semi-monthly communication with China and Japan. Any legislation with this object should follow the safe and practicable precedent furnished by the successful working of the act authorizing the present service.

MAIL STEAMSHIP SERVICE TO BRAZIL AND TO THE HAWAIIAN ISLANDS.

The required number of monthly trips have been satisfactorily performed by the contractors on the mail steamship route between New York and Rio de Janeiro, Brazil, the average time occupied on the outward voyages being 27 days 8 hours, and on the inward voyages 26 days; and on the mail steamship route between San Francisco and Honolulu (Hawaiian Islands) the contractors performed eight round trips from 15th October, 1867, to 30th June, 1868, the average length of the outward voyages being 11 days 1 hour, and of the inward voyages 12 days 3 hours.

PROPOSED CONTRACT WITH "THE COMMERCIAL NAVIGATION COMPANY."

I have had under careful consideration the provisions of the act of Congress approved July 27, 1868, authorizing and empowering the Postmaster General "to contract with the Commercial Navigation Company of the State of New York—a corporation existing under the laws of the State of New York, under a special charter passed by the legislature of said State, under the date of April 23, 1866—for the weekly or semi-weekly conveyance of all European and foreign mails of the United States between New York and Bremen, touching at Southampton, England, or Liverpool, touching at Queenstown, in first-class sea-going steamships, to be constructed in the United States, and owned by said company, for a term not exceeding fifteen years;" and after a thorough examination of the subject in all its bearings, in which I consulted the

Attorney General on the legal questions involved, I decided, in the exercise of the discretion given to me, that it was impracticable to make a contract with said company for only a weekly or semi-weekly mail service to Europe, and accordingly declined to execute a contract in the manner and on the conditions therein stated. I have, however, advised said company of my willingness to make a conditional contract, subject to the approval of Congress, for the conveyance of the United States mails to Europe by American steamships, of sufficient number to perform at least four outward trips per week—that being the present number of weekly mails to Europe—and with the additional stipulations necessary to insure regularity and efficiency in the service always inserted in ocean mail steamship contracts; said contract to be approved by Congress by the passage of an act or joint resolution ratifying the same. In view of the great importance of this subject, I earnestly commend the proposed contract to the careful consideration and action of Congress.

CONTINUANCE OF MAIL SERVICE IN TIME OF WAR.

I fully concur in the recommendation of my predecessor, Postmaster General Dennison, in his annual report of November 2, 1864, that provision should be made, by treaty stipulations between nations or otherwise, for the exceptional treatment of regular mail packets in time of war, by authorizing such packets, under proper safeguards against the transportation of persons or articles contraband of war, to continue their navigation without impediment or interruption.

Such a principle ought to be universally recognized and adopted, as all governments and peoples have a common interest in maintaining regular and uninterrupted postal communications between nations in time of war; and I respectfully recommend that the Postmaster General be authorized, by and with the advice and consent of the President, to incorporate such a stipulation in the postal conventions already concluded, or hereafter to be made, with foreign governments.

APPOINTMENTS.

The operations of the appointment office may be summed up as follows:

Number of post offices established during the year.....	2,167
Number discontinued.....	849
Increase of offices.....	1,318
Number of offices in operation on June 30, 1867.....	25,163
Number of offices in operation on June 30, 1868.....	26,481
Number of offices subject to appointment by the President.....	849
Number by the Postmaster General.....	25,632

Changes made during the year.

Appointments made to fill vacancies by resignations.....	4,021
Appointments made to fill vacancies by removals.....	1,194
Appointments made to fill vacancies by change of name and sites	167

Appointments made to fill vacancies by death of postmasters...	267
Appointments made to fill vacancies by establishment of new offices	2,167
Number of cases acted upon.....	8,665

Special agents, route agents, mail-route messengers, postal-railway clerks, local agents, and baggage-masters in service during the fiscal year ending June 30, 1868.

	Aggregate com- pensation.
49 special agents, five of whom are in charge of the mails between San Francisco, China and Japan, at a compensation each of \$1,600 a year, and \$2 a day for subsistence.....	\$121, 095 00
490 route agents.....	478, 380 00
54 mail-route messengers.....	29, 890 00
232 postal railway clerks.....	274, 300 00
69 local agents.....	48, 405 00
150 baggage-masters.....	9, 000 00
	961, 070 00
	961, 070 00

LETTER-CARRIERS.

The free-delivery system has been in operation during the year in 48 of the principal cities. It has continued to grow in popular favor, and has, to a great extent, supplanted the general and box deliveries. In Philadelphia, Chicago, St. Louis, Cleveland, Louisville, and other cities, the number of post-office boxes has been greatly reduced, and the hope is confidently entertained that this mode of delivery will ultimately supersede all others. Its necessity in large cities is illustrated by the single example of New York, with its 6,000 boxes representing 30,000 names, any one of which *each* sorting clerk must be able to recall and associate with the proper box on the instant, a work impossible to be done without liability to error. This difficulty necessarily increases with the growth of the city, and finds no remedy (for the reason stated) in the multiplication of clerks.

The only remedy for this evil known to me is the delivery by carrier, which, after years of experience, has received the sanction of the principal postal departments of Europe, and which, by inducing the habit of directing letters to street and number, renders the sorting comparatively simple, and the delivery accurate and reliable.

Where the system has been judiciously and energetically conducted, the people have not been backward in acknowledging its merits, and availing themselves of its benefits.

The experience acquired by carriers has greatly facilitated operations, and enabled them to perform an additional amount of work with less proportionate labor.

I would here respectfully suggest that some legislative expression favoring the retention of experienced and efficient carriers would, by making their tenure of office dependent on themselves, conduce to more exemplary conduct, better order, and a more faithful discharge of duty. It would, besides, give stability to the system, conciliate public confidence towards it, and extend its usefulness.

While it is gratifying to state that the postage on *local* matter has increased, in some cities, as high as 300 per cent., during the last four years, still experience has shown that, in general, the postage from this source is insufficient to meet the expense of this mode of delivery, especially in the smaller cities. This, however, should not be expected, nor can it be used as an argument against it, since the local matter constitutes a very small portion of the matter handled. Besides, the facilities afforded by this delivery must operate to increase *mail* letters as well as local, but whether in the same ratio cannot now be determined for want of the proper data.

Its benefits are also observable in the more thorough and accurate delivery of letters, especially in the populous cities where there are so many persons of the same name, the street and number serving to identify the person addressed. Many of these letters would without the carrier's delivery be advertised and sent to the dead letter office to be there destroyed, or returned to the *writers* at considerable expense to the department, and after many vexatious disappointments to correspondents.

The aggregate results for the year are shown in the following figures :

The number of letter-carriers employed was 1,198; mail letters delivered 64,349,486; local letters delivered 14,081,906; newspapers delivered 16,910,715; letters collected 63,164,625; amount paid carriers, including incidental expenses, \$995,934 59; postages on local matter \$475,982 36. (See tabular statements in the appendix.)

READJUSTMENT OF SALARIES.

Under the provisions of the 2d section of the postal act approved July 1, 1864, postmasters are now paid stated salaries, in accordance with the amount of business done, instead of commissions, as formerly. These salaries have to be reviewed and readjusted once in two years, throwing upon this office a large amount of extra labor.

The readjustment for the two years commencing July 1, 1868, is now so far completed as to show that the salaries of 26,481 postmasters will amount to \$4,548,137. This business is continually upon the increase, as will appear by a comparison with the two previous adjustments.

For the two years commencing July 1, 1864, the salaries amounted to	\$3, 383, 381
For the two years commencing July 1, 1866, the salaries amounted to	4, 033, 728
For the two years commencing July 1, 1868, (as before stated,) the salaries amount to	4, 548, 137

In view of the great importance and responsibility of this branch of business, I would respectfully request authority to appoint one additional fourth-class clerk to take charge of the same.

BLANK AGENCY.

Under the provisions of the 14th section of an act to further amend the postal laws, approved July 27, 1868, a blank agency for the distribution of blanks, wrapping paper, twine, letter balances, and marking-stamps to the several post offices in the United States has been established at Washington, and the agencies heretofore in operation at New York and Buffalo have been discontinued. This change was deemed important and necessary, not only on the score of economy in the distribution of the articles named, but because of the very large amount of property to be purchased and distributed, as well as that the operations of the agency might be under the immediate supervision of the department; and the wisdom of Congress in authorizing its establishment has been fully demonstrated by the recent development of startling frauds perpetrated upon the department under the old system.

The agency has been organized by the appointment of a competent and reliable superintendent—an assistant superintendent of tried integrity and long experience in the business, with the necessary clerks and laborers to insure a prompt and faithful discharge of all the duties devolved upon them.

The increase in the number of post offices in 1867, over the number in operation in 1866, was 1,135. The increase in 1868, over the number in operation in 1867, was 1,318.

The number of postal railway clerks in 1865 was 64; the number in 1866, 83; the number in 1867, 170; the number in 1868, 232.

The annual salaries of postal clerks in 1865 aggregated.....	\$75,000
Salaries in 1866.....	96,200
Salaries in 1867.....	197,500
Salaries in 1868.....	274,300
Increase of route agents between 1865 and 1868.....	113
Aggregate increase of compensation.....	\$148,868

Special attention is called to this increase of postal clerks and route agents and to the increase in their compensation. The service has required, and will continue to require, an increase in this class of departmental agents and employés. Congress passed laws authorizing an increase in compensation of route agents, postal clerks, and letter-carriers. I have increased the compensation of these men so far as I have been able, and regret that it is not in my power to pay them still higher salaries. They are not paid enough, any of them.

The number of letter-carriers has been increased from 757 in 1865, to 1,198 in 1868. The amount paid them, including incidental expenses, is \$995,934 59. These men, also, are insufficiently paid, and I would increase their compensation if in my power

DEAD LETTERS.

The whole number of letters of all classes received during the year ended the 30th June last, by actual count, was 4,162,144, showing a decrease of 144,364 letters from the number *estimated* to have been received during the previous year.

Of these letters 3,995,066 were domestic letters; 167,078 were foreign, and were returned unopened to the countries where they originated.

The domestic letters received may be stated as follows:

Ordinary dead letters.....	3,029,461
Drop and hotel letters.....	522,677
Unmailable.....	363,898
Fictitious addresses.....	9,190
Registered letters.....	3,282
Returned from foreign countries.....	66,558

In the examination of domestic dead letters for disposition, 1,736,867 were found to be either not susceptible of being returned, or of no importance, circulars, &c., and were destroyed. About 333,000 more were destroyed after an effort to return them, making about 51 per cent. destroyed. The remainder were classified and returned to the owners as far as practicable.

The whole number returned was 2,258,199, of which about 84 per cent. were delivered to owners, and 16 per cent. returned to department.

Eighteen thousand three hundred and forty letters contained \$95,169 52 in sums of \$1 and upwards, of which 16,061 letters, containing \$86,638 66, were delivered to owners, and 2,124, containing \$7,862 36, were filed or held for disposition; 14,082 contained \$3,436 68, in sums less than \$1, of which 12,513, containing \$3,120 70, were delivered to owners; 17,750 contained checks, drafts, deeds, and other papers of value, representing the value of \$3,609,271 80; of these 16,809 were restored to the owners, and 821 were returned and filed; 13,964 contained books, jewelry, and other articles of property, of the estimated value of \$8,500; of these 11,489 were forwarded for delivery, and 9,911 were delivered to owners; 125,221 contained photographs, postage stamps, and articles of small value, of which 114,666 were delivered to owners, and 2,068,842 letters returned had no enclosures.

Thus, of the ordinary dead letters forwarded from this office, about 84 per cent. were delivered, and of the valuable dead letters, (classed as money and minor,) about 89 per cent. were delivered.

The decrease of money letters received (about 3,000) is probably owing to the growing use of money orders for the transmission of small sums.

Prominent among the causes of the non-delivery of letters is the unmailable character of many of them, ascertained during the past year to be 363,898 letters, showing a decrease of 79,888 from the previous year. Of these, 290,448 were detained for non-payment of postage; 58,387 returned for misdirection or want of proper address; 13,470 were addressed to places for which no mail service had been established, and

1,593 had no address whatever. There were also returned 23,425 letters addressed to persons stopping temporarily at hotels, departures or non-arrivals preventing delivery, and 9,190 found to be addressed to fictitious names. These are mostly cases where the causes of non-delivery appear from the letters themselves, and no effort was made to deliver them.

The number of dead letters returned during the year to foreign countries was 184,183, and the number received from foreign countries was 66,558. It further appears that out of 4,666,673 letters mailed to the United States through British, French, and German mails, 126,866 (or $\frac{2.93}{100}$ per cent.) were returned to Europe as dead letters; and out of 5,401,986 letters forwarded from this country through those mails, 30,970 (or $\frac{5.7}{100}$ per cent.) were returned as dead letters, showing an extraordinary discrepancy between the proportion of dead letters received from Europe and the proportion returned from the United States to European countries.

This difference is doubtless largely owing to causes existing in this country which do not operate in the same proportion in Europe.

The geographical extent of the United States and Territories, as yet largely unsettled, the constant arrival of emigrants in search of new homes in remote regions, and the continual changing of places of abode in a sparsely settled country, all operate to increase the difficulty in the delivery of foreign letters.

The aggregate of postal letter service during the year is estimated at 720,000,000, and the proportion of domestic dead letters to the number of domestic letters mailed is about one to 126.

There were received at this office, during the fiscal year, 5,459 applications for letters, of which 1,151 were answered satisfactorily, the letters applied for being found. About one-third of these applications were for ordinary letters without enclosures, no record of them being kept and search for them being useless.

The amount of money taken from all dead letters undelivered since last report and deposited in the United States treasury was \$27,967 71.

The amount realized from sales of waste paper and deposited was \$1,280 42.

POSTAL MONEY-ORDER SYSTEM.

The number of money-order offices now in operation is 1,468. Since the date of the last annual report 245 additional offices have been established and one office has been discontinued.

The number of orders issued during the year was 831,937,	
of the aggregate value of.....	\$16, 197, 858 47
The number of orders paid was 836,940,	
amounting to.....	\$15, 976, 501 11
To which is to be added the amount of	
orders repaid to purchasers.....	142, 035 92
	<hr/>
Total of payments.....	16, 118, 537 03
	<hr/>
Excess of issues over payments.....	79, 321 44

The last Annual Report shows that during the fiscal year ending June 30 the aggregate amount of orders issued was \$9,229,327 72, and of orders paid and repaid \$9,071,240 73. Hence it appears that during the last fiscal year there was an increase in the amount of orders issued of 75 per cent., and in the amount of orders paid of 77 per cent. over the corresponding transactions of the previous year. This large and constant increase from year to year in the amount of the money-order business plainly indicates the great utility of this system for the public, as a safe and convenient method of transmitting small sums of money through the mail.

The average sum for which money orders were issued last year was \$19 47, being nearly the same as that of the previous year, \$19 45. The number of duplicates was 3,873, of which 3,792 were issued as substitutes for originals lost in the mails or otherwise; 58 were in lieu of orders rendered invalid because not presented for payment until more than one year after date, and 23 to replace orders made invalid in consequence of bearing, contrary to law, more than one endorsement.

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

RECEIPTS.

Fees on money orders issued.....	\$124,487 00
Premium received on exchange.....	16 19
	124,503 19

EXPENDITURES.

Commissions to postmasters and allowances for clerk hire.....	\$65,271 36
Allowances for remittances lost in the mails...	1,769 00
Incidental expenses for stationery and fixtures.	3,304 68
	70,345 04
Excess of receipts over expenditures.....	54,158 15

Being the gross amount of revenue derived from the transaction of the money-order business.

Under existing law post office blanks of every description are furnished exclusively by the Congressional Printer, hence the cost of money-order blanks used by postmasters is not included in the forgoing statement of expenditures.

In the transaction of the money-order business the smaller offices usually issue more orders than they pay, in consequence of the general tendency to remit money to centres of trade and commerce. For the same reason the number of orders paid at the larger post offices greatly exceeds the number issued; and to supply the latter with sufficient funds

to meet this excess of payments, postmasters at the smaller offices are required to remit promptly to certain first-class offices, designated as their depositories, all surplus funds that may accrue in their hands from the issue of orders. These remittances are made by means of national bank drafts, or in registered packages by mail, when such drafts cannot be procured, as is usually the case at the smaller post offices. During the last year the amount of surplus money-order funds remitted by these methods and deposited in the larger offices was \$11,191,457 04. Whenever a registered package containing money-order funds in course of transmission by mail is reported as missing, a special agent is immediately instructed to investigate the matter, and, if it cannot be found after a reasonable time, credit for the amount of the lost remittance is allowed, provided it is proved, after a thorough examination of all the circumstances of the case by the special agent, that the postmaster not only sent the money in a registered package, but in doing so complied strictly with all the requirements of the department. These are, that he must keep an exact description of the notes remitted by him, and must be ready to prove by the testimony of a disinterested witness that he enclosed these notes in a secure package, which he registered in the mode prescribed, and duly despatched in the mail from his office. As above stated, the sum of \$1,769 was allowed during the last year for lost remittances. In addition to this amount an allowance of \$5,265 was made to the postmaster at Austin, Texas, on account of five lost remittances, proved conclusively to have been duly mailed by him during the first quarter of 1868 to the postmaster at New Orleans, Louisiana. These remittances were stolen by a clerk in the post office of that city, as appears from the report of the special agents for this department, who investigated the case and caused the arrest and commitment of the alleged depredator. The allowance in this instance, however, was not made, and notice thereof transmitted to the Auditor in time for insertion in his report, and will therefore be included in his next annual statement.

The sum of \$1,205,253 01 was transferred by postmasters from the postage to the money-order account, to enable them to meet orders presented for payment at times when their money-order funds were insufficient for the purpose. On the other hand, the transfers from the money order to the postage account amounted to \$1,217,392 45, showing, at the close of the year, a balance in favor of the former account of \$12,139 44.

Application has repeatedly been made to this department during the past year by citizens of the United States who reside in or who frequently visit Panama, New Grenada, for the establishment of a money-order office at the United States consulate of that city. It is represented that such an office would not only afford much needed facilities to American artisans and workmen resident in Panama and vicinity for the transmission of small sums to their families or relations at home, but would also accommodate, in a similar way, the large number of travellers who pass through that city on their way to or from the Atlantic States, as

well as the numerous American sailors who frequent the port. For like reasons it seems desirable that a money-order office should be opened at Aspinwall. I would therefore recommend that the Postmaster General be authorized to establish an agency at each of the cities in question, for the issue and payment of money orders by the United States consul, in the same manner and under the same regulations as at money-order post-offices in the United States. These two consuls at present act as agents of this department for the receipt and despatch of mail matter. The addition of the money-order business to these duties would involve an increase of responsibility and of clerical labor, for which they should receive an additional allowance proportionate to the amount of business transacted.

The department is at present engaged in arranging the details of a convention for the interchange of postal money orders between certain money-order post offices of this country and those of Switzerland. After it shall have been put into successful operation, similar arrangements will gradually be made with other foreign countries which may desire the establishment of an international money-order system.

MISCELLANEOUS.

The law requires the salaries of postmasters to be adjusted once in two years. The aggregate salaries of postmasters, as revised July 1, 1864, was \$3,383,381 77. As adjusted July 1, 1866, the sum was \$4,033,728 17. As adjusted July 1, 1868, the sum was \$4,545,888. The increase in a little over two years, from June, 1866, to and including July, 1868, was \$1,162,506 23. This increase of salaries, under the rules prescribed by law, is encouraging. It is based solely upon the continual increase of the business of the department and of the people.

The increase of the expenses of the postal service, based as it is upon public necessity and public demand, instead of being cause of discouragement, is a subject of congratulation. The restoration of so large a part of the postal service, suspended during the war, and the new service created by Congress since the close of the war, equal to one-third of the amount of service in operation at that time, have produced a less deficiency than existed in time of peace and prosperity previous to 1860.

The proportion of deficiency to revenue is far less now than then, notwithstanding the service is very much greater than ever before. In 1859 the sum of the deficiency was only one million less than the entire revenue. In 1860 the sum of the deficiency was about three millions five hundred thousand dollars less than the entire revenue. For the year 1868 the deficiency is ten millions less than the entire revenue. The majority of the southern States have never paid their own expenses for postal service. They will not do so for a long time to come. With the exception of Iowa and Missouri, none of the States or Territories west of the Mississippi river have ever paid a revenue equal to their postal expenses. The cost of the transportation of the mails in all new States and Terri-

tries, and in all sparsely populated portions of the country, never has been paid by those States or Territories out of their own revenues. It is only as population and business increase, and the country is developed, that postal service can be self-sustaining.

The idea that the Post Office Department can be self-sustaining, in the present condition of the country, is absurd. It cannot be, and ought not to be, for fifty years to come. The revenues will largely increase, and so will expenditures. Ten years hence I estimate the expenses of the Post Office Department at \$40,000,000, and the revenues at \$30,000,000. This increase must go on as long as the country prospers, and mineral, agricultural, and commercial business increases. The mines are not yet all developed. The lands are not all cultivated. The rivers are not all navigated. The railroads are not all surveyed. The cities are not all built. The sea has not given us all we have a right to exact. Our country is not finished. Until it is finished, he is not a wise nor a sagacious man who assumes that the postal service will pay for itself.

The Post Office Department can be made self-sustaining in one way, and that is by cutting off the postal service in the States and Territories where the receipts for postages are not equal to expenses. This would exclude all but Iowa and Missouri west of the Mississippi, and all the States overborne by the rebellion. It could further economize by withdrawing all aid from the China, Brazil, and Sandwich Islands steamship lines, thus saving \$725,000. It could save \$995,000 by abolishing the letter-carrier system for the cities. It could also economize to the extent of over \$700,000 by overturning the system of postal cars. It is true that in public estimation the letter-carriers for cities are thought to be almost indispensable, but the system costs money and brings small revenue. It is all disbursement and no receipt. What if from 12 to 24 hours are saved in the transmission of mails between Washington and Cincinnati, or St. Louis, or Chicago, and the whole west and northwest, by these travelling post offices, which put off and receive mails while travelling at thirty miles an hour, and which receive mails, make up mails, and distribute mails as they go hurrying along? It costs money, and the government, like a miser, can keep its money in its chest. It gives no return and helps nobody, but is safely hoarded. A halting, timid, illiberal policy like this will save one million and lose twenty. Every dollar put out by the government in subsidies to build railroads, in subsidies to aid ocean commerce, in liberal appropriations to open lines of travel and develop material resources in a great nation like this, is money put out at exorbitant usury, and will bring returns in development of material wealth, and in making the nation great and rich and strong in everything of value and interest to a great people.

FRANKING.

I have twice in my annual reports called attention to the gross abuses of the franking privilege. It becomes my duty again to speak of the

frauds perpetrated upon the revenues of the Post Office Department by these abuses. I have had occasion frequently during the past year to call the attention of members of Congress to the use of their names in sending mailable matter free under a *fac simile* frank. Three dollars will buy the *fac simile* frank of any member of Congress, and the use of it by claim agents and business men in cities in sending books, periodicals, letters, and business circulars, defrauds the department out of immense sums of money. It is estimated that the loss to the department by this species of abuse of the franking privilege has amounted to from one million to one million and a half of dollars during the past year. On former occasions I have urged, in order to avoid the continuance of this serious cheat in the use of names of members of Congress without their knowledge or consent, 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 right to frank all matter pertaining to the department for which he is so appointed; and to relieve members of Congress from great labor and care, that one or more franking clerks be appointed for each house of Congress to frank such letters and public documents as it is desirable to send free through the mails. I have thus far failed to secure any attention to these urgent appeals, and am becoming satisfied that the only way to avoid an abuse which is becoming systematized and which is so severe a tax upon the revenues of the department is to abolish the franking privilege altogether.

POST OFFICES IN BOSTON AND NEW YORK.

In the city of Boston the government has purchased, for a large sum of money, a very valuable site for a post office and for revenue offices. It is of very great importance, both to the postal and revenue service, that at as early a day as possible plans for buildings should be adopted and appropriations made to erect them. There is no occasion for any delay, and every reason that economy and public necessity can suggest why the work should go immediately forward. Boston is the capital of New England, and the government ought to erect public buildings there which would gratify the pride of that people and do honor to itself.

I must again urge that steps be immediately taken to erect a suitable post office in the city of New York. A most eligible site has been purchased there for this purpose. The necessities of the public service demand that there shall be no further delay in this case. The building now occupied for a post office is what is left of an old church. It is patched and battered, full of dark corners and discomforts. The sunlight can scarcely penetrate its gloomy interior. Gas is burnt there day and night, and men work by it. It is over an old graveyard, and under its rotten floors lie skulls and bones, and the damp mould of dead men. On removing the floors for repairs a short time ago, these unwelcome

sights were exposed to view. The building is unfit for any use whatever; yet there, in summer and winter, in heat and cold, by gaslight, from night until morning, and from morning until night, 300 men are at work for the people of the whole United States, and inhaling a poisoned atmosphere every breath they draw. It is a disgrace to the city of New York and a disgrace to the nation. An average of nearly 30 men are sick all the time from laboring in that unwholesome place. The Post Office Department pays every year for extra help on account of it a sum equal to the interest on half a million of dollars. It is not always that the commercial and moneyed centre of a nation is the same. But the city of New York is both the moneyed and commercial centre of the western hemisphere. In 50 years it may be the moneyed centre and commercial centre of the world. In less than 20 years the city will contain a population of at least 3,000,000 of people—a population equal to that of all the colonies at the date of the Revolution. It is time now to begin to do something to meet its growing necessities. The post office building is unsafe. It is liable at any time to burn down, and scarcely a day passes but there goes through that office, in money, drafts, and securities, from \$10,000,000 to \$30,000,000 in value. To erect suitable public buildings there is the nation's work, and the nation's representatives ought to attend to it.

In the year 1854 the deficiency of the department, as between revenues and expenditures, was \$1,621,837 90; in the year 1855 the deficiency was \$2,626,206 16; in the year 1856 it was \$2,787,046 50; in the year 1857 it was \$3,453,718 40; in the year 1858 it was \$4,543,843 70; in the year 1859 it was \$6,996,009 26; in the year 1860 it was \$5,656,705 49; in the year 1861 it was \$4,557,462 71; in the year 1862 it was \$2,112,814 57; in the year 1863 it was \$150,417 25; in the year 1864 it was \$206,532 42; in the year 1865 there was a surplus of revenues over expenditures of \$861,430 42; in the year 1866 the excess of expenditures over revenues left a deficiency of \$965,093 09, making the expenditures for the year ending June 30, 1866, \$1,826,523 57 greater than for the year ending June 30, 1865. The years 1865 and 1866 above mentioned were the two years in which the department was administered by my immediate predecessor. The deficiency for the year ending June 30, 1867, was \$1,906,789 92, including as revenue \$900,000 drawn under acts making appropriations for carrying free mail matter, and not including as expenditure \$1,191,666 67 paid for service for which special appropriation was made.

The actual difference between revenues, independent of special appropriations, and expenditures, including special appropriations, was \$3,998,456 59.

The revenues, independent of special appropriations, for the year ending June 30, 1868, were \$16,292,600 80; and the expenditures, including service for which special appropriations were made, were \$22,730,592 65, showing an excess of expenditures of \$6,437,991 85. To meet this defi-

ciency there were drawn under appropriations made for carrying free matter \$3,800,000, and under acts making special appropriations for overland mail and marine service between New York and California, \$1,125,000; steamship service between San Francisco, Japan, and China, \$125,000; between the United States and Brazil, \$150,000; for carrying mail on routes established by acts passed during the first session of the 39th Congress, \$486,525; and for preparing and publishing post-route maps, \$10,000; leaving a deficiency, as stated in the first part of this report, for the year ending June 30, 1868, of \$741,466 85.

It is seen from the foregoing statement of receipts, expenditures, and appropriations that in supplying necessary postal accommodations for the people, the excess of expenditures over revenues rapidly increased from 1854 to 1859 and 1860, inclusive; the deficiency for 1859 being \$6,996,009 26, and for the year 1860 being \$5,656,705 49. After the year 1860 the expensive service in the southern States began rapidly to diminish, until in the year 1865 there was so little mail service performed in the States involved in the rebellion that the revenues exceeded the expenditures by \$861,430 42. The service was almost entirely suspended. Directly after the war ended and during the second year of the administration of my immediate predecessor, ending June 30, 1866, the Postmaster General entered upon the serious task of restoring the service in the insurgent States. In the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, the service was restored during the year ending June 30, 1866, to an extent costing \$1,086,527.

In the same States the cost of service for the year ending June 30, 1867, increased to \$1,891,531, and for the year ending June 30, 1868, it increased to the sum of \$2,168,459. This expenditure was for transportation alone, and include none of the other large expenses necessarily connected with the postal service in those States.

Before the rebellion, and in times of ordinary prosperity, the excess of expenditures over the revenues of the department was nearly \$7,000,000. The almost total abandonment of the service in the southern States, and the rapid increase of revenues growing out of the remarkable increase of correspondence connected with the army and army operations, and of domestic correspondence between soldiers and their families and friends, soon brought expenses and revenues near together, and in the year ending June 30, 1865, left an unexpended balance in the treasury as before stated.

In the year ending June 30, 1865, the aggregate length of routes was 142,310 miles, and the annual transportation reduced to 57,993,694 miles.

During the year ending June 30, 1866, the aggregate length of routes had increased to 180,921 miles, and the annual transportation to 71,837,914 miles, an increase of 38,581 miles in length of routes, and of 13,844,220 miles in annual transportation.

During the year ending June 30, 1867, the aggregate length of routes

had increased to 202,245 miles, and the annual transportation to 78,982,789 miles, an increase of 21,324 miles in length of routes, and an increase in transportation of 7,144,875 miles over the previous year.

During the year ending June 30, 1868, the aggregate length of routes increased to 216,928 miles, and the annual transportation increased to 84,224,325 miles, an increase of 14,683 miles in length of routes, and 5,241,516 miles in annual transportation.

Since the 30th day of June, 1865, and to the 1st day of July, 1868, three years, the aggregate length of mail routes has increased 74,588 miles, and the annual transportation has increased 26,230,631 miles.

Since I came to the head of the Post Office Department, in July, 1866, after the close of my immediate predecessor's second and last year as Postmaster General, the aggregate length of mail routes put under contract, and in actual operation, up to the 1st day of July, 1868, is 36,008 miles, and the increase of annual transportation for the time increased 12,386,411 miles.

The increase of service, and great increase of the expenses of the department for inland mail transportation, have not all arisen from the restoration of mail service in the late disordered States. A large amount of the service in operation previous to the war, and discontinued during the war, has not yet been restored. In addition to the increased and increasing railroad transportation, with its increasing expenses, Congress, by a series of acts, between the 3d day of March, 1865, and the 25th day of July, 1868—a little over three years—created 1,267 new mail routes, with an aggregate length of 48,744 miles, to wit:

By act of March 3, 1865, 114 routes—6,640 miles.

By act of March 14, 1866, 76 routes—4,901 miles.

By acts of July 18 and 26, 1866, 367 routes—15,741 miles.

By act of March 2, 1867, 139 routes—4,888 miles.

By act of March 30, 1868, 386 routes—10,779 miles.

By act of July 25, 1868, 185 routes—5,795 miles.

Of these, 33 were established in the late rebel States, with an aggregate length of less than 1,000 miles. One hundred were established in the Territories, with an aggregate length of 12,141 miles. The following is a complete list of States and Territories in which such service was established, with the amount of such service in each State:

Mail routes authorized by acts of Congress, from March 3, 185, to July 25, 1868, inclusive.

Name of State or Territory.	Aggregate No. of routes.	Aggregate No. of miles.	Name of State or Territory.	Aggregate No. of routes.	Aggregate No. of miles.
Alabama.....	1	.....	New York.....	68	871
Arkansas.....	3	126	North Carolina.....	4	.....
California.....	46	3, 242	Ohio.....	56	883
Connecticut.....	1	15	Oregon.....	22	1, 092
Delaware.....	6	39	Pennsylvania.....	141	1, 690
Florida.....	.....	.....	Rhode Island.....	1	.....
Georgia.....	.....	.....	South Carolina.....	1	.....
Illinois.....	66	1, 339	Tennessee.....	2	30
Indiana.....	47	953	Texas.....	.....	.....
Iowa.....	131	3, 728	Vermont.....	9	96
Kansas.....	85	4, 411	Virginia.....	1	37
Kentucky.....	17	556	West Virginia.....	20	323
Louisiana.....	1	72	Wisconsin.....	38	1, 012
Maine.....	22	311	TERRITORIES.		
Maryland.....	20	149	Arizona.....	4	1, 690
Massachusetts.....	3	50	Colorado.....	12	536
Michigan.....	64	1, 650	Dakota.....	7	760
Minnesota.....	119	4, 260	Idaho.....	16	1, 726
Mississippi.....	2	57	Montano.....	37	4, 661
Missouri.....	86	3, 655	New Mexico.....	14	1, 475
Nebraska.....	46	2, 491	Utah.....	7	603
Nevada.....	21	3, 437	Washington.....	3	690
New Hampshire.....	2	23	Wyoming.....	.....	.....
New Jersey.....	10	67			

I have the satisfaction of stating that a decree has been rendered in the high court of chancery of the Dominion of Canada, in the "stamp case," (the *United States vs. Boyd et als.*) in favor of the plaintiffs. This action was brought to recover United States postage stamps of the value of about \$10,500, which had been stolen in July, 1864, from the steamer *Electric Spark*, conveying the United States mails from New York to New Orleans, which was captured at sea by the armed steamer *Florida*, a piratical vessel, sailing under rebel colors. The court sustained the right of the United States to the stamps, awarding costs of suit, and ordering the return of the stamps to this country. The preparation of the case in this country was chiefly conducted by Joseph A. Ware, esq., solicitor of the auditor's office, who deserves great credit for his diligence and skill; and the case was prosecuted under the counsel and direction of Hon. Caleb Cushing. The report of the solicitor of the auditor's office, and the opinion of the chancellor, is published in the appendix.

The subject of connecting the postal service with the magnetic telegraph is one deserving the special attention of Congress. An independent report on the subject will be prepared and submitted for consideration at an early day.

The rapid growth of the postal service of the United States since the present organization of the Post Office Department was established by

the act of July 2, 1836, has devolved on its officers an amount of business of so extensive, varied, and responsible a character, that a reorganization, wisely adapted to the present and prospective condition of the service, is necessary to secure the greatest practicable efficiency in its administration. I will take an early opportunity to prepare, and submit to Congress for its approval, a plan for its reorganization.

Respectfully submitted:

ALEX. W. RANDALL,
Postmaster General.

The PRESIDENT.

APPENDIX.

Estimates for expenditures (out of the revenue) for the fiscal year ending June 30, 1870.

For mail transportation, inland, including overland and sea mail to California	\$13,231,563 00
For mail transportation, foreign	450,000 00
For ship, steamboat, and way letters	8,000 00
For compensation to postmasters	4,546,000 00
For clerks for post offices	2,500,000 00
For payments to letter-carriers	1,000,000 00
For wrapping paper	70,000 00
For twine	20,000 00
For letter balances	4,000 00
For compensation to blank agents and assistants	8,000 00
For office furniture	2,500 00
For advertising	40,000 00
For postage stamps and stamped envelopes	500,000 00
For mail deprecations and special agents	118,350 00
For mail bags and mail-bag catchers	130,000 00
For mail locks, keys, and stamps	37,000 00
For miscellaneous payments, including balances due foreign countries	875,000 00
For retransfer to money-order account, being money transferred by post-masters and deposited in the treasury as postage receipts	1,000,000 00
Total	24,540,413 00

Expenditures under special appropriations.

Steamship service between San Francisco, Japan, and China	\$500,000 00
Steamship service between the United States and Brazil	150,000 00
Steamship service between San Francisco and the Sandwich Islands	75,000 00

Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year ending June 30, 1868.

	Quarter ending Sept. 30, 1867.	Quarter ending Dec. 31, 1867.	Quarter ending Mar. 31, 1868.	Quarter ending June 30, 1868.	Total.
POSTAGE STAMPS.					
One-cent	2,163,300	2,805,300	3,774,400	3,219,800	11,962,800
Two-cent	12,549,000	14,356,800	18,607,900	15,475,900	60,989,600
Three-cent	71,696,900	74,390,800	78,802,700	74,431,400	299,321,800
Five-cent	192,860	269,400	262,300	222,920	947,480
Ten-cent	1,093,730	1,195,930	1,573,810	1,281,720	5,145,190
Twelve-cent	201,075	416,875	995,800	759,175	2,372,925
Fifteen-cent	295,900	324,360	303,940	206,420	1,130,620
Twenty-four-cent	476,225	366,700	110,425	43,425	996,775
Thirty-cent	107,520	130,370	73,620	33,910	395,420
Ninety-cent	18,430	13,550	8,280	7,630	47,890
Amount	\$2,774,167	\$2,917,969	\$3,165,606	\$2,878,502	\$11,736,264
NEWSPAPER AND PERIODICAL STAMPS.					
Five-cent	10,000		10,000	20,000	40,000
Ten-cent	20,000	25,000	20,000	50,000	115,000
Twenty-five-cent			5,000		5,000
Amount	\$2,500	\$2,500	\$3,750	\$6,000	\$14,750

REPORT OF THE POSTMASTER GENERAL.

Postage stamps, stamped envelopes, and newspaper wrappers—Continued.

	Quarter ending Sept. 30, 1867.	Quarter ending Dec. 31, 1867.	Quarter ending Mar. 31, 1868.	Quarter ending June 30, 1868.	Total.
STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.					
One-cent.....	1,000	11,000	4,000	5,750	21,750
Two-cent.....	1,537,750	1,502,750	2,030,000	1,232,000	6,322,500
Three-cent.....	9,148,550	9,354,500	9,660,050	9,716,000	37,879,100
Six-cent.....	75,850	57,250	39,950	49,700	222,750
Nine-cent.....	1,900	7,600	350	1,200	11,050
Ten-cent.....	15,850	12,700	14,100	12,000	54,650
Twelve-cent.....	1,050	950	1,600	450	4,050
Eighteen-cent.....	450	400	700	.....	1,550
Twenty-four-cent.....	550	300	600	.....	1,450
Thirty-cent.....	450	350	600	.....	1,400
Forty-cent.....	1,350	600	100	.....	2,050
Wrappers, one-cent.....	.....	.....	.....	8,000	8,000
two-cent.....	.....	.....	.....	811,000	3,364,600
Amount.....	\$327,572 50	\$332,289 00	\$355,907 00	\$336,821 50	\$1,352,590 00
STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, ETC.					
One-cent.....	12,500	4,000	6,500	8,500	31,500
Two-cent.....	112,750	153,000	195,000	186,500	647,250
Three-cent.....	5,531,250	5,963,250	6,383,000	6,835,500	24,713,000
Six-cent.....	12,000	12,500	27,500	21,500	73,500
Nine-cent.....	.....	1,000	.....	1,000	2,000
Ten-cent.....	.....	500	500	.....	1,000
Twelve-cent.....	.....	500	1,000	.....	1,500
Amount.....	\$169,037 50	\$182,947 50	\$197,275 00	\$210,260 00	\$759,520 00

	Number.	Value.
Whole number of stamps, postage.....	383,310,500	\$11,736,264 00
periodicals.....	160,000	14,750 00
	383,470,500	11,751,014 00
Whole number of stamped envelopes, plain.....	44,522,300	\$1,285,218 00
request.....	25,469,750	759,520 00
	69,992,050	2,044,738 00
Whole number of newspaper wrappers.....	3,372,600	\$67,372 00

A. N. ZEVELY,
Third Assistant Postmaster General.

Comparative statement of the disposition of dead letters during the fiscal years of 1867 and 1868.

	1867.		1868.		Increase.		Decrease.	
Number of letters containing one dollar and upwards	21,365		18,340				3,025	
Amount contained		\$138,365 00		\$95,196 52				\$43,168 48
Number delivered	18,577		16,061				2,516	
Amount contained		127,135 43		86,638 66				40,496 77
Number of letters containing less than one dollar	13,770		14,082		312			
Amount contained		3,869 24		3,436 68				432 56
Number delivered	10,372		12,513		2,141			
Amount contained		3,485 09		3,120 70				364 39
Number of letters containing bills of exchange, &c	21,262		17,750				3,512	
Nominal value		5,109,554 48		3,609,271 80				1,500,282 68
Number delivered	19,991		16,809				3,182	
Nominal value		4,918,731 00		3,248,344 62				1,670,386 38
Number of letters containing miscellaneous articles	146,445		125,221				21,224	
Number delivered	123,571		114,666				8,905	
Number of ordinary letters without enclosures	3,900,173		3,822,266				77,907	
Number sent out for delivery	1,677,875		2,085,399		407,524			
Number delivered	1,421,871		1,762,668		340,797			
Total number of all classes delivered	1,611,686		1,906,990		295,304			
Total number of all letters filed	18,553		17,923				630	
Number of letters returned to foreign countries	186,189		184,183				2,006	
Number of letters destroyed	2,490,080		2,070,153				419,927	

A. N. ZEVELY, *Third Assistant Postmaster General.*

POST OFFICE DEPARTMENT,
Contract Office, October 31, 1868.

SIR: For a statement of the mail service for the contract year ended June 30, 1868, 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, 1868, 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, 1868.

Table E shows the readjustment of the rates of pay per mile on certain railroad routes, based upon returns of the weight of the mails conveyed and the accommodations provided for mails and agents of the department, received in response to the "railroad weight circular" referred to in the last Annual Report, (page 11,) accompanied by an alphabetical index for easy reference.

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

GEORGE WM. McLELLAN,

Second Assistant Postmaster General.

Hon. ALEXANDER W. RANDALL,
Postmaster General.

A.—Table of mail service for the year ended June 30, 1868, 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 of it lies.]

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
		Miles.	Miles. Dollars.	Miles. Dollars.	Miles. Dollars.	Miles.	Miles.					
Maine	4,480	3,912	71,451			568	56,425	1,578,512		417,144	1,995,656	127,876
New Hampshire	1,915	1,429	27,294	63	1,150	423	37,485	542,620	22,776	377,208	942,604	65,929
Vermont	2,223	1,711	34,938			512	67,892	809,256		443,770	1,253,026	102,830
Massachusetts	2,592	1,665	42,010	68	3,975	1,459	194,118	775,086	42,432	1,624,555	2,442,073	240,103
Rhode Island	525	242	6,091	160	2,500	123	17,911	109,460	99,840	190,681	399,981	26,502
Connecticut	1,660	902	24,729			758	99,795	469,196		832,654	1,301,850	124,524
New York	10,917	7,421	197,799	207	8,413	3,279	448,020	3,294,277	145,808	4,572,238	8,012,323	654,232
New Jersey	2,198	1,272	34,893	72	3,188	854	115,209	558,144	44,928	893,022	1,496,094	153,290
Pennsylvania	13,148	10,074	206,315	85	6,300	2,989	265,732	3,407,220	53,040	2,558,206	6,018,466	478,347
Delaware	513	353	9,595			160	14,083	153,400		145,354	298,754	23,678
Maryland	2,871	2,001	52,829	36	547	834	*184,608	868,710	11,232	2,144,358	237,984	237,984
Ohio	11,082	6,774	120,820	239	6,988	4,069	550,374	2,088,818	95,316	3,900,491	6,084,625	678,182
West Virginia	4,290	4,000	49,833	250	12,149	40	3,440	696,046	156,312	24,960	877,318	65,422
Virginia	8,684	6,745	111,662	617	37,675	1,322	112,444	1,442,017	342,798	1,034,664	2,819,479	261,781
North Carolina	6,690	5,641	73,103	137	2,699	912	62,595	860,002	39,624	532,256	1,431,882	138,397
South Carolina	3,390	2,343	33,615			1,047	89,650	325,949		911,723	1,237,672	123,265
Georgia	4,318	2,671	49,715	155	1,526	1,492	115,789	462,332	16,120	1,171,711	1,650,163	167,030
Florida	4,781	1,296	26,293	3,112	58,000	373	20,052	227,358		184,641	612,535	104,345
Michigan	8,117	5,497	112,005	1,458	22,913	1,162	126,962	1,670,798	317,166	1,213,884	3,201,848	261,880
Indiana	7,120	5,392	78,835			1,728	212,833	1,237,860		1,768,550	3,006,410	291,668
Illinois	9,685	6,564	134,114			3,121	387,555	1,995,018		3,426,890	5,421,908	521,669
Wisconsin	7,563	6,141	100,774	259	12,513	1,163	122,753	1,582,871	91,130	1,235,619	2,949,610	236,040
Iowa	8,235	7,333	137,722			902	53,111	2,292,320		661,270	2,953,590	190,833
Missouri	8,909	7,988	144,466			921	126,088	1,987,376		860,016	2,847,392	270,554
Minnesota	6,215	5,464	104,881	370	16,287	381	27,029	1,210,651	134,680	336,261	1,681,592	148,197
Kentucky	6,391	4,894	86,528	878	140,018	619	63,325	1,300,816	399,526	481,454	2,181,796	189,871
Tennessee	4,977	4,036	60,681			941	77,201	747,580		749,796	1,497,376	137,882
Alabama	6,672	5,192	108,074	513	16,500	967	84,472	862,602	139,464	604,010	1,606,066	209,046
Mississippi	3,913	2,949	66,541			964	91,985	534,638		630,362	1,165,000	158,526
Arkansas	6,370	5,600	183,325	722	27,000	48	4,800	1,321,658	149,176	2,909,952	1,500,786	215,125
Louisiana	4,418	2,278	130,383	1,833	105,000	307	29,800	575,848	482,768	185,172	1,243,788	265,183
Texas	10,381	9,221	311,619	803	52,500	357	23,760	1,851,824	150,176	199,738	2,201,738	387,879

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

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

A.—Table of mail service for the year ended June 30, 1868, &c.—Continued.

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.
California	12,607	5,453	384,788	6,927	*174,500	227	*82,180	1,949,228	499,536	226,070	2,674,834	641,468
Oregon	2,102	1,784	341,203	318	22,490			665,392	125,216		790,608	363,693
Kansas	5,235	4,812	1489,766			423	161,800	1,940,000		483,356	2,423,356	551,566
Nevada	1,704	1,704	241,180					714,764			714,764	241,180
Nebraska	1,758	1,185	24,642			373	145,850	284,908		714,104	999,012	170,492
New Mexico Territory	1,348	1,348	264,382					401,440			401,440	264,382
Utah Territory	2,307	2,307	5453,798					858,512			858,512	453,798
Washington Territory	1,618	1,253	94,344	365	15,800			239,148	37,960		277,108	110,144
Colorado Territory	1,060	1,060	32,920					182,832			182,832	32,920
Dakota Territory	210	210	4,386					70,148			70,148	4,386
Arizona Territory	1,100	1,100	125,607					235,040			235,040	125,607
Idaho Territory	280	280	14,700					60,320			60,320	14,700
Montana Territory	356	356	33,650					98,592			98,592	33,650
Total	216,928	161,263	5,438,299	19,647	650,631	36,018	4,177,126	45,540,587	3,797,560	34,886,178	84,224,325	10,266,056
Route agents												478,380
Postal railway clerks												274,310
Mail-route messengers												29,890
Local agents												48,405
Mail messengers												274,658
Baggage-masters in charge of mails												9,000
Aggregate												11,380,689

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

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

‡ Overland route, Omaha to Laramie City.

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

GEORGE WM. MCLELLAN, *Second Assistant Postmaster General.*

B.—Railroad service as in operation on June 30, 1868.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.			Dollars.
MAINE.									
1	Augusta to Skowhegan.....	Portland and Kennebec.....	39	.....	6	3,900 00	.....	100 00	
8	Danville Junction to Bangor.....	Maine Central.....	110	.....	6	13,750 00	.....	125 00	
19	Farmington to Brunswick.....	Androscoggin.....	70½	.....	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	} Including all side service.
			{ 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.....	18½	.....	6	850 00	.....	44 33	
				568½			56,425 00		
NEW HAMPSHIRE.									
251	Concord to Nashua.....	Concord.....	36	.....	12	5,400 00	.....	150 00	
253	Concord to Wells River.....	Boston, Concord, and Montreal.....	93	.....	6	10,000 00	.....	107 52	
254	Concord to White River Junction, with branch to Bristol.	{ Northern.....	{ 69	.....	12	10,510 00	.....	140 00	Includes \$850 for side service.
			{ 13	.....	6	650 00	.....	50 00	
255	Concord to Bradford.....	Concord and Claremont.....	26	.....	6	1,500 00	.....	57 69	
268	Concord to Portsmouth.....	Concord, Manchester, and Lawrence.....	60	.....	12	3,000 00	.....	50 00	
269	Manchester to North Ware.....	do.....	20½	.....	6	1,025 00	.....	50 00	
279	Nashua to Wilton.....	Boston and Lowell, and Nashua and Lowell.....	16	.....	12	900 00	.....	56 25	
300	Contoocook Village to Hillsboro' Bridge.	Contoocook.....	15	.....	6	750 00	.....	50 00	
309	Dover to Alton Bay.....	Boston and Maine.....	28	.....	6	1,400 00	.....	50 00	
310	Brock's Crossings to Union.....	Portsmouth, Great Falls, and Conway.....	26	.....	6	1,300 00	.....	50 00	Runs into Portsmouth without additional compensation.
331	Littleton to Wells River.....	Boston, Concord, and Montreal.....	21	.....	6	1,050 00	.....	50 00	
				423½			37,485 00		
VERMONT.									
412	Burlington to Rouse's Point.....	Vermont Central, and Vermont and Canada.....	55½	.....	12	8,325 00	.....	150 00	
452	White River Junction to North Derby.	Connecticut and Passumpsic Rivers.....	111.17	.....	6	11,117 00	.....	100 00	

B.—Railroad service as in operation on June 30, 1868—Continued.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
VERMONT—Continued.									
463	Windsor to Burlington	Vermont Central	119		12	16,660 00		140 00	Includes \$1,785 per annum for night service.
477	Rutland to State Line, with branch to Bennington.	Bennington and Rutland	58½		6	5,900 00		100 00	
483	Bellows Falls to Windsor	Sullivan	25		6	3,125 00		125 00	Including \$2,000 per annum for side service.
484	Bellows Falls to Burlington	Rutland and Burlington	119½		6	19,405 00		162 38	
489	Burlington to Bellows Falls	Vermont Valley	24		12	3,360 00		140 00	
				512.65			67,892 00		
MASSACHUSETTS.									
601	Boston to Portsmouth	Eastern	56½		12	9,887 50		175 00	Including night mail to Portsmouth and Portland.
602	Boston to South Berwick Junction, with branch to Great Falls.	Boston and Maine	75		12	11,400 00		150 00	
603	Boston to Nashua	Boston and Lowell, and Nashua and Lowell.	3		6			50 00	
			42		18	6,300 00		150 00	
604	Boston to Fitchburg	Fitchburg	52		12	8,000 00		153 84	Includes side service.
605	Boston to Worcester	Boston and Worcester	45		18	13,500 00		300 00	
605a	Grafton to Millbury	do	4.20		12	200 00		47 62	
606	Boston to Woonsocket Falls	do	39.68		6	1,984 00		50 62	
607	Boston to Southbridge	Boston, Hartford, and Erie	70		6	5,214 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	
612	Boston to Charlestown	Metropolitan	11-16		31	600 00			
613	Boston to Watertown	Union	3½		25	1,200 00			
			34		12				
614	Boston to Jamaica Plains	Metropolitan	3		37	2,230 00			
			6		18				
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		12	200 00		50 00	
627	Lawrence to Manchester	Concord, Manchester, and Lawrence	28		12	2,800 00		101 00	
629	Lowell to Lawrence	Boston and Lowell, and Nashua and Lowell.	14		12	1,050 00		75 00	
631	Winchester to Woburn	do	3		6	150 00		50 00	

632	Porter's Station to Lexington	Lexington and West Cambridge	8	12	409 00	51 12
633	Lexington Depot to Bedford	do	4	6	165 00	41 25
635	South Acton Depot to Hudson	Fitchburg	9	6	500 00	55 56
636	Groton Junction to Lowell	Boston and Lowell, and Nashua and Lowell	17	12	900 00	52 94
637	Groton Junction to Mason Village	Fitchburg	23	6	1,500 00	65 22
638	Auburndale Station to Newton Lower Falls	Boston and Worcester	2	6	100 00	50 00
639	Natick to Saxonville	do	4	6	200 00	50 00
640	South Framingham to Northboro'	Boston, Clinton, and Fitchburg	15	12	1,125 00	75 00
640a	Northboro' to Pratt's Junction	do	14	12	1,050 00	75 00
641	South Framingham to Milford	Boston and Worcester	12	12	900 00	75 00
651	Canton Depot to North Easton	Stoughton and Easton Branch	4	12	420 00	46 66
655	South Braintree Junction to Newport	Old Colony and Newport	61½	12	7,498 00	121 42
656	South Abington to Bridgewater	do	7½	6	300 00	38 72
657	Braintree Depot to Cohasset	South Shore	12	12	1,350 00	112 50
664	Middleboro' to Hyannis	Cape Cod	47	12	5,500 00	117 00
675	New Bedford to West Wareham	New Bedford and Taunton	16½	12	2,031 25	125 00
679	Taunton to Middleboro'	Middleboro' and Taunton	9½	6	600 00	63 16
680	Taunton to Mansfield Junction	Taunton Branch	12	18	1,800 00	150 00
681	Taunton to New Bedford	New Bedford and Taunton	20½	18	3,075 00	150 00
687	Worcester to Nashua	Worcester and Nashua	46½	6	4,625 00	100 00
688	Worcester to Albany	Western	102	12	25,500 00	250 00
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 Grant's Corners	New London Northern	35	6	1,855 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
739	Salem to Lawrence	Eastern	20	6	1,000 00	50 00
740	South Reading to Newburyport	Boston and Maine	30½	6	1,525 00	50 00
			1,459½			194,118 75
RHODE ISLAND.						
801	Providence to Worcester	Providence and Worcester	44	12	5,900 00	134 09
802	Providence to New London	Providence and Stonington	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
CONNECTICUT.						
926	New London to Worcester	Norwich and Worcester	73	12	8,030 00	110 00
927	New London to Palmer	New London Northern	30	12	5,275 00	160 00
			36	6		75 00

\$200 per annum additional allowed for route agent service.

Includes side service.

Do.

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

B.—Railroad service as in operation on June 30, 1868—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.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
CONNECTICUT—Continued.									
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 New London	50		19	10,067 00		200 00	
938	New Haven to Springfield	Hartford and New Haven	63 5-6		12	17,554 17		275 00	Includes \$67 additional per annum for mail messenger service in New Haven.
939	Granby to Northampton	New Haven and Northampton	32		6	2,400 00		75 00	
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	76½		19	24,808 33		325 00	
943	Bridgeport to Winsted	Naugatuck	62		12	4,650 00		75 00	\$50 additional per mile per annum to be allowed when postal car service shall commence.
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	23½		6	2,000 00		85 11	
955	Waterbury to Providence	Hartford, Providence, and Fishkill	122½		6	12,250 00		100 00	Includes \$100 additional per annum for side supply of Vernon.
973	Vernon Depot to Rockville	Rockville	4½		18	500 00		111 11	
				758½			99,795 50		
NEW YORK.									
1901	New York to Dunkirk	Erie	460		19	126,500 00		275 00	Includes 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	130½		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	67½		12	11,650 00		115 92	
1013	Mineola to Glen Cove	do	33		6	750 00		75 00	
1014	Hicksville to Syosset	do	10		12	450 00		100 00	
1038	Sufferns to Piermont	Erie	4½		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	
1080	Albany to Junction	Rensselaer and Saratoga	80		12	1,029 00		100 00	
1081	Albany to Troy	Troy and Greenbush	12		19	1,050 00		85 75	
1086	Albany to Harpersville Station	Albany and Susquehanna	7		12	9,000 00		150 00	
1088	Central Bridge to Schoharie	Schoharie Valley	120		12	250 00		75 00	
1091	Schenectady to Ballston	Rensselaer and Saratoga	5		12	250 00		50 00	
1094	Troy to Schenectady	New York Central	16		6	800 00		50 00	
1095	Troy to North Adams	Troy and Boston	22		12	1,650 00		75 00	
	Branch to North Bennington		24		18			150 00	
			26		12	7,350 00		100 00	
			5½		12			100 00	

1096	Troy to Saratoga Springs	Rensselaer and Saratoga	32.81	12	4,921 50	150 00	
1103	Eagle Bridge to Rutland	do	62½	12	9,375 00	150 00	
1109	Saratoga Springs to Castleton	do	54	12	8,100 00	150 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	21	6	262 50	116 66	
1159	Watertown to Cape Vincent	Rome, Watertown, and Ogdensburg.	26	12	2,600 00	100 00	
1206	Utica to Lyon's Falls	Utica and Black River	45	6	2,250 00	50 00	
1212	Rome to Ogdensburg	Rome, Watertown, and Ogdensburg.	142	12	16,700 00	100 00	
	Branch to Pottsdam Junction		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	
	Branch to Elmira	Erie	47	6			
1278	Canandaigua to Elmira	Erie	68½	12	5,137 00	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	
	Branch to Batavia	Erie	6	6			
1301	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 Erie	Buffalo and Erie	89	19	20,025 00	225 00	
1347	Salamanca to Corry	Atlantic and Great Western	61½	6	6,150 00	100 00	
1387	Owego to Ithaca	Delaware, Lackawanna, and West'n.	33	12	1,415 00	42 88	
1460	Chesterville to Warwick	Warwick Valley	11	12	550 00	50 00	
1497	Oswego to Richland Station	Rome, Watertown, and Ogdensburg.	28½	12	2,850 00	100 00	
1499	Brocton to Corry	Buffalo and Oil Creek Cross-cut	45.3	12	3,603 00	79 55	
			3,279.86			448,020 50	
NEW JERSEY.							
2002	New York to Piermont	Northern R. R. Co. of New Jersey	26½	6	2,081 00	50 00	
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	
2005	New York to Harrisburg	Central Railroad Co. of New Jersey	183	12	36,600 00	200 00	
2006	New York to New Brunswick	New Jersey Railroad and Transportation Company.	36	19	13,500 00	375 00	
2008	Port Monmouth to Jackson	Raritan and Delaware Bay	73½	6	3,937 50	50 00	
	Branch to Branch Shore		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	Lambertville to Flemington	Belvidere Delaware	12.13	6	606 50	50 00	
2062	Trenton to intersection with Delaware, Lackawanna and Western Railroad at Munnika Chunk.	do Delaware	68.7	12	5,152 50	75 00	
2067	New Brunswick to Philadelphia	Philadelphia and Trenton	54	19	20,250 00	375 00	
2071	Jamesburg to Freehold	Freehold, Jamesburg, & Agricultural	11	6	860 00	69 09	
2089	Burlington to Pemberton	Burlington County	14	12	700 00	50 00	

Includes side service.
Includes \$206 for side service.

Includes \$756 per annum for mail messenger service.
Includes \$300 per annum for mail messenger service.

Includes \$100 for mail messenger service.

B.—Railroad service as in operation on June 30, 1868—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.
			Miles.	Miles.		Dollars.	Do'lars.	Dollars.	
NEW JERSEY—Continued.									
2092	Philadelphia to South Amboy . . . } Branch to Trenton }	Camden and Amboy	66 6		6 6	7,467 00		103 63	
2097	Philadelphia to Bridgeton	West Jersey	19.4		6	4,315 00		125 00	
2098	Camden to Atlantic City	Camden and Atlantic	60		(*) 6	3,000 00		50 00	
2102	Glassboro' to Millville	Millville and Glassboro'	22		6	2,200 00		100 00	
2105	Elmer to Salem	Salem	16.6		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 of New Jersey	16.06		6	690 00		43 00	
2129	Rocky Hill to Monmouth Junction	Rocky Hill	8		6	400 00		50 00	
				854.14			115,209 50		
PENNSYLVANIA.									
2201	Philadelphia to Pittsburg	Pennsylvania	357½		14	71,525 00		200 00	\$1,875 deducted on account of transportation of P. O. car over Junction railroad.
2202	Philadelphia to Pottsville	Philadelphia and Reading	97		12	14,550 00		150 00	\$2,550 deducted on account of transportat'n over Junc. R. R.
2203	Philadelphia to West Chester	West Chester and Philadelphia	29½		12	2,194 00		75 00	
2204	Philadelphia to Bethlehem } Branch to Doylestown }	North Pennsylvania	54.19 10.11		6	3,215 00		50 00	
2206	Philadelphia to Norristown	Philadelphia, Germantown and Norristown	17		6	500 00		29 41	
2208	Philadelphia to Darby	Philadelphia and Darby	8		6	500 00		62 50	
2216	Bridgeport to Downingtown	Philadelphia and Reading	22		6	550 00		25 00	
2235	Lenni Mills to Rising Sun	Philadelphia and Baltimore Central	39½		12	2,050 00		50 00	
2257	Lancaster to Middletown	Pennsylvania	32½		6	1,490 00		45 84	
2268	Strasburg to Leaman Place	Strasburg, J. F. and C. W. Herr, contractors	4½		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 and Susquehanna	59		6	2,950 00		50 00	
2334	Port Clinton to Milton	Catawissa	92		12	13,800 00		150 00	
2345	Tamaqua to Ashland	Philadelphia and Reading	6		6	850 00		40 47	
2346	Sunbury to Williamsport	Pennsylvania, lessees of the Philadelphia and Erie	21		14	6,000 00		150 00	
2347	Sunbury to Mount Carmel	Northern Central	28		6	1,400 00		50 00	

2364	Seranton to Northumberland	Lackawanna and Bloomsburg	17	12	6,007 50	75 00
2365	Seranton to Carbondale	Delaware and Hudson Canal Co.	63.1	6	850 00	50 00
2372	Wilkesbarre to White Haven	Lehigh and Susquehanna	17	6	1,575 00	50 00
2388	Penn Haven to Audenried	Lehigh Valley, over Beaver Meadow Branch.	17	6	850 00	50 00
2401a	Hawley to Lackawaxen	Erie	16	6	800 00	50 00
2410	Great Bend to New Humpion	Delaware, Lackawanna and West'n	133	6	9,975 00	75 00
2456	Fall Brook to Corning	Tioga	47	12	3,925 00	50 00
	Branch to Morris Run		4	6		
	Branch to Arnot		5	6		
2482	Williamsport to Elmira	Northern Central, lessees of Elmira and Williamsport.	77	12	11,550 00	150 00
2483	Williamsport to Ridgeway	Pennsylvania, lessees of Philadelphia and Erie.	129.73	6	6,524 15	50 00
2535	York to Columbia	Northern Central	13	7	650 00	50 00
2541	Hanover Junction to Hanover	Hanover Branch	13	6	1,050 00	50 00
	Branch to Littlestown		8			
2542	Hanover to Gettysburg	Gettysburg	174	6	862 50	50 00
2554	Chambersburg to Hagerstown	Cumberland Valley	22	6	1,100 00	50 00
2576	Huntingdon to Mount Dallas	Huntingdon and Broad Top Mount'n	44	6	2,466 00	50 00
	Branch to Broad Top		5.32			
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	324	6	3,234 00	100 00
2624	Pittsburg to Uniontown	Pittsburg and Connellsville	73	6	3,650 00	50 00
2625	Pittsburg to Laytonia	Allegheny Valley	131.7	6	6,585 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	50 00
2770a	Petroleum Centre to Oil City	Farmers	12	12	581 00	75 00
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
2777	Miles Grove to New Castle	Erie and Pittsburg	83	6	6,225 00	75 00
2777a	New Castle to Homewood	New Castle and Beaver Valley	15	6	1,125 00	75 00
2782	Columbia to Sinking Spring	Reading and Columbia	39.31	6	1,965 50	50 00
2815	Hazleton to Junction	Hazleton, A. Pardee, contractor	8	6	583 00	41 64
	Branch to Eckley		4			
	Branch to Jeddo		2			
2817	Tyrone to Lock Haven	Pennsylvania	56	6	2,800 00	50 00
2818	Blairsville to Allegheny	do	64.8	6	3,240 00	50 00
2831	Irvine to Oil City	Warren and Franklin	50	6	2,550 00	51 00
2832	Penn Haven to Mount Carmel	Lehigh Valley	40	6	2,000 00	50 00
2854	Shawmut Junction to Shawmut	Shawmut Coal Company	14	6	100 00	7 14
2921	Jamestown to Franklin	Cleveland, Painesville and Ashtabula, lessees of Jamestown and Franklin.	42	6	2,100 00	50 00

Includes mail messenger service.

B.—Railroad service as in operation on June 30, 1868—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.
			Miles.	Miles.		Dollars.	Dollars.		
PENNSYLVANIA—Continued.									
2922	Towanda to Waverly	Pennsylvania and New York Canal and Railroad Company.	20	2,989 37-60	12	1,000 00	265,732 75	50 00	
DELAWARE.									
3101	Wilmington to Crisfield	Philadelphia, Wilmington and Balt.	47.48	160.46	12	12,833 75		125 00	Includes \$1,400 for daily mail to Philadelphia.
3117	Harrington to Georgetown	Junction and Breakwater	87.98		6				
			25	12	1,250 00	14,083 75	50 00		
MARYLAND.									
3201	Baltimore to Philadelphia	Philadelphia, Wilmington and Balt.	100		19	37,500 00		375 00	
	Branch to Port Deposit		4		6	200 00		50 00	
3204	Baltimore to Sunbury	Northern Central	86		14	25,450 00		200 00	
3207	Baltimore to Washington	Baltimore and Ohio	55		26	12,000 00		150 00	
3208	Baltimore to Wheeling	do	40		19	93,900 00		300 00	
			179		13			200 00	
3209	Grafton to Parkersburg	do	201		6	10,400 00		100 00	
3214	Intersection to Union Bridge	Western Maryland	104		6	2,000 00		50 00	
3237	Annapolis to Junction	Annapolis and Elk Ridge	40		13	2,858 00		142 90	
3306	Araby to Frederick	Baltimore and Ohio	20		7	300 00		100 00	
			3	832		184,608 00			
OHIO.									
9004	Bell Air to Columbus	Central Ohio	137½		14	27,575 00		200 00	
9051	Pittsburg to Chicago	Pittsburg, Ft. Wayne and Chicago	469½		12	93,900 00		200 00	
9052	Pittsburg to Bell Air	Cleveland and Pittsburg	95		6	7,125 00		75 00	
9095	Erie to Cleveland	Cleveland, Painesville and Ashtabula	96		13	21,600 00		225 00	
9161	Hudson to Millersburg	Cleveland, Zanesville and Cincinnati	62		6	1,860 00		30 00	
9163	Cleveland to Youngstown	Atlantic and Great Western	67		6	3,350 00		50 00	
9104	Cleveland to Willsville	Cleveland and Pittsburg	59½		12	13,087 50		150 00	
9165	Cleveland to Sandusky	Cleveland and Toledo	41½		6			100 00	
9125	Bayard to New Philadelphia	Cleveland and Pittsburg	61		6	3,050 00		50 00	
9129	Oneida Mills to Carrollton	Carrollton and Oneida	32		6	1,372 00		42 87	
			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	16	12	2,125 00	132 81
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	do	138	13	29,100 00	210 87
9201	Columbus to Xenia	Columbus and Xenia	54½	13	12,375 00	227 06
9202	Columbus to Indianapolis	Columbus and Indianapolis	188	12	37,600 00	200 00
9222	Galion to Indianapolis	Bellefontaine	204	12	30,600 00	150 00
9247	Blanchester to Hillsborough	Marietta and Cincinnati	21	6	787 00	37 50
9266	Portsmouth to Reed's Mills	do	56	6	2,800 00	50 00
9313	Toledo to Cleveland	Cleveland and Toledo	114	12	22,800 00	260 00
9344	Toledo to Keokuk	Toledo, Wabash and Western	524	6	65,500 00	125 00
9345	Toledo to Elkhart	Mich. Southern and North'n Indiana	133	6	6,650 00	50 00
9351	Fremont to Finley	Lake Erie and Louisville	37	6	1,295 00	35 00
9370	Curey to Finley	Cincinnati, Dayton and 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 00	150 00
9401	Hamilton to New Castle	Cincinnati and Indianapolis Junction	85	6	4,250 00	50 00
9403	Hamilton to Richmond	Cincinnati, Richmond, and Chicago	48	6	3,600 00	75 00
9405	Cincinnati to Hamilton	Cincinnati, Hamilton, and Dayton	25	12	10,875 00	225 00
9405	Hamilton to Dayton		35			150 00
9406	Cincinnati to Springfield	Little Miami	19	6	16,525 00	100 00
9406	Cincinnati to Springfield	Little Miami	65	13		225 00
9407	Cincinnati to Parkersburg	Marietta and Cincinnati	197	6	20,150 00	100 00
9429	Morrow to Zanesville	Cincinnati and Zanesville	9	6	9,975 00	50 00
9470	Dayton to Richmond	Little Miami and Columbus and Xenia	132.9	6	9,975 00	75 00
9491	Harrison Junction to Connersville	Indianapolis and Cincinnati	42	6	3,150 00	50 00
9493	Columbus to Cadiz	Indianapolis and Cincinnati	49.3	6	2,465 00	50 00
9493	Columbus to Cadiz	Steuensville and Indiana	160	12	32,400 00	200 00
9504	Springfield to London	Cincinnati, Dayton, and Eastern	8	6	1,000 00	50 00
9506	Youngstown to Cross Cat.	Pittsburg, Fort Wayne, and Chicago	20	6	1,040 00	50 00
			20.8	6	1,040 00	50 00
					4,069½	550,374 50
WEST VIRGINIA.						
4169	Laurel Junction to Volcano	Laurel Fork and Sand Hill	8	6	240 00	30 00
4253	Harper's Ferry to Winchester	Baltimore and Ohio	32	6	3,200 00	100 00
					40	3,440 00
VIRGINIA.						
4401	Washington, D. C., to Lynchburg	Orange and Alexandria	178½	7	18,300 00	100 00
4402	Game Point to Richmond	Richm'd. Fredericks'b'g, and Potomac	9	14	11,325 00	50 00
4403	Alexandria to Leesburg	Alexandria, Loudon, and Hampshire	75½	6	1,931 50	150 00
4404	Manassas to Piedmont Station	Orange, Alexandria, and Manassas	38.63	6	1,700 00	50 00
4404	Manassas to Piedmont Station	Orange, Alexandria, and Manassas	34	6	1,700 00	50 00
4405	Richmond to Covington	Virginia Central	136½	6	14,150 00	100 00
4406	Richmond to Greensboro', N. C.	Richmond and Danville	70	6	14,287 50	50 00
4407	Richmond to Petersburg	Richmond and Petersburg	190½	7	3,675 00	75 00
4409	Petersburg to Norfolk	Norfolk and Petersburg	24½	7	4,675 00	150 00
4409	Petersburg to Norfolk	Norfolk and Petersburg	81½	7	4,675 00	50 00

For 76½ miles. Seven times a week on 136½ miles.
For 130 miles. Six times a week four months, three times a week eight months on 70 miles.

B.—Railroad service as in operation on June 30, 1868—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.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
VIRGINIA—Continued.									
4410	Petersburg to City Point	Southside	12		6	600 00		50 00	
4411	Petersburg to Lynchburg	do	123		6	6,150 00		50 00	
4412	Petersburg to Weldon, N. C.	Petersburg	64		14	9,750 00		150 00	
4413	Portsmouth to Weldon	Seaboard and Roanoke	80		7	6,000 00		75 00	
4414	Lynchburg to Goodson and Bristol, Tenn.	Virginia and Tennessee	205		7	20,500 00		100 00	
				1,322.63			112,444 00		
NORTH CAROLINA.									
5001	Weldon to Wilmington	Wilmington and Weldon	162½		7	24,337 00		150 00	
	Branch, Rocky Mount to Tawboro'	do	26		7	608 00		23 38	
5002	Raleigh to Weldon	Raleigh and Gaston	97		7	7,275 00		75 00	
5004	Goldsboro' to Charlotte	North Carolina	223		7	16,725 00		75 00	
5005	Goldsboro' to Morehead City	Atlantic and North Carolina	95		7	4,750 00		50 00	
5006	Salisbury to Morgantown	Western North Carolina	80½		3	2,400 00		30 00	
5007	Wilmington to Wadesboro'	Wilming'n, Charlotn, and Rutherford	138½		3	4,230 00		30 00	
5008	Fayetteville to Egypt Depot	Western	45		2	920 00		20 50	
5196	Charlotte to Cherryville	Western Division Wilmington, Charlotte, and Rutherfordton.	45½	912½	3	1,350 00	62,595 00	30 00	
SOUTH CAROLINA.									
5601	Kingsville to Wilmington	Wilmington and Manchester	171		12	25,650 00		150 00	
5602	Kingsville to Augusta	do	119		7	11,900 00		100 00	
	Branch, Kingsville to Camden	South Carolina	37½		3	1,125 00		30 00	
	Branch, Kingsville to Columbia	do	27		6	1,350 00		50 00	
	Branch, Branchville to Charleston	do	62		12	6,200 00		100 00	
5603	Florence to Cheraw	Cheraw and Darlington	40		7	1,200 00		30 00	
5604	Charleston to Florence	Northeastern	104		12	15,600 00		150 00	
5605	Charleston to Salkehatchie	Savannah and Charleston	59		3	1,250 00		25 00	
5606	Columbia to Charlotte	Charlotte and South Carolina	109½		12	8,250 00		75 00	
5607	Columbia to Greenville	do	145½		6	10,763 00		75 00	
	Branch, Hodges to Abbeville	Greenville and Columbia	11½		6	345 00		30 00	
	Branch, Belton to Anderson C. H.	do	104		6	292 00		30 00	
5608	Chester C. H. to Yorkville	King's Mountain	23½		6	705 00		30 00	
5609	Alston to Spartanburg C. H.	Spartanburg and Union	70		6	2,800 00		40 00	
5610	Newberry C. H. to Laurens C. H.	Laurens	32		3	1,200 00		30 00	

5682	Anderson C. H. to Walhalla.....	Blue Ridge.....	34	1,046½	6	1,020 00	89,650 00	30 00
GEORGIA.								
6001	Augusta to Atlanta.....	Georgia.....	171½		7 7	17,916 00		100 00
	Branch, Camak to Mayfield.....		15		7 }			50 00
6002	Atlanta to Chathamcoega.....	Western and Atlantic.....	138		13 }	17,250 00		125 00
6003	Atlanta to West Point.....	Atlanta and West Point.....	86½		7	8,625 00		100 00
6004	Millen to Augusta.....	Central Railroad and Banking Co.	53½		7	5,313 00		100 00
6005	Washington to Double Wells.....	Georgia.....	18½		6	925 00		50 00
6006	Union Point to Athens.....	do.....	41		6	2,050 00		50 00
6.08	Kingston to Rome.....	Rome.....	21½		7	1,400 00		50 00
6009	Savannah to Live Oak.....	Atlantic and Gulf.....	180½		7	13,556 00		75 00
	Branch, Lawton to Bainbridge.....		15½		7	5,275 00		50 00
6010	Savannah to Macon.....	Central Railroad and Banking Co.	192½		7	19,212 00		100 00
6011	Macon to Columbus.....	Southwestern and Muscogee.....	100½		7	5,000 00		50 00
6012	Macon to Atlanta.....	Macon and Western.....	103½		7	7,725 00		75 00
6013	Macon to Hawkinsville.....	Macon and Brunswick.....	50½		7	1,000 00		20 00
6014	Milledgeville to Gordon.....	Central Railroad and Banking Co.	18½		7	1,368 00		75 00
6015	Milledgeville to Eatonton.....	do.....	22½		7	1,106 00		50 00
6016	Fort Valley to Eufula.....		115½		7	5,783 00		50 00
	Branch, Renwick to Albany.....	Southwestern.....	22½		7	1,125 00		50 00
	Branch, Cuthbert to Fort Gaines.....		24		6	1,200 00		50 00
6143	Trenton to Wauhatchie.....	Wills Valley.....	12	1,480 5-24	6	360 00	115,789 00	30 00
FLORIDA.								
6402	Fernandina to Cedar Keys.....	Florida.....	154.8		3	4,644 00		30 00
6403	Jacksonville to Lake City.....	Florida, Atlantic, and Gulf Central.	61		6	4,575 00		75 00
6404	Quincy to Lake City.....		131½		6	9,843 75		75 00
	Branch, Station No. 3 to Monticello.	Pensacola and Georgia.....	4½		6	337 50		75 00
	Branch, Tallahassee to St. Mark's.....		21½		6	652 50		30 00
				373.55			20,052 75	
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, and Canada Grand Trunk Junction.	64.25		*6	3,212 50		50 00
12509	Owasso to Lansing.....	Jackson, Lansing, and Saginaw.....	27.65		6	1,106 00		40 00
12510	Holly to Flint.....	Flint and Holly.....	17.22		12	1,291 50		75 00
12511	Bay City to Flint.....	Flint and Pere Marquette.....	46.12		12	3,459 00		75 00
12563	Jackson to Lansing.....	Jackson, Lansing, and Saginaw.....	37.20		12	2,790 00		75 00
12745	Esconawba to Marquette.....	Chicago and Northwestern.....	69		6	4,600 00		66 66
				1,162.01			126,962 50	

* Or as often as trains may run.

Do.

Do.

Do.

Six times a week six months.

B.—Railroad service as in operation on June 30, 1868—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.
			Miles.	Miles.		Dollars.	Dollars.		
INDIANA.									
12001	Indianapolis to Lafayette	Indianapolis and Cincinnati	64	.....	12	6,562 50	.....	102 50	
12001	Indianapolis to Peru	Indianapolis, Peru, and Chicago.....	54	.....	12	6,600 00	.....	100 00	
12003	Indianapolis to Cincinnati	Indianapolis and Cincinnati	115.8	.....	12	14,187 50	.....	122 51	
12004	Columbus to Madison	Jeffersonville, Madison, and Indianapolis.	46	.....	6	2,300 00	.....	50 00	
12005	Indianapolis to Terre Haute	Terre Haute and Indianapolis	73	.....	12	14,600 00	.....	200 00	
12013	New Albany to Indianapolis	Jeffersonville, Madison, and Indianapolis.	114	.....	12	22,800 00	.....	200 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	
12390	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	.....	132 52	
12132	Evansville to Rockville	do	227	.....	6	.....	.....	66 26	
12328	State Line to Logansport	do	133	.....	6	9,400 00	.....	70 68	
12302	Plymouth to La Porte	Columbus and Indiana Central	61	.....	6	3,050 00	.....	50 00	
12340	Fairland to Martinsville	Chicago, Cincinnati, and Louisville.	30	.....	6	9.0 00	.....	30 00	
12359	Bradford to Marion	Indianapolis and Cincinnati	38½	.....	6	1,732 50	.....	45 00	
		Columbus and Indiana Central	74.2	.....	6	3,710 50	.....	50 00	
				1,728			212,833 00		
ILLINOIS.									
11401	Chicago to Milwaukee, Wis	Chicago and Northwestern	87	.....	12	8,700 00	.....	100 00	
11402	Chicago to Freeport	do	121	.....	12	15,125 00	.....	125 00	
114 3	Chicago to Council Bluff, Iowa	do	488.7	.....	12	97,740 00	.....	200 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	207.7	.....	12	31,805 00	.....	150 00	
	Branch to Turner	do	13	.....	6	.....	.....	50 00	
11406	Chicago to East St. Louis	Chicago and Alton	283	.....	12	42,450 00	.....	150 00	
11407	Chicago to Cairo	Illinois Central	253	.....	12	42,100 00	.....	100 00	
11408	Elgin to Richmond	do	112	.....	12	.....	.....	150 00	
11409	Caledonia Station to Madison, Wis	Chicago and Northwestern	33	.....	6	1,650 00	.....	50 00	
11410	Courtland Station to Sycamore	do	60	.....	6	4,500 00	.....	75 00	
11411	Rock Island to Coal Valley	Sycamore and Courtland	5	.....	6	250 00	.....	50 00	
		Rock Island and Pooria	12	.....	6	600 00	.....	50 00	

11412	Barau Junction to Peoria	Chicago and Rock Island	47	6	2,350 01	50 00	
11413	Joliet to Lake Station	Michigan Central	45	6	2,250 00	50 00	
11414	Peoria to State Line	Toledo, Peoria, and Warsaw	{ 86 } { 25 }	6	9,850 00	{ 110 00 } { 50 00 }	
11415	Peoria to Galesburg	Chicago, Burlington, and Quincy	55	6	5,500 00	100 00	
11416	Peoria to Virginia	Peoria, Pekin, and Jacksonville	71.65	6	3,582 50	50 00	
11417	Lewistown to Yates City	Chicago, Burlington, and Quincy	31	6	1,550 00	50 00	
11418	Bloomington to Jacksonville	St. Louis, Jacksonville, and Chicago	89.6	6	4,480 00	50 00	
11419	Jacksonville to Godfrey	St. Louis, Jacksonville, and Chicago	61.5	6	4,612 50	75 00	
11420	Galesburg to Quincy	Chicago, Burlington, and Quincy	100	12	15,000 00	150 00	
11421	Dunleith to Centralia	Illinois Central	342	12	34,200 00	100 00	
11422	Terre Haute, Ind., to East St. Louis	St. Louis, Alton, and Terre Haute	193	12	38,900 00	200 00	
11855	Bushnell to Warsaw	Toledo, Peoria, and Warsaw	57	6	2,850 00	50 00	
11856	Winona to Streator	Ottawa, Oswego, and Fox River	12½	6	510 00	40 00	
11861	Carbondale to Grand Tower	Mount Carbon Coal and R. R. Co.	25	6	625 00	25 00	
					3,699.9	389,470 00	
WISCONSIN.							
13001	Chicago to Green Bay	Chicago and Northwestern	244	12	36,600 00	150 00	
13002	Kenosha to Rockford	do	73.32		3,666 01	50 00	
13003	Racine to Port Byron, Ill.	Western Union	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	
13005	Milwaukee to La Crosse	Milwaukee and St. Paul	198	12	29,700 00	150 00	
13.06	Milwaukee to Portage City	do	97.59		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 St. Paul	2.8		1,032 00	40 00	
13009	Horton to Ber in	do	43.50		2,175 00	50 00	
13010	Nepeskun to Omro	do	10.59		420 00	40 00	
13011	Warren to Mineral Point	Mineral Point	33		1,650 00	50 00	
13012	Sheboygan to Glenbeulah	Sheboygan and Fond du Lac	20½		1,006 25	50 00	
					1,163 69-200	122,753 75	
IOWA.							
11002	McGregor to Conover	McGregor and Western	48	6	2,400 00	50 00	
11003	Dubuque to Iowa Falls	Dubuque and Sioux City	150	6	7,500 00	50 00	
110.4	Waterloo to Waverly	do	20	6	1,000 00	50 00	
11005	Farley to Cedar Rapids	Dubuque and Southwestern	55.76	6	2,788 00	50 00	
11067	Davenport to Des Moines	Mississippi and Missouri River	246.2	6	12,310 00	50 00	
11008	Muscataine to Washington	do	37.77	6	1,888 50	50 00	
11009	Burlington to Osceola	Burlington and Missouri River	157	12	11,775 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	
					902.73	53,111 50	
MISSOURI.							
10501	St. Louis to Leavenworth City	{ Pacific	{ 282½ }	{ 7 }	{ 44,975 00 }	{ 150 00 }	
10502	St. Louis to Pilot Knob	{ St. Louis and Iron Mountain	{ 26 }	{ 7 }	{ 6,732 50 }	{ 100 00 }	
	Branch, Mineral Point to Potosi	{ Southwest Branch, Pacific	{ 87.1 }	{ 7 }	{ 8,975 00 }	{ 75 00 }	
0503	Pacific to Rolla		{ 4 }	{ 6 }		{ 50 00 }	
			{ 89½ }	{ 6 }		{ 100 00 }	

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

Do.
Do.
Do.
Do.
Do.

Offer of department.

B.—Railroad service as in operation on June 30, 1868—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.
			M ^{tes} .	Miles.		Dollars.	Dollars.	Dollars.	
MISSOURI—Continued.									
10504	St. Louis to Macon City.....	North Missouri	170	.....	12	25,500 00	.....	150 00	
10505	Quincy and Hannibal to St. Joseph.....	Hannibal and St. Joseph	218½	.....	12	35,506 25	.....	162 50	
10596	St. Joseph to Leavenworth.....	Missouri Valley	44	.....	6	4,400 00	.....	100 00	
				921.85			126,088 75		
MINNESOTA.									
13533	Winona to Waseca	Winona and St. Peter.....	104.83	.....	.....	7,863 25	.....	75 00	Six times a week, or as much oftener as the trains may run, if required.
13606	St. Paul to Le Sueur.....	Minnesota Valley ¹	64	.....	12	4,800 00	.....	75 00	
13608	Minneapolis to Owatonna.....	Milwaukee and St. Paul.....	72	.....	.....	5,400 00	.....	75 00	Do.
13621	St. Paul to Sauk Rapids.....	St. Paul and Pacific.....	80.90	.....	12	6,067 50	.....	75 00	
13659	La Crosse, Wis., to Rushford, Minn.....	Southern Minnesota.....	32½	.....	.....	1,550 00	.....	47 33	Do.
13740	St. Paul to Freeport.....	St. Paul and Pacific.....	12½	.....	12	1,350 00	.....	50 00	
			14½	381.48	6		27,029 75		
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	
9657	Louisville to Lexington	Louisville and Frankfort and Lexington and Frankfort.....	94	.....	6	9,400 00	.....	100 00	
9608	Louisville to Nashville	Louisville and Nashville.....	186.6	.....	6	27,990 00	.....	150 00	
9609	Junction to Bardstown.....	do	17.3	.....	6	540 00	.....	31 21	
9610	Lebanon Junction to Crab Orchard.....	do	85 7-30	.....	6	6,395 00	.....	75 03	
9611	Bowling Green to Tate's Station.....	do	51	.....	6	5,100 00	.....	100 00	
9612	Paducah to Union City.....	New Orleans and Ohio.....	62	.....	6	3,100 00	.....	50 00	
				619 2-15			63,325 00		
TENNESSEE.									
10001	Knoxville to Bristol.....	East Tennessee and Virginia.....	130.7	.....	7	13,070 00	.....	100 00	
10002	Knoxville to Chattanooga.....	do	112	.....	.....	.....	.....	100 00	
	Branch, Cleveland to Dalton.....	East Tennessee and Georgia.....	28½	.....	.....	12,625 00	.....	50 00	
10003	Rogersville to Bull's Gap.....	Rogersville and Jefferson	14	.....	6	790 00	.....	56 43	
10004	Nashville to Chattanooga.....	do	153	.....	14	15,540 00	.....	100 00	
	Branch, War Trace Depot to Shelbyville.....	Nashville and Chattanooga.....	8	.....	7		.....	30 00	Daily, or twice daily, if cars so run.

10007	Nashville to Decatur	Nashville and Decatur	1224	6	9,175 00	75 00
10008	Nashville to Johnsonville	Nashville and Northwestern	78	7	2,340 00	30 00
10009	Nashville to Tate's Station	Edgefield and Kentucky	48	7	1,440 00	30 00
10010	Tate's Station to Paris	Memphis, Clarksville, and Louisville	824	6	8,250 00	100 00
10011	Memphis to Paris	Memphis and Ohio	132½	6	13,250 00	100 00
10265	Knoxville to Coal Creek	Knoxville and Kentucky	31½	6	721 00	22 88
			940 5-6			77,201 00
ALABAMA.						
6601	Montgomery to West Point, Georgia	Montgomery and West Point	88½	6	8,850 00	100 00
6602	Montgomery to Pollard	Alabama and Florida	114	6	11,400 00	100 00
6605	Pollard to Mobile	Mobile and Great Northern	724	6	7,225 00	100 00
6606	Opelika to Columbus, Georgia	Montgomery and West Point	28	6	1,400 00	50 00
6607	Columbus, Georgia, to Troy, Ala.	Mobile and Girard	90	6	4,500 00	50 00
6608	Selma to Meridian, Mississippi	Selma and Meridian	108. 2	6	8,115 00	75 00
6609	Selma to Blue Mountain	Selma, Rome, and Dalton	134	6	6,700 00	50 00
6610	Newbern to Uniontown	Selma and Meridian	11	6	550 00	50 00
6611	Marion Junction to Marion	Cahaba, Marion, and Greensboro'	14	6	700 00	50 00
6613	Memphis, Tenn., to Stevenson, Ala.	} Memphis and Charleston	{ 271½	6	33,937 50	125 00
6613	Branch, Moscow, Tenn., to Somerville, Tenn.			{ 14½	6	435 00	30 00
6729	Gainesville to Gainesville Junction	Mississippi, Gainesville, and Tuscaloosa	22	6	660 00	30 00
			967. 95			84,472 50
MISSISSIPPI.						
7001	Canton to Jackson, Tennessee	Mississippi Central	235. 6	6	23,560 00	100 00
7002	Memphis, Tenn., to Grenada, Miss.	Mississippi and Tennessee	101. 7	6	7,627 50	75 00
7003	Vicksburg to Meridian	} Southern Mississippi	{ 45½	12	5,687 50	125 00
7007	Mobile, Ala., to Columbus, Ky.			{ 95. 2	6	7,140 00	75 00
7007	Branch, Artesia to Columbus	} Mobile and Ohio	{ 472. 7	6	47,270 00	100 00
				{ 14	6	700 00	50 00
			964. 7			91,985 00
ARKANSAS.						
7501	Devall's Bluff to Little Rock	Memphis and Little Rock	48	6	4,800 00	100 00
			48			4,800 00
LOUISIANA.						
8001	Algiers to Brashear	New Orleans, Opelousas, and Great Western	80	6	8,000 00	100 00
8002	New Orleans to Canton, Mississippi	New Orleans, Jackson, and Great Northern	206	12	20,600 00	100 00
8081	Clinton to Port Hudson	Clinton and Port Hudson	21½	3	1,200 00	55 80
			307½			29,800 00
TEXAS.						
8502	Houston to Galveston	Galveston, Houston, and Henderson	53. 6	7	5,360 00	100 00
8503	Houston to Columbia	Houston Tap and Brazoria	51. 1	6	1,277 50	25 00
8504	Houston to Bryan	Houston and Texas Central	100. 6	7	10,060 00	100 00
8505	Harrisburg to Columbus	Buffalo Bayou, Brazos, and Colorado	84	3	4,200 00	50 00

B.—Railroad service as in operation on June 30, 1868—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>	
TEXAS—Continued.									
8561	Hempstead to Brenham	Houston and Texas Central	25.3		6	1,265 00		50 00	
8595	Marshall to Shreveport	Southern Pacific	42.6		3	1,597 50		37 50	
				357 1-5			23,760 00		
CALIFORNIA.									
14702	San Francisco to San José	San Francisco and San José	50		12	11,200 00		224 00	
14742	Sacramento City to Folsom City	Sacramento Valley	23.2		12	3,480 00		150 00	
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 Company	48			37,500 00			
				227 1-5			82,180 00		Part of route from New York to San Francisco, under act of Congress approved March 25, 1864.
KANSAS.									
14083	Wyandotte to Coyote	Union Pacific (Smoky Hill branch)	337		12	55,350 00		164 24	
14164	Atchison to Irving	Union Pacific (Central branch)	86		7	6,450 00		75 00	
				423			61,800 00		
NEBRASKA.									
14451	Omaha to Laramie City	Union Pacific	{ 52 521		{ 12 12 }	145,850 00		{ 300 00 250 00 }	
				573			145,850 00		

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

C.—Steamboat service as in operation on September 30, 1863.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
New Hampshire	317a	Wolfboro to Meredith Village	33		3	\$500 00		During navigation. Do.
	323	Weir's Bridge to Wolfboro	30	63	6	659 00	\$1,150 00	
Massachusetts	670	Hyannis to Nantucket	30		6	2,500 00		
	674	New Bedford to Edgartown	38	68	6	1,475 00	3,975 00	
Rhode Island	809	Newport to New York	169	169	6	2,500 00	2,500 00	
New York	1119	White Hall to Rouse's Point	95		11	4,750 00		
	1387	Ithaca to Cayuga	40		6	1,713 00		
	1480	Geneva to Watkins	47	182	6	700 00	7,163 00	
New Jersey	1607	New York to Keyport	24		6	350 00		
	1618	New York to Port Monmouth	20		6	1,000 00		
	2092	South Amboy to New York	27	71	6	2,338 00	3,688 00	
Pennsylvania	1876	Pittsburg to Greensboro	94	94	6	6,300 00	6,300 00	
Maryland	2912	Baltimore to Queenstown	40	40	3	750 00	750 00	
Ohio	9051	Portsmouth to Cincinnati	115		3	2,500 00		
	9052	Cincinnati to Maysville	66		6	4,000 00		
	9053	Fronton to Gallipolis	58½	239½	3	1,940 00	8,440 00	

C.—Steamboat service as in operation on September 30, 1863—Continued.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
West Virginia	4102	Wheeling to Parkersburg.....	99		6	\$4,800 00		
	4120	Parkersburg to Gallipolis, Ohio.....	86½		6	4,900 00		
	4129	Kanawha C. H. to Gallipolis, Ohio.....	65		6	2,449 00		
				250½			\$12,149 00	
Virginia	4402	Washington to Game Point.....	55½		14	8,325 00		
	4415	Norfolk to Baltimore, Md.....	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		
				520½			32,825 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 Gadsden, Ala.....	155		1	1,526 87		
				155			1,526 87	
Florida	6414	Pilatka to Jacksonville.....	75		2	1,800 00		
	6416	Pilatka to Mellonville.....	125		1	2,000 00		
	6433	New Orleans, La., to Key West, Fla.....	1010		1	67,600 00		
	6435	Bainbridge, Ga., to Apalachicola, Fla.....	201		2	7,000 00		
	6462	Baltimore, Md., to New Orleans, La.....	1701		2	31,200 00		
				3,112		109,600 00	Twice a month.	
Michigan	12693	Grand Haven to Milwaukee, Wis.....	85		6	1,800 00		During navigation, say 7 months.
	12741	Detroit to Sault de St. Marie.....	350		3	800 00		During navigation, say 6½ months.
	12745	Green Bay to Hancock.....	208		6	13,867 00		During navigation, say 6 months.
	12749	Port Huron to Mackinaw.....	240		3	646 80		During navigation, say 28 weeks.
	12793	Manistee, Mich., to Milwaukee, Wis.....	200		6	3,900 00		During navigation, say 6 months.
	12802	Manistee to Traverse City.....	200		2	1,300 00		During navigation, say 6 months.
	12803	Grand Haven to St. Joseph.....	100		3	200 00		During navigation, say 6 months

	12806	Grand Haven to Chicago, Ill.....	75	1,458	6	400 00	22,913 00	During navigation, say 6 months.
Wisconsin.....	13013	La Crosse to Dubuque, Iowa.....	165		6	10,980 00		During navigation, say 7 months.
	13017	Oshkosh to New London.....	67		6	1,200 00		During navigation, say 6½ months.
	13262	Berlin to Oshkosh.....	27	259	6	333 33	12,513 00	During navigation, say 6 months.
Missouri.....	10507	St. Louis to Keokuk.....	232	232	6	8,000 00	8,000 00	
Minnesota.....	13501	St. Paul to La Crosse, Wis.....	190		6	7,137 00		During navigation, say 7 months.
	13502	La Crosse, Wis., to St. Paul, Minn.....	180	370	6	9,150 00	16,287 00	During navigation, say 7 months.
Kentucky.....	9601	Louisville, Ky., to Cincinnati.....	135		7	9,000 00		
	9602	Louisville to Evansville.....	202		4	7,990 00		
	9603	Evansville to Cairo.....	200		6	15,000 00		
	9809	Cairo to Eastport.....	320	857	3	4,878 00	36,868 00	
Alabama.....	6805	Guntersville to Decatur.....	94		6	16,378 00		
	6807	Mobile to Selma.....	315	409	3	7,800 00	24,178 00	
Arkansas.....	7505	Memphis, Tenn., to Pine Bluff, Ark.....	352		2	15,000 00		
	7505a	Pine Bluff to Little Rock.....	100		2	6,000 00		
	7506	White River to Jacksonport.....	370	822	2	12,000 00	33,000 00	
Louisiana.....	8003	New Orleans to St. Francisville.....	170		2	6,400 00		
	8005	New Orleans to Baras Settlement.....	69		2	1,800 00		
	8006	New Orleans to Mobile, Ala.....	174		6	25,000 00		
	8007	New Orleans to Covington.....	56		2	3,000 00		
	8074	Brashear to New Iberia.....	70		6	9,000 00		
	8077	St. Louis, Mo., to Memphis, Tenn.....	450		2	14,000 00		
	8079	Memphis to Vicksburg.....	417		2	20,800 00		
	8080	Vicksburg to New Orleans.....	397	1,833	2	20,000 00	100,000 00	
Texas.....	8506	Brashear, La., to Indianola, Texas.....	375			30,000 00		Twice a week from June 1st to Sept, 30th; four times a week from Oct. 1st to May 31.
	8507	Galveston to Brazos Santiago.....	295		1	12,000 00		
	8508	Indianola to Corpus Christi.....	133	803	3	10,500 00	52,500 00	

C.—Steamboat service as in operation on September 30, 1868—Continued.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
California	14701	San Francisco to Sacramento	<i>Miles.</i> 110	<i>Miles.</i>	6	\$18,000 00	Three times a month.
	14703	San Francisco to Stockton	120	.....	6	15,000 00	.....
	14705	San Francisco to Petaluma	35	.....	6	4,000 00	.....
	14804	San Francisco to Oakland	9	.....	6	2,000 00	.....
	14835	San Francisco to Portland, Oregon	600	.....	6	25,000 00	.....
					874		\$64,000 00	
Oregon.....	15101	Portland to Monticello	52	.....	3	5,000 00	.....
	15102	Portland to The Dalles.....	119½	.....	6	10,000 00	.....
	15119	Astoria to Portland	110	.....	2	6,990 00	.....
	15138	Oregon City to Dayton.....	38	.....	3	600 00	.....
				319½		22,590 00		
Washington Territory ..	15407	Olympia to Victoria	200	.....	1	10,000 00	.....
	15419	Seattle to Whatcom	165	.....	1	5,800 00	.....
				365			15,800 00	
Under act of March 25, 1864.		New York to Aspinwall	2,305 } 3,757 }	150,000 00	This service is set down to California in the report of June 30, 1868, (see table A,) and includes service across the Isthmus of Panama.
		Panama to San Francisco		6,062			150,000 00	

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1868.

States and Territories.	Celerity, certainty, and security.				Steamboat.				Railroad.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Maine	72		7,348								\$2,750		47,554		10,098	
New Hampshire		22		1,353					17		2,464		14,144		1,111	
Vermont	11		998						6		717		24,604		1,715	
Massachusetts		132		3,583					186		29,882		232,648		26,299	
Rhode Island	11		545				\$1,000						6,084		1,545	
Connecticut		1	\$508									\$3,504		8,970	4,012	
New York		105	\$12,100						140		28,981			7,298	41,081	
New Jersey	3		462						8		400		12,686		862	
Pennsylvania	76		5,966						\$135			759	147,852		5,907	
Delaware		10	69						16		800		20,072		869	
Maryland	11		885										12,090		885	
Ohio	14		1,563						342		44,330		243,407		45,893	
West Virginia		61		8,925	23		3,449		40		3,440			31,739		2,036
Virginia	330		3,848		214		12,125		11		8,350		341,069		24,323	
North Carolina		4		6,893	24			335	44		11,302			14,694	4,074	
South Carolina	340		3,780						73		27,780		321,650		31,560	
Georgia	621		11,068			25	86		62		6,929		203,320		18,083	
Florida	736		10,209		1,336		37,109		24		5,670		110,915		52,979	
Michigan	277		18,918		815		5,516		10		721		353,645		25,185	
Indiana	155		3,150						75		9,411		78,440		12,561	
Illinois	130		5,430						33		19,805		167,196		25,235	
Wisconsin	123		2,854						1		288		52,412		3,142	
Iowa	467		7,559						182		11,135		244,086		18,694	
Missouri	368		9,524						20		603		308,035		10,127	
Minnesota	1,134		20,839						58		5,342		247,716		25,998	
Kentucky	165		3,292			78	\$4,878		6		675		36,063		8,845	
Tennessee	133		1,383						33		721		48,298		2,104	

a Pay on route from Danville Junction to Bangor restored to \$125 per mile.

c Corrected distance.

e For postal cars.

g New routes.

i Route from Cairo to Iuka curtailed.

k Service on route from Evansville to Cairo increased to six times a week.

b For mail-messenger service in New York, Newport, and Fall River.

d Occasioned by increase in number of trips per week.

f Occasioned principally by increased pay for mail-messenger service in New York city.

h The apparent discrepancy between the increase of length of routes, without a corresponding increase in the pay, arises from the fact of the discontinuance of the post-office cars on the Junction railroad and the transfer of the route from Northville to Eric to the New York section.

D.—Table showing the increase and decrease in mail transportation, &c.—Continued.

States and Territories.	Celerity, certainty, and security.				Steamboat.				Railroad.				Total annual transportation.		Total annual cost.	
	Length of routes.		Cost.		Length of routes.		Cost.		Length of routes.		Cost.		Increase.	Decrease.	Increase.	Decrease.
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.				
													Miles.	Miles.	Dollars.	Dollars.
Alabama.....	2,077		36,781		513		16,500		48		16,242		468,748		69,523	
Mississippi.....	1,009		18,850		116		2,900		3		2,085		131,578		18,035	
Arkansas.....	1,095		12,584		350		22,000		n2		01,050		447,894		35,634	
Louisiana.....	74		p18,967		q161		p40,488		21		1,200		35,980		22,721	
Texas.....		1,158	18,087		32		r16,071			69		92		257,116		2,108
California.....	189		26,932		591		22,500						167,763		49,422	
Oregon.....	122		2,920		37		500						20,228		3,420	
Kansas.....		123	13,325						203		28,800		203,532		15,475	
Nevada.....	433		116,390										314,460		116,390	
Nebraska.....	191		3,435						283		89,300		395,864		92,735	
New Mexico Territory.....	40		143,116										191,360		143,116	
Utah Territory.....	47		7,318										26,728		7,318	
Washington Territory.....	248		26,662					400					67,080		26,262	
Colorado Territory.....	34		3,600										12,480		3,600	
Dakota Territory.....		s900	83,000											260,984		83,000
Arizona Territory.....		440	11,438											17,160		11,438
Idaho Territory.....			2,500										18,720		2,500	
Montana Territory.....	356		33,650										98,592		33,650	
Total.....	11,083	2,956	559,798	172,889	3,903	350	182,243	3,818	2,077	74	364,677	151	5,857,165	615,629	1,035,670	105,900
Decrease.....	2,956		172,889		350		3,818		74		151		615,629		105,900	
Increase.....	8,127		386,819		3,553		178,425		2,003		364,526		5,241,536		929,770	

l Route from Vicksburg to Yazoo City discontinued.

n Corrected distance.

p Service readvertised and let to contract from July 1, 1867.

r Service readvertised and let to contract from July 1, 1867.

m Service on 45½ miles of the route from Vicksburg to Meridian increased to 12 times a week.

o Pay on route from Devall's Bluff to Little Rock increased to \$100 per mile.

q Corrected distance according to Distance Circular.

s Route from Fort Abercrombie to Helena, Montana Territory, discontinued.

GEO. WM. McLELLAN,
Second Assistant Postmaster General

[Circular.]

Readjustment of pay on railroad routes.

POST OFFICE DEPARTMENT,
Contract Office, Washington, ——— 18—.

SIR: That the rates of compensation allowed to railroad companies in the United States for the transportation of the mail may bear a due proportion to the amount and character of the services they severally perform, the Postmaster General is required by law to arrange and divide the railroad routes of the country into classes, "according to the size of the mails, the speed with which they are conveyed, and the importance of the service," and to enter into contracts with such companies for the performance of the service, within certain prescribed limits as to the rates of compensation to be allowed. With a view to such an arrangement and classification, the department recently addressed to the proprietors of railroad routes a "railroad weight circular," requesting them to weigh all the through mails and way mails conveyed in both directions to and from every station for 30 consecutive working days, and report the results in a prescribed tabular form, and to return therewith a description of the accommodations provided for mails and agents, and 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. From the returns furnished by the railroad companies in compliance with this call, inequalities have become apparent in the rates of compensation allowed for the transportation of mails on railroad routes, which it is the purpose of the department, as existing contracts expire and it becomes necessary to enter into new engagements, to correct, by instituting such a systematic revision and readjustment of the rates, based upon the returns received, 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.

In pursuance of this purpose, I am directed by the Postmaster General to offer to contract with your company for the transportation of the mails on Route No. —, from — to —, and back, — times per week, from —, 18—, at the rate of \$— per mile per annum, this being the rate of compensation appropriate to the grade of service shown by the returns to be performed upon the route.

An immediate answer is desired.

Very respectfully,

Second Assistant Postmaster General.

To _____.

E.—Table showing the readjustment of the rates of pay per mile on certain railroad routes, mails and agents

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

Order.	State.	No. of route.	Termini.	Corporate title of the company carrying the mail.	Length of route.	
					Miles.	Pds.
1	Penn	1801	Philadelphia, Pittsburg	Pennsylvania	354	19, 183
2	N. Y.	1079	Albany, Buffalo	New York Central	298	15, 900
3	do	1325	Buffalo, Erie	Buffalo and Erie	89	7, 524
4	do	1282	Rochester, Niagara Falls	New York Central	76	7, 384
5	Md	3208	{ Baltimore, Cumberland } { Cumberland, Wheeling }	Baltimore and Ohio	{ 176 } { 201 }	{ 7, 662 } { 6, 836 }
6	Ohio	9015	Columbus, Cleveland	Cleveland, Columbus, Cincinnati, and Indianapolis.	138	3, 799
7	do	9030	{ Cincinnati, Hamilton }	Cincinnati, Hamilton, and Dayton	{ 25 }	{ 3, 518 }
8	do	9018	{ Hamilton, Dayton } { Galion, Indianapolis }	Cleveland, Columbus, Cincinnati, and Indianapolis.	{ 35 } { 204 }	{ 1, 306 } { 1, 710 }
9	Mo	10505	Quincy, Hannibal, St. Joseph	Hannibal and St. Joseph	218½	1, 704
10	Va	4402	Washington, Richmond	Richmond, Fredericksburg and Potomac	131	4, 044
11	do	4407	Richmond, Petersburg	Richmond and Petersburg	24½	3, 663
12	do	4412	Petersburg, Weldon	Petersburg	64	3, 144
13	N. C.	5601	Weldon, Wilmington	Wilmington and Weldon	162½	2, 042
14	S. C.	5601	Kingsville, Wilmington	Wilmington and Manchester	171	2, 013
15	N. Y.	1096	Troy, Saratoga Springs	Rensselaer and Saratoga	32. 81	1, 728
16	do	1103	Eagle Bridge, Rutland	do	62½	1, 527
17	do	1095	Troy, Eagle Bridge	Troy and Boston	24	1, 308
18	do	1109	Saratoga Springs, Castleton	Rensselaer and Saratoga	54	1, 244
19	S. C.	5604	Charleston, Florence	Northeastern	104	655
20	Ga	6. 02	Atlanta, Chattahoochee	Western and Atlantic	140	1, 728
21	Texas	8502	Houston, Galveston	Galveston, Houston, and Henderson	53. 6	1, 762
22	Ohio	9035	Harrison Junction, Hagerstown	Indianapolis, Cincinnati, and Lafayette	69. 7	1, 492
23	do	9022	Toledo, Keokuk, Iowa	Toledo, Wabash, and Western	524	858
24	Ga	6013	Atlanta, West Point	Atlanta and West Point	86½	2, 648
25	Ala	6601	Montgomery, West Point	Montgomery and West Point	88½	1, 394
26	Minn	13608	Minneapolis, Prairie du Chien	Milwaukee and St. Paul	219. 32	1, 577
27	Penn	1832	Philadelphia, Pottsville	Philadelphia and Reading	93	863
28	Texas	8504	Houston, Bryan	Houston and Texas Central	106. 6	851
29	Mo	11 503	Pacific, Arlington	Southwest Pacific	89½	757
30	Ohio	9027	Dayton, Toledo	Dayton and Michigan	149	745
31	Ark	7501	Devall's Bluff, Huntersville	Memphis and Little Rock	48	683
32	Ala	6602	Montgomery, Pollard	Alabama and Florida	114	550
33	do	6605	Pollard, Mobile	Mobile and Great Northern	72½	559
34	N. J.	1604	Philadelphia, Bridgeton	West Jersey	{ 19 } { 19. 4 }	{ 532 }
35	Penn	1821	Williamsport, Elmira	Northern Central	78	444
36	Fla	6403	Jacksonville, Lake City	Pensacola and Georgia, (lessees of Florida Central.)	61	323
37	do	6404	{ Quincy, Lake City } { Station 3, Monticello } { Tallahassee, St. Mark's }	Pensacola and Georgia	{ 1311 } { 44 } { 21½ }	{ 323 } { 323 } { 8 }
38	N. Y.	1011	New York, Greenport, Hemstead	Long Island	100½	430
39	Penn	1804	Phila'a, Bethlehem, Doylestown	North Pennsylvania	64	713
40	do	1822	Williamsport, Erie	Pennsylvania, (lessees)	248	620
41	Texas	8595	Marshall, Shreveport	Southern Pacific	42. 6	600
42	N. C.	5002	Raleigh, Weldon	Raleigh and Gaston	97	512
43	Penn	1828	Lancaster, Middletown	Pennsylvania	31. 3	464
44	Ohio	9012	Xenia, Dayton	Columbus and Xenia	17	455
45	do	9038	Corry, Dayton	Atlantic and Great Western	326	343
46	Md	2906	Ataby, Frederick	Baltimore and Ohio	3	304
47	W. Va	4269	Grafton, Parkersburg	do	104	248
48	Penn	1814	Port Clinton, Milton	Catawissa	92. 43	3471

based upon returns of the weight of the mails conveyed and the accommodations provided for of the department.

post office; M. M., mail messenger. The figures in parentheses in the "Remarks" column refer to the order in this table.]

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment.	Remarks.	Order.
<i>Feet and inches.</i>	<i>No.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
44 x 8.6, 11 x 8. F. F. C.	37	300 00	200 00	106,200 00	71,525 00	July 1, 1868	3½ miles decrease.....	1
R. P. O. double line.	25	300 00	200 00	89,400 00	51,600 00	July 1, 1868	80 miles formerly at \$100.	2
R. P. O.	19	250 00	200 00	22,250 00	17,800 00	Oct. 1, 1868	.....	3
R. P. O.	12	250 00	150 00	19,000 00	11,400 00	July 1, 1868	.....	4
15 x —	19	225 00	360 00 }	84,825 00	93,900 00	July 1, 1868	3 miles decrease.....	5
15 x —	13	225 00	260 00 }					
18 x 8.6. F. F.	13	175 00	210 87 }	24,150 00	29,100 00	July 1, 1868	With route 9018, (8)...	6
9 x 15, F. F.	12	175 00	225 00 }					
9 x 15, F. F.	12	125 00	150 00 }	10,875 00	8,750 00	July 1, 1868	.....	7
10 x 10, F. F. C.	12	175 00	150 00 }	35,700 00	30,600 00	July 1, 1868	With route 9015, (6)...	8
R. P. O.	12	162 50	150 00	35,506 25	32,775 00	April 1, 1868	.....	9
20 x 8, F. F. C.	13	150 00	100 00	19,650 00	13,100 00	July 1, 1867	Trips increased.....	10
9 x 12, furniture	14	150 00	100 00	3,675 00	2,450 00	July 1, 1867	.....do.....	11
Half car, F. F.	14	150 00	100 00	9,750 00	6,400 00	July 1, 1867	.....do.....	12
20 x 8, 16 x 8, F. F.	13	150 00	100 00	24,337 00	16,200 00	July 1, 1867	½ mile increase; trips increased.	13
16.6 x 9, F. F. C.	12	150 00	100 00	25,650 00	17,100 00	May 25, 1868	Trips increased.....	14
14 x 7, fixtures	12	150 00	100 00	4,921 50	3,281 00	Oct. 1, 1867	With routes 1103, 1109, (16, 18.)	15
12 x 8, F. F.	12	150 00	100 00	9,375 00	6,250 00	Oct. 1, 1867	With routes 1096, 1109, (15, 18.)	16
7 x 14, F. F.	18	150 00	100 00	3,600 00	2,400 00	Feb. 4, 1868	Part of route; trips increased.	17
14 x 7, fixtures	12	150 00	100 00	8,100 00	5,400 00	Oct. 1, 1867	With routes 1096, 1103, (15, 16.)	18
8 x 8, F. F.	12	150 00	75 00	15,600 00	7,772 00	May 25, 1868	Trips increased; ½ mile increase.	19
R. P. O. 40 x 10, F. F. C.	13	125 00	100 00	17,250 00	14,000 00	July 1, 1867	.....	20
First class, F. F.	12	125 00	100 00	6,700 00	5,360 00	July 1, 1868	.....	21
7.6 x 12, F. F.	12	125 00	50 00	8,712 50	3,485 00	July 1, 1868	.....	22
R. P. O.	6	125 00	100 00	65,500 00	52,200 00	Jan. 1, 1868	4 miles formerly at \$50.	23
11.9 x 6.6, fixtures	7	100 00	75 00	8,625 00	6,487 50	April 1, 1868	Through line, (25, 32, 33.)	24
15 x 8, F. F.	7	100 00	75 00	8,850 00	6,637 50	April 1, 1868	Through line, (24, 32, 33.)	25
9 x 13, F. F.	12	100 00	75 00	21,932 00	18,849 00	July 1, 1868	48 miles formerly at \$50; 72 at \$75; residue new, estimated at \$75.	26
8.6 x 11.6, F. F.	12	100 00	150 00	9,300 00	14,550 00	July 1, 1868	.....	27
	6	100 00	50 00	10,060 00	5,030 00	Oct. 1, 1867	.....	28
One-third car	6	100 00	75 00	8,975 00	6,731 25	July 1, 1867	.....	29
9 x 15, F. F.	12	100 00	150 00	14,900 00	22,350 00	July 1, 1868	.....	30
6 x 8, F. F.	6	100 00	75 00	4,800 00	3,750 00	July 1, 1867	2 miles decrease.....	31
10.8 x 8, F. F.	7	100 00	75 00	11,400 00	8,550 00	April 1, 1868	Through line, (24, 25, 33.)	32
10.8 x 8, F. F.	7	100 00	75 00	7,225 00	5,418 75	April 1, 1868	Through line, (24, 25, 32.)	33
10.10 x 6.5, F. F. C.	12	100 00	{ 125 00 }	4,440 00	4,315 00	July 1, 1868	\$600 for M. M. service.	34
			{ 100 00 }					
11.6 x 8.9, F. F.	12	100 00	150 00	7,800 00	11,550 00	July 1, 1868	1 mile increase.....	35
6.6 x 11.1, 6.3 x 9.8.	6	100 00	50 00	6,100 00	3,050 00	July 1, 1868	.....	36
6.6 x 11.1, 6.3 x 9.8.	6	100 00	50 00	13,125 00	6,562 50	July 1, 1868	.....	37
6.6 x 11.1, 6.3 x 9.8.	6	75 00	50 00	337 50	200 00	July 1, 1868	¼ mile inc.; branch.	
6 x 7, F. F.	6	50 00	30 00	1,087 50	652 50	July 1, 1868	Branch.	
8 x — 9 x — F. F.	12	96 00	83 93	11,650 00	8,225 00	July 1, 1867	\$2,000 for M. M. service.	38
Commodious, F. F.	12	75 00	50 00	4,800 00	3,215 00	July 1, 1868	3-10 mile decrease.....	39
8 x 10, fixtures	18	75 00	50 00	18,600 00	12,400 00	July 1, 1868	Part of route.....	40
	6	75 00	50 00	3,195 00	2,650 00	July 1, 1868	1 6-10 mile increase.....	41
13 x 6, F. F.	7	75 00	50 00	7,275 00	4,850 00	Oct. 1, 1867	.....	42
11 x 8, F. F.	6	75 00	45 84	2,347 50	1,490 00	July 1, 1868	1 1-5 mile decrease.....	43
Baggage car	12	75 00	125 00	1,275 00	2,125 00	July 1, 1868	.....	44
8 x 10.3, F. F.	6	75 00	100 00	24,450 00	32,600 00	July 1, 1868	Part of route.....	45
15 x —, F. F. C.	6	75 00	100 00	225 00	300 00	July 1, 1868	.....	46
15 x —, F. F. C.	6	75 00	100 00	7,800 00	10,400 00	July 1, 1868	.....	47
5 x 14, F. F.	6	75 00	150 00	6,932 25	13,800 00	July 1, 1868	43-109 mile increase.....	48

E.—Table showing the readjustment of the rates of

Order.	State.	No. of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	
					Miles.	Average weight of mails whole dist. per day.
49	Md	2908	Annapolis, Junction	Annapolis and Elk Ridge	20	226
50	Mo	10502	St. Louis, Pilot Knob	St. Louis and Iron Mountain	87.1	210
51	Minn	13621	St. Anthony's Falls, Sauk Rapids	St Paul and Pacific	69.9	198
52	Mass	640	South Framingham, Northboro'	Boston, Clinton, and Fitchburg	15	190
53	N. J.	1709	Millville, Cape Island	West Jersey	41	182
54	Mass	641	South Framingham, Milford	Boston and Worcester	12	132
55	N. J.	1703	Elmer, Salem	Salem	16.16	148
56	Ala	6729	Gainesville, Gainesville Junction	Mississippi, Gainesville, and Tuscaloosa	22	254
57	Ohio	9005	Hudson, Millersburg	Cleveland, Zanesville, and Cincinnati	62	199
58	Ga.	6008	Kingston, Rome	Rome	20	193
59	Penn	1810	Allentown, White Haven	Lehigh Valley	54	143
60	Ohio	9034	Dayton, Richmond	Columbus and Xenia	42	131
61	Penn	1842	Washington, Wheeling	Hempfield	32	71
62	Ga.	6009	Lawton, Bainbridge	Atlantic and Gulf	105½	65
63	Ohio	9010	Oneida Mills, Carrollton	Carrollton and Oneida	12	81
64	S. C.	5639	Alston, Spartanburg C. H.	Spartanburg and Union	70	111
65	Ohio	9024	Fremont, Findlay	Lake Erie and Louisville	37	110
66	Penn	1805	Philadelphia, Norristown	Philadelphia, Germantown, and Norristown	17	106
67	do	1824	Alton, Carrollton	Erie	25	77
68	do	1812	Penn Haven, Audenried	Lehigh Valley	17½	52
69	do	1829	Harrisburg, Auburn	Philadelphia and Reading	59	41
70	do	1831	Columbia, Sinking Springs	Reading and Columbia	39.49	41
71	do	1811	Penn Haven, Mount Carmel	Lehigh Valley	49.7	20

Excess of present over former amount of annual pay

pay per mile on certain railroad routes, &c.—Continued.

Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of readjustment.	Remarks.	Order.
<i>Feet and inches.</i>	<i>No</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
4.6 x 2.1 x 1.11, (box.)	13	75 00	142 90	1,500 00	2,858 00	July 1, 1868		49
7.9 x 7.9, F. F.	7	75 00	100 00	6,532 50	8,710 00	Jan. 1, 1868		50
9 x 12, F. F.	12	75 00	50 00	5,242 50	3,495 00	June 1, 1868	Part of route; trips increased.	51
Baggage car	12	75 00	50 00	1,125 00	750 00	Jan. 1, 1868		52
7.9 x 6.8, F. F. C.	6	75 00	100 00	3,075 00	4,100 00	July 1, 1868		53
Baggage car	12	75 00	50 00	900 00	600 00	May 1, 1868		54
10.8 x 6.5, F. F. C.	6	61 88	50 00	1,000 00	830 00	July 1, 1868	With route 1694, (34)	55
Box	7	50 00	30 00	1,100 00	660 00	July 1, 1868		56
9 x 6.6, F. F.	6	50 00	30 00	3,100 00	1,860 00	July 1, 1868		57
5 x 6 x 3, (closet.)	7	50 00	30 00	1,000 00	570 00	July 1, 1867	1 mile increase	58
6.6 x 10, F. F.	12	50 00	100 00	2,700 00	5,400 00	July 1, 1868	Part of route	59
Baggage car	6	50 00	75 00	2,100 00	3,150 00	July 1, 1868		60
6 x 3.6, F. F.	6	50 00	100 00	1,977 00	3,234 00	July 1, 1868	½ mile decrease; \$377 for M. M. service.	61
6.6 x 14, F. F.	7	50 00	75 00	5,275 00	7,912 50	July 1, 1867	Part of route	62
Box in passenger car	6	44 66	33 33	500 00	400 00	July 1, 1868		63
9 x 5.7, 6.6 x 5.11, F. F.	6	40 00	20 00	2,800 00	1,400 00	Oct. 1, 1867	Trips increased	64
5 x 8	6	40 00	35 00	1,480 00	1,295 00	July 1, 1868		65
Recess in car	6	40 00	29 41	680 00	500 00	July 1, 1868		66
Baggage car	6	40 00	50 00	1,060 00	1,242 50	July 1, 1868	15-100 mile decrease	67
6 x 7, F. F.	6	30 00	50 00	525 00	850 00	July 1, 1868	½ mile increase	68
Baggage car	6	30 00	50 00	1,770 00	2,950 00	July 1, 1868		69
6.2 x 16.4, F. F.	6	30 00	50 00	1,184 70	1,965 50	July 1, 1868	18-100 mile increase	70
6 x 8, F. F.	6	25 00	50 00	1,242 50	2,000 00	July 1, 1868	9 7-10 miles increase	71
				926,043 20	775,722 50			
				775,722 50				
				150,320 70				

GEO. WM. MCLELLAN,
Second Assistant Postmaster General.

[NOTE.—See page 70 for index to table E.]

Index to Table E.

Title.	Order.	Number of route.
Alabama and Florida.....	32	6602
Annapolis and Elk Ridge.....	49	2908
Atlanta and West Point.....	24	6003
Atlantic and Great Western.....	45	9038
Atlantic and Gulf.....	62	6009
Baltimore and Ohio.....	5	3208
Baltimore and Ohio.....	46	2906
Baltimore and Ohio.....	47	4269
Boston and Worcester.....	54	641
Boston, Clinton, and Fitchburg.....	52	640
Buffalo and Erie.....	3	1325
Carrollton and Oneida.....	63	9010
Catawissa.....	48	1814
Cincinnati, Hamilton, and Dayton.....	7	9030
Cleveland, Columbus, Cincinnati, and Indianapolis.....	6	9015
Cleveland, Columbus, Cincinnati, and Indianapolis.....	8	9018
Cleveland, Zanesville, and Cincinnati.....	57	9005
Columbus and Xenia.....	44	9012
Columbus and Xenia.....	60	9034
Dayton and Michigan.....	30	9027
Erie.....	67	1824
Florida Central. (See Pensacola and Georgia.)		
Galveston, Houston, and Henderson.....	21	8502
Hannibal and St. Joseph.....	9	10505
Hempfield.....	61	1842
Houston and Texas Central.....	28	8504
Indianapolis, Cincinnati, and La Fayette.....	22	9035
Lake Erie and Louisville.....	65	9024
Lehigh Valley.....	59	1810
Lehigh Valley.....	68	1812
Lehigh Valley.....	71	1811
Long Island.....	38	1011
Memphis and Little Rock.....	31	7501
Milwaukee and St. Paul.....	26	13608
Mississippi, Gainesville, and Tuscaloosa.....	56	6729
Mobile and Great Northern.....	33	6605
Montgomery and West Point.....	25	6601
New York Central.....	2	1079
New York Central.....	4	1282
Northeastern.....	19	5604
Northern Central.....	35	1821
North Pennsylvania.....	39	1804
Pennsylvania.....	1	1801
Pennsylvania, (lessees).....	40	1822
Pennsylvania.....	43	1828
Pensacola and Georgia, (lessees Florida Central).....	36	6403
Pensacola and Georgia, (lessees Florida Central).....	37	6404
Petersburg.....	12	4412
Philadelphia and Reading.....	27	1802
Philadelphia and Reading.....	69	1829
Philadelphia, Germantown, and Norristown.....	66	1805
Raleigh and Gaston.....	42	5002
Reading and Columbia.....	70	1831
Rensselaer and Saratoga.....	15	1096
Rensselaer and Saratoga.....	16	1103
Rensselaer and Saratoga.....	18	1109
Richmond and Petersburg.....	11	4407
Richmond, Fredericksburg, and Potomac.....	10	4402
Rome.....	58	6008
St. Louis and Iron Mountain.....	50	10502
St. Paul and Pacific.....	51	13621

Index to Table E—Continued.

Title.	Order.	Number of route.
Salem	55	1703
Southern Pacific	41	8595
Southwest Pacific	29	10503
Spartanburg and Union	64	5609
Toledo, Wabash, and Western	23	9022
Troy and Boston	17	1095
Western and Atlantic	20	6002
West Jersey	34	1694
West Jersey	53	1709
Wilmington and Manchester	14	5601
Wilmington and Weldon	13	5001

INCREASE IN RAILROAD SERVICE.

Miles of railroad, June 30, 1864	22,616	
Miles of railroad, June 30, 1865	23,401	
Increase		785
Miles of railroad, June 30, 1866	32,092	
Increase		8,691
Miles of railroad, June 30, 1867	34,015	
Increase		1,923
Miles of railroad, June 30, 1868	36,018	
Increase		2,003
Total increase		13,402

Statement of the number, description, and cost of mail bags purchased according to law, by contract, and put into service during the fiscal year ended June 30, 1868.

Number.	Kinds.	Sizes.	Prices.	Cost.	Total cost.
750	Leather mail pouches	No. 1	\$.9 50	\$7, 125 00	
1, 150	.....do.....do	2	8 50	8, 775 00	
1, 200	.....do.....do	3	7 50	9, 000 00	
900	.....do.....do	4	6 50	5, 850 00	
800	.....do.....do	5	5 25	4, 200 00	
<u>4, 800</u>	.....do.....do				\$34, 950 00
284	Leather horse mail bags.....	No. 1	7 75	2, 201 00	
*15	.....do.....do	1	7 75	116 25	
*25	.....do.....do	2	6 85	171 25	
284	.....do.....do	2	6 75	1, 917 00	
*75	.....do.....do	3	5 50	412 50	
217	.....do.....do	3	6 25	1, 356 25	
<u>900</u>	.....do.....do				6, 174 25
15, 000	Jute canvas mail sacks.....	No. 1	69	10, 350 00	
*475	.....do.....do	1	82 ¹ / ₂	391 87 ¹ / ₂	
*2, 525	.....do.....do	2	63	1, 590 75	
8, 000	.....do.....do	2	53	4, 240 00	
2, 000	.....do.....do	3	16	320 00	
<u>28, 000</u>	.....do.....do				16, 892 62 ¹ / ₂
	Total cost of mail bags of all kinds and sizes.....				<u>58, 016 87¹/₂</u>

* Residue of previous contracts.

Number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1868, viz:

2,000 new iron mail locks	\$2, 000
1,626 old iron mail locks repaired.....	325
3,103 new iron mail keys.....	372
1,800 new iron mail keys.....	450
<u>Total cost of mail locks and keys.....</u>	<u>3, 147</u>

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

[Circular.]

THROUGH MAILS.

From New York to St. Louis, Cincinnati, and Chicago, and from Washington and Baltimore to St. Louis and Cincinnati.

POST OFFICE DEPARTMENT, CONTRACT OFFICE,
Washington, D. C., January, 1868.

INSTRUCTIONS.

1. Between New York and St. Louis, the route of the through mails is as follows, viz: From New York, New York, via Reading, Pennsylvania, Harrisburg, Pennsylvania, Pittsburg, Pennsylvania, Steubenville, Ohio, Columbus, Ohio, Richmond, Indiana, Indianapolis, Indiana, and Mattoon, Illinois, to St. Louis, Missouri, and back.

2. Between New York and Cincinnati, the route is the same as in paragraph 1 from New York as far as Columbus, Ohio, and runs thence via Xenia, Ohio, to Cincinnati, Ohio, and back.

3. Between New York and Chicago, the route is the same as in paragraph 1 from New York as far as Pittsburg, Pennsylvania, and runs thence via Crestline, Ohio, and Fort Wayne, Indiana, to Chicago, Illinois, and back.

4. Between Washington and Baltimore and St. Louis, the route is as follows, viz: From Washington, D. C., and Baltimore, Maryland, via Cumberland, Maryland, Zanesville, Ohio, Columbus, Ohio, Richmond, Indiana, Indianapolis, Indiana, and Mattoon, Illinois, to St. Louis, Missouri, and back.

5. Between Washington and Baltimore and Cincinnati, the route is the same as in paragraph 4 from Washington and Baltimore as far as Columbus, Ohio, and runs thence via Xenia, Ohio, to Cincinnati, Ohio, and back.

6. It is the purpose of the department to have records kept showing the times of the arrivals of mails, as follows, viz:

At New York, from St. Louis, from Cincinnati, from Chicago, and from the intermediate points named in paragraph 1.

At St. Louis, from New York, from Washington, from Baltimore, and from the intermediate points named in paragraphs 1 and 4.

At Washington, from St. Louis, from Cincinnati, and from the intermediate points named in paragraph 4.

At Cincinnati, from New York and from Washington.

At Chicago, from New York.

At Baltimore, from St. Louis and from Columbus; and

At Columbus, from Baltimore.

7. To enable postmasters to keep such records accurately and with facility, post-bills of a particular form are printed and furnished to the postmasters at New York, St. Louis, Cincinnati, Chicago, Washington, Baltimore, and the intermediate points named in paragraphs 1 and 4. In these post-bills, blanks are provided in which to enter the month, day, and hour of the departure of the mail from the mailing office for St. Louis, New York, &c., &c., as the case may be; and also blanks in which to enter the month, day, and hour of arrival at St. Louis, New York, &c., &c., as the case may be.

8. One of these post-bills, with the first-mentioned blanks carefully and properly filled, must accompany every mail for New York or St. Louis

despatched from either of the points named in paragraph 1; every mail for Washington or St. Louis despatched from either of the points named in paragraph 4; every mail for Cincinnati or Chicago despatched from New York; every mail for New York despatched from Cincinnati or Chicago; every mail for Baltimore despatched from Columbus; and every mail for Columbus despatched from Baltimore.

9. In addition to sending post-bills with the through mails by the routes described in paragraphs 1, 2, 3, 4, and 5, the offices named below will also despatch post-bills, properly filled up, twice daily, by competing lines, as follows, viz:

New York to Chicago, via the Erie railroad, in the mail for the Erie railway post office clerks.

Chicago to New York, via the Michigan Southern railroad, in the mail for the Erie railway post office clerks.

Baltimore to Columbus, Ohio, in special pouches, via the Northern Central railroad.

Columbus, Ohio, to Baltimore, in special pouches, via the Pittsburg, Columbus, and Cincinnati railroad.

Washington to Cincinnati, once daily, via Parkersburg, in the mail for the Grafton and Parkersburg agents; and

Cincinnati to Washington, once daily, via Parkersburg, in the mail for the Marietta and Cincinnati agents.

10. Railway post office clerks and route agents on lines mentioned in paragraph 9 will be careful to place the post-bills coming into their hands in the pouches or boxes they make for the points for which the post-bills may be destined.

11. Way mail bags, fastened with the iron lock, and inscribed in large letters on the side as follows, respectively, viz: "New York and St. Louis way mail," and "Washington and St. Louis way mail," are provided, to be passed from point to point between New York and St. Louis and Washington and St. Louis, in either direction. In these way mail bags the route agents or railway post office clerks will place the mails or post-bills from any of the points named in paragraphs 1 and 4 at which through bags are not made up for New York, Washington, or St. Louis.

12. Route agents will also be careful to place in these way mail bags all matter gathered by them for offices supplied through the points for which the bags may be destined. To New York they will send matter for all the New England States and portions of New Jersey and New York. To Washington they will send matter for North Carolina, South Carolina, Florida, and portions of Virginia and Georgia. To St. Louis they will send matter for Missouri, Kansas, New Mexico, portions of Illinois, Arkansas, and Texas, and, from routes south and west of Pittsburg, matter for all the Territories, except Dakota, and for all the Pacific States.

13. On the arrival at New York, Washington, and St. Louis, respectively, of the way mail bags described in paragraph 11, they are to be selected from the other mails received at the same time, and opened by some reliable clerk designated for the purpose, who shall gather the post-bills they contain and carefully note thereon, in the proper blanks, the month, day, and hour of their arrival.

14. Through pouches or boxes despatched from terminal or intermediate offices are, on their arrival at points named in paragraph 6, respectively, to be selected and opened, the post-bills gathered, and the time of arrival noted thereon, in like manner as in paragraph 13.

15. From the memoranda thus prepared, the postmasters at points named in paragraph 6 will each make up, monthly, a "through mail record," in a form printed and furnished to them for the purpose, of the arrivals of

the mails daily from the terminal and intermediate points, which record must be forwarded promptly, at the close of each month, to the contract office, in an envelope superscribed with the words "through mails."

16. Postmasters, special agents, railway post office clerks, route agents, local agents, and others employed in the service of the Post Office Department are enjoined to familiarize themselves with these instructions, and to use all diligence and carefulness to have them strictly and faithfully carried out.

Respectfully,

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

[Form of post-bill.]

(POST-BILL.)		
Through Mail.		
—		
FOR WASHINGTON.		
—		
<i>Southwestern Route.</i>		
—		
LEFT NEW YORK, N. Y.		
MONTH.	DAY OF MONTH.	HOUR.
....., 186 .		..... <i>M.</i>
REACHED WASHINGTON.		
		..... <i>M.</i>

THROUGH MAIL TABLES.

No. 1.—Through mails to New Orleans from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,510 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
November, 1867	30	2,913	45	97	07	88	10	7	6
December, 1867	31	2,935	55	94	42	88	10	6	5
January, 1868	30	3,363	50	112	05	88	10	16	10
February 1-12, 1868 ...	12	1,466	50	122	14	94	05	10	4
May 18-31, 1868	15	1,531	15	102	05	94	05	4	3
June, 1868	29	2,776	50	95	45	94	05	2	3
July, 1868	31	3,012	35	97	10	94	05	4	3
August, 1868	31	2,884	20	93	02	90	20	1	1
September, 1868	29	2,768	10	95	27	88	50	6	6
October, 1868	32	2,983	00	93	13	88	30	5	4
Whole period	270	26,636	30	98	39	88	10	61	45

WESTERN ROUTE.—From New York, N. Y., via Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,672 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
February 12-29, 1868 ..	16	1,738	10	108	38	93	35	9	5
March, 1868	31	3,364	20	108	31	93	30	17	9
April, 1868	31	3,181	10	102	37	93	25	10	8
May 1-17, 1868	16	1,593	20	99	35	93	35	4	4
Whole period	94	9,877	00	105	40	93	25	40	26

No. 2.—Through mails to New York from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburg, Va., and Washington, D. C., to New York, N. Y.—1,510 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
November, 1867.....	29	3,001 00	103 28	94 30	20	7
December, 1867.....	30	3,042 05	101 24	94 30	13	7
January, 1868.....	29	3,237 35	111 38	94 30	16	10
February 1-10, 1868....	10	1,301 05	130 06	97 10	9	5
May 16-31, 1868.....	16	1,407 20	87 57	85 20	1	1
June, 1868.....	30	2,621 00	87 08	85 40	1	1
July, 1868.....	30	2,627 55	87 35	86 20	1	2
August, 1868.....	32	2,823 35	88 14	85 20	2	1
September, 1868.....	29	2,493 00	85 57	85 10	.....	1
October, 1868.....	32	3,004 15	93 52	85 50	9	7
Whole period.....	267	25,558 50	95 43	85 10	72	42

WESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,672 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
February 10-29, 1868...	19	2,144 05	112 50	92 10	10	9
March, 1868.....	29	2,944 05	101 31	88 15	11	9
April, 1868.....	27	2,592 20	96 00	91 15	5	6
May 1-15, 1868.....	15	1,470 20	98 01	88 40	5	1
Whole period.....	90	9,150 50	101 40	88 15	31	25

No. 3.—*Through mails to New Orleans from Washington.*

SOUTHWESTERN ROUTE.—From Washington, D. C., *via* Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,280 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
November, 1867.....	29	2,513	15	86	41	78	10	6	6
December, 1867.....	31	2,475	45	79	51	77	40	3	2
January, 1868.....	30	2,962	30	98	45	77	40	15	10
February 1-12, 1868 ...	12	1,294	40	107	53	83	35	10	3
March 16-31, 1868 ...	15	1,449	40	96	38	83	35	7	6
April, 1868.....	30	2,621	40	87	23	83	35	4	4
May, 1868.....	31	2,791	05	90	02	83	35	8	7
June, 1868.....	30	2,557	25	85	14	83	35	2	2
July, 1868.....	30	2,530	30	84	21	82	35	1	2
August, 1868.....	31	2,767	50	89	17	79	50	1	1
September, 1868.....	30	2,513	10	83	33	79	50	5	5
October, 1868.....	31	2,591	10	83	35	79	30	4	4
Whole period.....	330	29,068	40	88	05	77	40	66	52

WESTERN ROUTE.—From Washington, D. C., *via* Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,582 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
February 12-29, 1868 ...	16	1,793	50	112	25	92	50	12	3
March 1-16, 1868.....	16	1,745	30	109	05	93	20	10	5
Whole period.....	32	3,544	20	110	45	92	50	22	8

No. 4.—Through mails to Washington from New Orleans.

SOUTHWESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburg, Va., to Washington, D. C.—1,280 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.			
November, 1867	28	2,501	57	89	21	83	10	2
December, 1867	30	2,630	50	87	41	84	20	2
January, 1868	31	3,160	35	101	57	74	45	15
February 1-8, 1868	9	960	50	106	45	76	10	7
March 14-31, 1868	18	1,446	05	80	20	75	00	4
April, 1868	28	2,316	05	82	43	75	00	9
May, 1868	30	2,336	55	77	53	75	00	2
June, 1868	31	2,347	00	75	42	74	00	1
July, 1868	31	2,349	05	75	46	75	00	1
August, 1868	30	2,272	10	75	44	74	00	1
September, 1868	30	2,248	05	74	56	74	00	1
October, 1868	31	2,365	50	76	19	73	55	6
Whole period	327	26,935	27	82	22	73	55	51

WESTERN ROUTE.—From New Orleans, La., *via* Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—1,582 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.			
February 9-29, 1868 ...	18	1,985	45	110	19	91	15	10
March 1-14, 1868	14	1,402	35	100	11	91	20	4
Whole period	32	3,388	20	105	53	91	15	14

REPORT OF THE POSTMASTER GENERAL.

No. 5.—Through mails to Memphis from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., *via* Washington, D. C., Lynchburg, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,167 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
			Hours.	Min.	Hours.	Min.		
June 13-30, 1868.....	18	1,269 00	70	30	70	30	.....	.....
July, 1868.....	29	2,116 30	72	58	70	30	3	5
August, 1868.....	32	2,280 00	71	15	70	30	1	.....
September, 1868.....	30	2,262 00	75	24	70	30	7	6
October, 1868.....	31	2,201 20	73	16	69	00	2	1
Whole period.....	140	10,128 50	72	20	69	00	13	12

WESTERN ROUTE.—From New York, N. Y., *via* Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Louisville, Ky., Bowling Green, Ky., Tate's Station, Tenn., Paris, Tenn., Humboldt, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,296 miles

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
			Hours.	Min.	Hours.	Min.		
June 14-30, 1868.....	16	1,124 00	70	15	64	15	2	3
July, 1868.....	26	1,926 15	74	05	70	15	5	4
August, 1868.....	26	1,925 15	74	02	70	15	5	7
September, 1868.....	26	1,659 55	63	50	69	15	6	10
October, 1868.....	27	1,974 15	73	07	69	15	1	8
Whole period.....	121	8,609 40	71	09	64	15	19	32

No. 6.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., *via* Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburg, Va., and Washington, D. C., to New York, N. Y.—1,167 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
June 17-30, 1868	14	920	35	65	45	65	10	.....	.....
July, 1868	30	1,992	20	66	24	65	10	.....	2
August, 1868	32	2,154	35	67	19	65	10	.....	1
September, 1868	29	1,931	26	66	36	65	10	.....	2
October, 1868	32	2,251	35	70	21	65	40	1	3
Whole period	137	9,250	31	67	32	65	10	1	8

WESTERN ROUTE.—From Memphis, Tenn., *via* Grand Junction, Tenn., Humboldt, Tenn., Paris, Tenn., Tate's Station, Tenn., Bowling Green, Ky., Louisville, Ky., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,296 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
June 17-30, 1868	14	916	30	65	27	61	25	1	1
July, 1868	31	1,981	45	63	52	61	25	1	1
August, 1868	31	1,991	50	64	15	61	20	2	2
September, 1868	30	1,913	35	63	47	61	25	1	1
October, 1868	31	2,074	40	66	55	62	65	3	2
Whole period	137	8,878	20	64	48	61	20	8	7

No. 7.—Through mails to St. Louis from New York.

ROUTE.—From New York, N. Y., *via* Pittsburg, Pa., Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—1,074 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	77	4,456	45	57	52	46	00	2	5
April, 1868.....	77	4,122	30	53	32	*45	00	13	2
May, 1868.....	79	4,047	07	51	13	*44	30	10	.....
June, 1868.....	69	3,570	35	51	44	*44	30	12	4
July, 1868.....	78	4,131	00	52	57	46	00	17	2
August, 1868.....	76	4,074	00	53	36	46	00	19	4
September, 1868.....	72	3,824	45	53	07	46	30	14	4
Whole period....	528	28,226	42	53	27	44	30	122	21

* One mail a day via Cincinnati and Vincennes—Ohio and Mississippi railroad—which made the shortest time.

No. 8.—Through mails to New York from St. Louis.

ROUTE.—From St. Louis, Mo., *via* Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—1,074 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	67	3,819	65	57	01	45	10	18	3
April, 1868.....	64	3,450	85	53	55	45	15	11	.....
May, 1868.....	70	3,629	05	51	50	44	10	6	.....
June, 1868.....	56	2,918	05	52	06	44	40	12	3
July, 1868.....	56	2,703	45	48	16	46	10	3	.....
August, 1868.....	54	2,658	50	49	14	46	10	4	2
September, 1868.....	52	2,619	10	50	22	46	10	6	2
Whole period....	419	21,800	25	52	01	44	10	60	10

No. 9.—*Through mails to St. Louis from Washington.*

ROUTE.—From Washington, D. C., *via* Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—934 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868	55	3,291	50	59	51	50	15	21	3
April, 1868	56	3,068	15	54	47	50	00	14	1
May, 1868	56	3,053	00	54	31	49	00	13	1
June, 1868	55	2,996	28	54	28	48	30	17	1
July, 1868	51	2,705	00	53	02	48	30	11	2
August, 1868	56	3,103	00	55	24	48	00	17	3
September, 1868	52	2,836	45	54	33	48	45	15	2
Whole period	381	21,054	18	55	15	48	00	108	13

No. 10.—*Through mails to Washington from St. Louis.*

ROUTE.—From St. Louis, Mo., *via* Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—984 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868	52	2,789	10	53	38	45	45	12	5
April, 1868	51	2,811	50	55	02	45	30	7	4
May, 1868	52	2,637	29	51	17	45	30	7	4
June, 1868	50	2,566	55	51	20	44	00	10	5
July, 1868	48	2,372	00	49	25	44	00	7	2
August, 1868	53	2,864	03	54	02	44	00	12	3
September, 1868	49	2,430	30	49	36	44	00	7	1
Whole period	355	18,501	57	52	07	44	00	62	24

No. 11.—Through mails to St. Louis from Baltimore.

ROUTE—From Baltimore, Md., via Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., to St. Louis, Mo.—962 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	55	3,120	50	56	44	48	30	24	3
April, 1868.....	55	2,920	00	53	05	48	30	13	1
May, 1868.....	55	2,816	26	51	12	47	15	12	-----
June, 1868.....	52	2,732	20	52	32	46	45	15	1
July, 1868.....	46	2,358	10	51	15	46	00	8	5
August, 1868.....	52	2,759	10	53	03	45	45	14	2
September, 1868.....	53	2,767	10	52	12	47	00	14	2
Whole period....	368	19,474	06	52	55	45	45	100	14

No. 12.—Through mails to Baltimore from St. Louis.

ROUTE.—From St. Louis Mo., via Mattoon, Ill., Terre Haute, Ind., Indianapolis, Ind., Columbus Ohio, Bell Air, Ohio, and Cumberland, Md., to Baltimore, Md.—962 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
March, 1868.....	50	2,617	10	52	20	45	00	9	5
April, 1868.....	49	2,467	35	50	21	44	40	5	4
May, 1868.....	54	2,679	05	49	36	44	20	6	4
June, 1868.....	49	2,393	25	48	50	42	50	5	5
July, 1868.....	48	2,284	15	47	35	42	50	5	2
August, 1868.....	51	2,625	20	51	28	43	00	6	2
September, 1868.....	49	2,307	00	47	04	42	50	2	2
Whole period....	350	17,373	50	49	38	42	50	37	24

No. 13.—*Through mails to Cincinnati from New York.*

ROUTE.—From New York, N. Y., *via* Pittsburg, Pa., Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March.....	79	2,918 12	36 56	29 00	15	1
April.....	82	2,798 45	34 07	29 00	4	.....
May.....	83	2,804 00	33 47	29 00	4	.....
June.....	82	2,784 00	33 57	29 00	6	.....
July.....	79	2,657 35	33 38	28 50	7	1
August.....	75	2,533 25	33 46	28 30	7	.....
September.....	74	2,690 00	36 21	29 00	14	.....
Whole period....	554	19,185 57	34 37	28 30	57	2

No. 14.—*Through mails to New York from Cincinnati.*

ROUTE.—From Cincinnati, Ohio, *via* Xenia, Ohio, Columbus, Ohio, and Pittsburg, Pa., to New York, N. Y.—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March.....	46	1,680 15	36 31	27 55	9	4
April.....	50	1,624 00	32 28	29 10	1	4
May.....	53	1,723 55	32 31	29 05	3	3
June.....	52	1,700 55	32 42	29 00	4	3
July.....	57	1,856 00	32 33	29 15	1	.....
August.....	55	1,761 55	32 02	29 10	2	1
September.....	55	1,787 50	32 30	29 00	2	1
Whole period....	368	12,134 50	32 58	27 55	22	16

No. 15.—*Through mails to Cincinnati from Washington.*

ROUTE.—From Washington, D. C., *via* Cumberland, Md., Bell Air, Ohio, Columbus, Ohio, and Xenia, Ohio, to Cincinnati, Ohio—654 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	47	1, 807 25	38 27	34 45	7	2
April	55	2, 037 45	37 03	34 45	4	.....
May	56	2, 039 12	36 24	34 10	6	.....
June	56	2, 012 40	35 36	34 10	5	.....
July	54	2, 028 50	37 34	34 10	10	2
August	54	2, 021 40	37 26	34 10	8	1
September	55	2, 076 35	37 45	34 40	8	.....
Whole period	377	14, 024 07	37 11	34 10	48	5

COMPETING LINE.—From Washington, D. C., *via* Cumberland, Md., Grafton, W. Va., and Parkersburg, W. Va., to Cincinnati, Ohio—610 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	27	1, 361 20	50 25	34 45	11	6
April	26	1, 246 50	47 57	38 15	7	6
May	24	1, 113 25	46 23	37 00	6	9
June	25	1, 283 50	51 21	37 00	10	8
July	26	1, 065 15	40 58	34 40	4	5
August	27	1, 494 35	55 21	36 50	15	8
September	24	1, 161 05	48 22	37 20	10	7
Whole period	179	8, 726 20	48 45	34 40	63	49

No. 16.—*Through mails to Washington from Cincinnati.*

ROUTE.—From Cincinnati, Ohio, *via* Xenia, Ohio, Columbus, Ohio, Bell Air, Ohio, and Cumberland, Md., to Washington, D. C.—654 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	50	1,715 15	34 18	28 30	9	4
April	52	1,654 02	31 48	28 45	2	4
May	52	1,697 34	32 38	27 00	6	5
June	50	1,587 25	31 44	27 00	2	3
July	52	1,771 40	34 04	27 00	9	2
August	55	2,048 03	37 14	27 00	15	1
September	51	1,719 16	33 42	27 00	5	2
Whole period....	362	12,193 15	33 41	27 00	48	21

COMPETING LINE.—From Cincinnati, Ohio, *via* Parkersburg, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—610 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	25	994 45	39 47	29 20	4	11
April	27	904 10	33 29	29 35	2	6
May	27	921 05	34 06	27 30	4	8
June	23	824 40	35 51	27 30	3	10
July	24	998 30	41 36	27 40	5	8
August	23	1,117 18	48 34	27 30	7	9
September	21	790 13	37 37	27 15	2	10
Whole period....	170	6,550 41	38 32	27 15	27	62

No. 17.—*Through mails to Columbus from Baltimore.*

ROUTE.—From Baltimore, Md., *via* Cumberland, Md., Benwood, W. Va., Bell Air, Ohio, and Zanesville, Ohio, to Columbus, Ohio—512 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
1868.									
March	56	1,549	28	27	40	23	40	3	.....
April	55	1,463	45	26	36	24	00	.....	.....
May	57	1,494	20	26	12	22	50	1	.....
June	55	1,419	30	25	48	22	50	.....	.....
July	64	1,693	30	26	27	23	50	1	3
August	60	1,618	20	26	58	23	25	2	1
September	63	1,677	45	26	37	23	25	.....	.....
Whole period....	410	10,916	38	26	37	22	50	7	4

COMPETING LINE.—From Baltimore, Md., *via* Harrisburg, Pa., Pittsburg, Pa., and Steubenville, Ohio, to Columbus, Ohio—526 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails half a day or more behind time.	Days on which no mail arrived.
		Hours.	Min.	Hours.	Min.	Hours.	Min.		
1868.									
March	55	1,572	15	28	35	21	50	6	5
April	57	1,575	30	27	38	22	30	5	4
May	58	1,608	01	27	43	22	25	5	2
June	54	1,504	30	27	51	22	15	4	1
July	30	856	00	28	32	22	20	3	7
August	42	1,215	05	28	55	22	45	5	4
September	44	1,263	40	28	43	24	15	3	3
Whole period....	340	9,595	01	28	43	21	50	31	26

No. 18.—Through mails to Baltimore from Columbus.

ROUTE.—From Columbus, Ohio, *via* Zanesville, Ohio, Bell Air, Ohio, Benwood, W. Va., and Cumberland, Md., to Baltimore, Md.—512 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	50	1,347 15	26 56	23 35	.....	5
April	51	1,361 55	26 42	21 50	3	4
May	54	1,429 00	26 27	21 40	3	4
June	50	1,311 55	26 14	21 35	3	5
July	49	1,381 45	28 11	21 40	6	4
August	52	1,541 25	29 38	21 30	6	1
September	52	1,364 55	26 14	21 50	2	3
Whole period....	358	9,738 10	27 12	21 30	23	26

COMPETING LINE.—From Columbus, Ohio, *via* Steubenville, Ohio, Pittsburg, Pa., and Harrisburg, Pa., to Baltimore, Md.—526 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	51	1,446 48	28 22	21 50	.....	5
April	51	1,389 50	27 15	21 40	.....	4
May	53	1,444 20	27 15	21 40	.....	4
June	50	1,403 15	28 03	25 25	1	1
July	54	1,585 25	29 21	25 25	1	2
August	56	1,594 25	28 28	25 25	.....	.....
September	54	1,465 30	27 08	23 30	1	1
Whole period....	369	10,329 33	27 59	21 40	3	17

No. 19.—*Through mails to Chicago from New York.*

ROUTE.—From New York, N. Y., via Pittsburg, Pa., Crestline, Ohio, and Fort Wayne Ind., to Chicago, Ill.—901 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	77	3, 158 15	41 00	36 30	14	2
April	78	3, 053 10	39 08	36 15	5	.....
May	80	2, 956 30	36 57	35 20	2	.....
June	68	2, 666 45	39 13	35 15	8	4
July	82	3, 127 45	38 08	35 15	7	.....
August	80	3, 067 45	38 20	35 20	7	.....
September.....	72	2, 801 20	38 54	35 15	4	1
Whole period....	537	20, 831 30	38 47	35 15	47	7

COMPETING LINE.—From New York, N. Y., via Dunkirk, N. Y., Erie, Pa., Cleveland, Ohio, and Toledo, Ohio, to Chicago, Ill.—958 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
1868.		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
March	39	2, 249 20	57 40	41 35	21	8
April	46	2, 028 25	44 05	38 00	10	1
May	48	2, 026 55	42 13	37 00	7	2
June	44	1, 898 00	43 08	36 40	8	4
July	50	2, 003 55	40 04	36 00	5	3
August	45	1, 822 35	40 30	36 10	6	2
September	44	1, 797 20	40 50	36 10	7	4
Whole period....	316	13, 826 30	43 45	36 00	64	24

No. 20.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., via Fort Wayne, Ind., Crestline, Ohio, and Pittsburg, Pa., to New York, N. Y.—901 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	50	2,068 55	41 22	37 25	5	4
April	44	1,704 35	38 44	37 00	1	3
May	58	2,220 20	38 16	36 00	3	.....
June	56	2,137 15	38 09	35 45	2	2
July	60	2,234 45	37 14	33 00	4	.....
August	57	2,120 20	37 11	35 00	5	.....
September	55	2,015 15	36 38	35 00	4	.....
Whole period....	380	14,501 25	38 09	33 00	24	9

COMPETING LINE.—From Chicago, Ill., via Toledo, Ohio, Cleveland, Ohio, Erie, Pa., and Dunkirk, N. Y., to New York, N. Y.—958 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails half a day or more behind time.	Days on which no mail arrived.
		<i>Hours. Min.</i>	<i>Hours. Min.</i>	<i>Hours. Min.</i>		
1868.						
March	16	756 35	47 17	37 35	6	7
April	26	1,072 25	41 14	37 20	1	7
May	27	1,141 30	42 16	37 40	2	4
June	25	1,008 03	40 19	38 35	.....	5
July	27	1,087 50	40 17	38 40	1	4
August	26	1,042 25	40 05	38 30	.....	5
September	26	1,051 00	40 25	38 40	.....	4
Whole period....	173	7,159 48	41 23	37 20	10	36

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Mail service put in operation in the southern States since 1865.

States.	Cost, 1866.	Cost, 1867.	Cost, 1868.
Virginia.....	\$194,491	\$237,458	\$261,781
North Carolina.....	117,203	134,323	138,397
South Carolina.....	81,536	91,705	123,265
Georgia.....	107,398	148,947	167,030
Florida.....	45,077	51,366	104,345
Tennessee.....	81,367	135,778	137,882
Alabama.....	85,427	139,523	209,046
Mississippi.....	111,288	140,491	158,526
Arkansas.....	45,606	179,491	215,125
Louisiana.....	96,583	242,462	265,183
Texas.....	120,351	389,987	387,879
Totals.....	1,086,527	1,891,531	2,168,459

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Statement showing increase and decrease of inland mail service for ten years, from 1859 to 1868, inclusive.

Year.	Service.	No. of routes.	Length of routes.			Miles of annual transportation.			Cost of annual transportation.		
			Miles.	Increase.	Decrease.	Miles.	Increase.	Decrease.	Amount.	Increase.	Decrease.
1859	Railroad		26,010			27,268,384			\$3,243,974		
	Steamboat		19,209			4,569,962			1,157,843		
	"Celerity and security"		214,833			50,470,066			5,066,940		
	Total	8,723	260,052			82,308,412			9,468,757		
1860	Railroad		27,129	1,119		27,653,749	385,365		\$3,349,662	\$105,688	
	Steamboat		14,976		4,233	3,951,268		618,694	1,073,852		\$83,991
	"Celerity and security"		198,489		16,344	43,119,759		7,350,307	4,385,196		681,744
	Total	8,502	240,594		19,458	74,724,776		7,583,636	8,808,710		660,047
1861	Railroad		22,018		5,111	23,116,823		4,536,926	\$2,543,709		\$805,953
	Steamboat		5,339		9,637	1,830,016		2,121,252	290,559		783,293
	"Celerity and security"		113,042		85,447	29,508,615		13,611,144	2,475,186		1,910,010
	Total	6,340	140,399		100,195	54,455,454		20,269,322	5,309,454		3,499,256
1862	Railroad		21,338		680	22,777,219		339,604	\$2,498,115		\$45,594
	Steamboat		5,647	308		2,013,719	183,703		298,245	\$7,686	
	"Celerity and security"		107,028		6,014	28,641,587		867,028	3,057,474	582,288	
	Total	5,900	134,013		6,386	53,432,525		1,022,929	5,853,834	544,380	
1863	Railroad		22,152	814		22,871,558	94,339		\$2,538,517	\$40,402	
	Steamboat		4,744		903	2,004,771		8,498	224,542		\$73,703
	"Celerity and security"		112,702	5,674		31,349,686	2,708,099		2,977,463		80,011
	Total	6,161	139,598	5,585		56,226,015	2,793,490		5,740,522		113,312
1864	Railroad		22,616	464		23,301,942	430,384		\$2,567,044	\$28,527	
	Steamboat		7,278	2,534		2,112,134		107,363	253,274	28,732	
	"Celerity and security"		109,278		3,424	30,901,281		448,405	2,998,151	20,688	
	Total	6,083	139,172		426	56,315,357		125,384	5,818,469	77,947	

Statement showing increase and decrease of inland mail service for ten years, from 1859 to 1868, inclusive—Continued.

Year.	Service.	No. of routes.	Length of routes.			Miles of annual transportation.			Cost of annual transportation.		
			Miles.	Increase.	Decrease.	Miles.	Increase.	Decrease.	Amount.	Increase.	Decrease.
1865	Railroad		23,401	785		24,087,568	785,626		\$2,707,421	\$140,377	
	Steamboat		13,088	5,810		2,444,696	332,562		359,598	106,324	
	"Celerity and security"		105,851		3,427	31,461,430	560,149		3,179,865	181,714	
	Total	6,012	142,340	3,168		57,993,694	1,678,337		6,246,884	428,415	
1866	Railroad		32,092	8,691		30,609,467	6,521,899		\$3,391,592	\$684,171	
	Steamboat		14,346	1,258		3,411,962	967,266		440,844	81,246	
	"Celerity and security"		134,483	28,632		37,816,485	6,355,055		3,798,038	618,173	
	Total	6,930	180,921	38,581		71,837,914	13,844,220		7,630,474	1,383,590	
1867	Railroad		34,015	1,923		32,437,900	1,828,433		\$3,812,600	\$421,008	
	Steamboat		15,094	748		3,210,740		201,222	472,206	31,362	
	"Celerity and security"		153,136	18,653		43,334,149	5,517,664		5,051,480	1,253,442	
	Total	7,743	202,245	21,324		78,982,789	7,144,875		9,336,286	1,705,812	
1868	Railroad		36,018	2,003		34,886,178	2,448,278		\$4,177,126	\$364,526	
	Steamboat		19,647	4,553		3,797,560	586,820		650,631	178,425	
	"Celerity and security"		161,263	8,127		45,540,587	2,206,438		5,438,299	386,819	
	Total	8,226	216,928	14,683		84,224,325	5,241,516		10,266,056	929,770	

Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1868.

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....	\$858, 820 48
With Prussia	248, 214 54
With France	285, 556 27
With Hamburg	108, 091 33
With Bremen	174, 381 07
With Belgium	13, 679 05
With Netherlands, (six months)	7, 478 59
With Switzerland, (three months)	5, 690 20
With Italy, (three months)	4, 556 23
Total postages	1, 706, 467 76

Being \$263, 137 79 less than the amount reported for the previous year.

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

To Great Britain	\$445, 684 70
To Prussia	107, 271 41
To France	147, 822 78
To Bremen	100, 039 11
To Hamburg	67, 971 87
To Belgium	6, 438 93
To Netherlands, (six months)	3, 857 81
To Switzerland, (three months)	2, 862 55
To Italy, (three months)	1, 629 90
Total	883, 579 06

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

From Great Britain	\$413, 135 78
From Prussia	140, 943 13
From France	137, 733 49
From Hamburg	40, 119 46
From Bremen	74, 341 96
From Belgium	7, 240 12
From Netherlands, (six months)	3, 620 78
From Switzerland, (three months)	2, 827 65
From Italy, (three months)	2, 926 33
Total	822, 888 70

Postages collected in the United States	\$1, 090, 244 03
Postages collected in Europe	616, 223 73
Excess of collections in the United States	474, 020 30

Number of letters sent from the United States	\$5, 401, 986
Number of letters received from Europe	4, 666, 673
Total	<u>10, 068, 659</u>

Being an increase of 626,548 over the number reported for the previous year.

Aggregate amounts of letter postage on the mails exchanged with countries of Europe from July 1 to December 31, 1867, and from January 1 to June 30, 1868, respectively.

	From July 1 to December 31, 1867, in- clusive.	From Jan. 1 to June 30, 1868, inclusive.	Total for the year.
With Great Britain.....	\$570, 688 04	\$288, 132 44	\$858, 820 48
With France	154, 401 68	131, 154 59	285, 556 27
With Prussia	167, 782 89		
With Bremen	104, 916 75		
With Hamburg	51, 752 41		
With North Germany.....		206, 234 89	530, 686 94
With Belgium	8, 071 22	5, 607 83	13, 679 05
With Netherlands		7, 478 59	7, 478 59
With Switzerland, (from April 1 to June 30, 1868)		5, 690 20	5, 690 20
With Italy, (from April 1 to June 30, 1868).....		4, 556 23	4, 556 23
Total.....	1, 057, 612 99	648, 854 77	<u>1, 706, 467 76</u>

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	\$32, 548 92
France	10, 089 29
Bremen	25, 697 15
Hamburg	27, 852 41
Netherlands	237 03
Switzerland	34 90
Total.....	<u>96, 459 70</u>

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

Prussia	\$33, 671 72
Belgium	801 19
Italy	1, 296 43
Total.....	<u>35, 769 34</u>

OCEAN TRANSPORTATION.

Number of letters and amounts of postage on the mails conveyed to and from Europe by the following steamship lines :

	Letters.	Postage.
Cunard line	2, 880, 553	\$549, 035 84
Bremen (Lloyd) line	2, 654, 619	407, 377 96
Inman (Dale) line	2, 063, 862	355, 874 59
Hamburg line	1, 600, 389	229, 889 63
Canadian line	353, 632	71, 038 64
French line	323, 292	51, 910 53
Havre line (United States)	169, 575	36, 981 41
Baltimore line	11, 962	2, 790 86
American Lloyd line (United States)	9, 539	1, 382 90
Belgian line	1, 236	185 40
	10, 068, 659	1, 706, 467 76

Number of letters and newspapers, and amounts of postage on the mails conveyed by United States steamships to and from the West Indies, Panama, Mexico, Brazil, Central and South America, Japan and China, &c.

	Number of letters.	Number of newspapers.	Amounts of postage.
West Indies	647, 055	201, 688	\$84, 986 39
Panama and South Pacific	225, 649	191, 912	40, 780 17
Brazil	122, 895	83, 476	14, 711 84
Mexico	29, 199	27, 199	3, 906 07
China and Japan	16, 643	15, 881	1, 981 92
Sandwich Islands	9, 252	4, 865	1, 022 50
Belize (Honduras)	5, 135	-----	413 50
Nicaragua	3, 525	1, 351	379 52
Venezuela	520	980	53 96
	1, 059, 873	527, 352	148, 235 87

During the year ended June 30, 1868, seven round voyages, and during the quarter ended September 30, two round voyages were completed by the steamers of the Pacific Mail Steamship Company between San Francisco and Hong-Kong, as follows :

OUTWARD.

Steamers.	From San Francisco.	Arrival at Yokohama.	Sailed from Yokohama.	Arrived at Hong-Kong.	Running time.
					<i>Days. Hours.</i>
Colorado	July 4, 1867	July 27, 1867	July 29, 1867	August 5, 1867 ..	28 19
Great Republic	Sept. 3, 1867	Sept. 26, 1867	Sept. 28, 1867	October 5, 1867 ..	28 19
China	October 14, 1867	Nov. 6, 1867	Nov. 8, 1867	Nov. 14, 1867	28 1
Great Republic	December 4, 1867	January 3, 1868	January 5, 1868	January 13, 1868 ..	37 5
China	January 13, 1868	February 7, 1868	February 9, 1868	February 15, 1868 ..	29 20
Great Republic	March 7, 1868	April 7, 1868			
New York			April 9, 1868	April 16, 1868	36 16
China	April 18, 1868	May 11, 1868	May 12, 1868	May 19, 1868	28 23
Colorado	June 3, 1868	June 26, 1868	June 30, 1868	July 6, 1868	28 13
New York	July 3, 1868	July 25, 1868			
Great Republic			July 27, 1868	August 4, 1868	2 20

HOMEWARD.

Steamers.	From Hong-Kong.	Arrival at Yokohama.	Sailed from Yokohama.	Arrived at San Francisco.	Running time.
					<i>Days. Hours.</i>
Colorado	August 15, 1867..	August 22, 1867..	August 24, 1867..	Sept. 14, 1867 . . .	28 17
Great Republic.	October 15, 1867 .	October 23, 1867 .	October 25, 1867 .	Nov. 19, 1867 . . .	33 11
China	Nov. 26, 1867 . . .	Dec. 4, 1867 . . .	Dec. 6, 1867 . . .	Dec. 31, 1867 . . .	32 20
Great Republic.	January 16, 1868.	January 23, 1868.	January 26, 1868.	February 16, 1868.	28 23
China	February 25, 1868.	March 4, 1868 . . .	March 8, 1868 . . .	March 31, 1868 . . .	31 12
New York	April 19, 1868 . . .	April 25, 1868 . . .	April 28, 1868 . . .	May 18, 1868 . . .	29 17
China	May 26, 1868 . . .	June 2, 1868 . . .	June 5, 1868 . . .	June 26, 1868 . . .	28 20
Colorado	July 15, 1868 . . .	July 23, 1868 . . .	July 26, 1868 . . .	August 16, 1868 . .	27 21
Great Republic.	August 15, 1868 . .	August 23, 1868 . .	August 29, 1868 . .	Sept. 19, 1868 . . .	29 16

DETAILED REGULATIONS

Arranged between the post office of the United States and the post office of Belgium, for the execution of the convention of the 21st day of August, 1867.

ARTICLE I.

The American exchange offices of New York and Boston shall each despatch a mail for the Belgian exchange offices of Antwerp, of Ostend, (local,) and of Ostend, (travelling.)

The Belgian exchange offices of Antwerp, of Ostend, (local,) and of Ostend, (travelling,) shall each despatch a mail to the American exchange offices of New York and Boston.

Table A, hereto annexed, indicates the correspondence to be distributed to each exchange office.

ARTICLE II.

Each mail exchanged between the respective offices shall be accompanied by a letter bill, showing the postages and the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter bill shall follow the models B 1^o and B 2^o, hereto annexed, and shall be consecutively numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next despatch.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette, and numbers corresponding to the letter bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the models C 1^o and C 2^o, hereto annexed.

All registered letters and the register list shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word *Registered*, or *Objets Chargé*, and placed in the mail.

The blank in the letter list for expressing the number of registered articles shall be filled in letters expressing the number. In case no registered articles are sent, the proper blank of the letter bill shall be filled with the word *Nihil* or *Nil*.

ARTICLE VI.

The registered lists despatched shall be retained by the receiving office, which shall acknowledge, by the first mail, the receipt of the registered articles, numerically, from No. — to No. —.

If the verification by the exchange office disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes towards the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamps or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped in the United States *Paid All*, and in Belgium *P. D.*

Registered articles shall be stamped *Registered* in the United States, and *Chargé* in Belgium.

Correspondence insufficiently prepaid shall be stamped in the United States *Insufficiently paid*, and in Belgium *Affranchissement insuffisant*, and the amount of deficient postage expressed in figures [black] on the face.

Correspondence despatched by a direct line between the two countries shall be stamped *Direct Service*, or *Service Direct*.

If despatched via England, it shall be stamped to indicate British transit.

ARTICLE IX.

The two postal administrations may exchange in the open mails letters and other correspondence with the foreign countries, and upon the conditions indicated in the tables D 1^o and D 2^o, hereto annexed.

ARTICLE X.

The tables D 1^o and D^o, hereto annexed, also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the two offices, and the conditions thereof.

ARTICLE XI.

The respective exchange offices shall mark in *red* ink, in the upper corner of the address, at the right hand, of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the originating office upon the unpaid letters sent in transit.

ARTICLE XII.

Articles under band which do not conform to the conditions mentioned in Art. XII of the convention, or which are in no part prepaid, shall be retained by the administration of origin, and shall remain subject to its disposition.

ARTICLE XIII.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States, or through Belgium, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE XIV.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month. (See exhibits G, hereto annexed.)

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter bill relating to such correspondence. 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 at the first destination.

ARTICLE XVI.

The despatching exchange office shall state on the letter bill for the British office the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails by the British transit.

ARTICLE XVII.

It is understood that the accounts between the two offices shall be established on the respective letter bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of five francs and fifteen centimes of Belgium for one dollar of the United States.

In entering the foreign charges on the letter bill, in the money of the sending office, the cent shall be considered as the equivalent of five centimes.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor office.

ARTICLE XVIII.

The quarterly accounts mentioned in Art. XV of the convention shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall respectively be prepared according to the models hereto annexed, and marked E 1^o and E 2^o. A recapitulation of these accounts, showing the definitive result, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed, and marked F, and shall then be transmitted, with the quarterly accounts on which it is based, for the examination of the other office.

ARTICLE XIX.

It is understood that Art. VI of the convention, relative to a direct line of steam packets between the two countries, shall be carried into effect as soon as either administration shall notify the other of the establishment of such a line which it has adopted for the despatch of its mails.

Done in duplicate, and signed at Brussels the 25th day of November, and at Paris the 26th day of November, one thousand eight hundred and sixty-seven.

[L. S.]

JOHN A. KASSON,
Special Commissioner of the U. S. Post Department.

[L. S.]

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

POST OFFICE DEPARTMENT,
Washington, January 15, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of August 21, 1867, between the United States and Belgium, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this fifteenth day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

A.—Table showing the directions to be given to correspondence of all kinds exchanged between the Belgian post office and the United States post office, by way of England.

MAILS OF THE BELGIAN OFFICE.

OFFICES OF EXCHANGE.		Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.	
Forwarding.	Receiving.				
Ostend, (travelling)	Boston...	Line from— Liverpool to New York	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.	Boston.	
		Bremen to New York by Southampton. Hamburg to New York by Southampton. Canadian packet.....	Do Do Do.....	Do. Do. Do.	
		Liverpool to New York	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.	
	New York.	Bremen to New York by Southampton. Hamburg to New York by Southampton. Canadian packet.....	Do Do Do	Do. Do. Do.	
		Boston...	Liverpool to New York Bremen to New York by Southampton.	Antwerp Do	Boston. Do.
			Hamburg to New York by Southampton. Canadian packet.....	Do Do	Do. Do.
	Antwerp..		Liverpool to New York	Antwerp	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.
		Bremen to New York by Southampton. Hamburg to New York by Southampton. Canadian packet.....	Do Do Do	Do. Do. Do.	

A.—Table showing the directions to be given to correspondence, &c.—Contin'd.

MAILS OF THE UNITED STATES OFFICE.

OFFICES OF EXCHANGE.		Designation of the packets by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.	
Forwarding.	Receiving.				
Boston ...	Ostend, (travelling)	Line from—			
		New York to Liverpool	Boston	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.	
		New York to Bremen by Southampton.	Do	Do	
		New York to Hamburg by Southampton.	Do	Do	
		Antwerp..	New York to Liverpool	Boston	Antwerp
			New York to Bremen by Southampton.	Do	Do
	New York to Hamburg by Southampton.		Do	Do	
	New York.	Ostend, (travelling)	New York to Liverpool	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.	Belgium, (except Antwerp,) and the foreign countries to which Belgium serves as an intermediary.
			New York to Bremen by Southampton.	Do	Do
			New York to Hamburg by Southampton.	Do	Do
		Antwerp..	New York to Liverpool	The United States, (except Boston,) the Territories of the United States, and the foreign countries to which the United States serves as an intermediary.	Antwerp
			New York to Bremen by Southampton.	Do	Do
New York to Hamburg by Southampton.			Do	Do	

Stamp of the

originating office.

Letter bill of the mail sent by the Belgian exchange office of _____ to the United States exchange office of _____,
by the way of _____, the _____, 186-. Received the _____, 186-.

(Number of the despatch.)

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rate.			
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.					
1	Prepaid letters		F. C.		F. C.	15				
2	Unpaid letters		— —		— —	15	80c.			
3	Insufficiently paid letters. { No. of rates	—	—	—	—	15	—			
4						{ Amount of stamps affixed	—	—	—	—
5						{ Amount of deficient postage	—	—	—	—
	Total number of single rates	—		—						
6	Prepaid newspapers and prints	—		—		50	10c.			
7	Prepaid patterns of merchandise	—		—		120	40c.			

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.			Verification by the receiving exchange office.		
		No. of single rates.	Amount of postages.		No. of single rates.	Amount of postage.	
8	Letters from Belgium for foreign countries in transit through the United States	Unpaid	C.		F.	C.	
9			International rate	—			—
10	Letters originating in foreign countries to which Belgium serves as an intermediary ..	Prepaid	C.		F.	C.	
11			International rate	—			—
12	Letters originating in foreign countries to which Belgium serves as an intermediary ..	Addressed to the U. S.	C.		F.	C.	
13			Unpaid.	International rate			—
14		Addressed to foreign countries in transit through U. S.	Prepaid	C.		F.	C.
15				International rate	—		
16			Unpaid.	C.		F.	C.
17				International rate	—		
Total number of single letter rates							
18	Newspapers, prints, and samples of merchandise prepaid, originating in Belgium and addressed to foreign countries in transit through the U. S., or coming from foreign countries in transit through Belgium for the U. S. and the countries beyond.	Net amount of international rate	C.		F.	C.	
19			Amount of foreign postage due the United States	—			—

TABLE III.—VARIOUS ARTICLES.

20	Number of fixed fees collected upon registered articles				
21	Amount of supplementary register fees due to the United States upon registered articles addressed to foreign countries	—			
22	Total number of single rates and net weights of letters contained in this mail, (Arts. 1, 2, 3, 8, 9, 11, 12, 14, 16, and 24)		Grams.		Grams.
23	Net weight of newspapers, prints, and patterns contained in this mail, (Arts. 6, 7, 18, and 19)	—	Grams.		Grams.
	Number of registered articles contained in this despatch				

TABLE IV.—RETURNED CORRESPONDENCE.

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		F.	C.	F.	C.
24	Prepaid and unpaid letters, of whatever origin, addressed to persons who have changed their residence. {	Postage due on unpaid letters			
		Expense of return at 22½ centimes per single rate.....			
		Total.....			
25	Misdirected correspondence returned, (memorandum).....	<i>Number.</i>		<i>Number.</i>	

CLASS V.—CLOSED MAIIS CONTAINED IN PRESENT DESPATCH.

MAILS ORIGINATING IN FOREIGN COUNTRIES, IN TRANSIT THROUGH BELGIUM, ADDRESSED TO THE UNITED STATES.

Numbers of the items.	Origin of the mails.	Destination.	Letters.	Newspapers and prints.
			Number of rates.	Net weight.
26		Total number of letter rates		
27		Weight of prints, &c.....		

The — of Posts.

Acknowledgment of receipt for the mail despatched by the United States exchange office of _____ to the Belgian exchange office of _____ by the way of _____, the _____, 186—. Received the _____, 186—.

(Number of the despatch.)

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rates.	
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.			
1	Letters prepaid		D. C.		D. C.	Grams.	15 c.	
2	Letters unpaid		— —		— —	15	10 c.	
3	Letters insufficiently paid {	Number of rates	— —	— —	— —	15	15 c.	
4			Amount of stamps affixed		— —	— —	— —	— —
5			Amount deficient		— —	— —	— —	— —
	Total number of single rates of letters							
6	Prepaid journals		— —		— —			
	Other prepaid printed matter		— —		— —			
	Prepaid patterns of merchandise		— —		— —			

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.				
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.			
7 } 8 } 9 } 10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters from United States addressed to foreign countries in transit through Belgium. Letters originating in the foreign countries to which the United States serves as intermediary. Total number of single letter rates.....	Unpaid	International rate.....	D.	C.	—	—	
			Prepaid	Foreign postage due to Belgium.....	—	—	—	—
		Addressed to Belgium.		Prepaid	International rate.....	—	—	—
			Unpaid		Foreign postage due to the United States.....	—	—	—
		Addressed to foreign countries in transit through Belgium.		Prepaid	International rate.....	—	—	—
			Unpaid		Foreign postage due to Belgium.....	—	—	—
					International rate.....	—	—	—
						Foreign postage due to the U. S.....	—	—
		Newspapers, prints, and patterns of merchandise, prepaid, originating in the United States, addressed to foreign countries in transit through Belgium, or coming from foreign countries in transit through the United States for Belgium and the countries beyond.		Net amount of international postage.....	—		—	—
		18 }		Amount of foreign postage due to Belgium.....	—	—	—	—

TABLE III.—VARIOUS ARTICLES.

19	Number of fixed fees collected upon registered articles.....	—	—	—	—
20	Amount of supplementary register fees to pay to Belgium upon registered articles addressed to foreign countries.....	—	—	—	—
21	Total number of single rates and net weights of letters in the present despatch, (articles 1, 2, 3, 7, 8, 10, 11, 13, 15, and 23).....	—	Grams.	—	Grams.
22	Net weight newspapers, prints, and patterns of merchandise in the present despatch, (articles 6, 17, and 18).....	—	Grams.	—	Grams.
Number of registered articles by this despatch.					

TABLE IV.—RETURNED CORRESPONDENCE.

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		D.	C.	D.	C.
23	Letters prepaid and unpaid, of whatever origin, addressed to persons having changed their residence { Postage to reimburse upon unpaid letters .. { Expense of return at 4½ cents per single rate. Total.....				
		Number.		Number.	
24	Misdirected articles returned, (memorandum).....				

TABLE V.—CLOSED MAILS CONTAINED IN THE PRESENT DESPATCH.

MAILS ORIGINATING IN THE UNITED STATES, ADDRESSED TO FOREIGN COUNTRIES, IN TRANSIT THROUGH BELGIUM.

Number of the items.	Origin of the mails.	Destination.	Letters.	Journals and prints.
			No. of rates.	Net weight.
25		Total number of letter rates.....		
26		Weight of printed matter, &c.		

Letter bill No. _____, for mails despatched from _____ to _____, via _____. Sent the _____, 18—; arrived the _____, 18—.

Number of the items of account.		Single weight.		Single rate.		Statement by the United States office.		Verification by the Belgian office.		
		Grams.	Cts.	No. of single rates.	Amounts.		No. of single rates.	Amounts.		
					Dolls.	Cts.		Dolls.	Cts.	
TABLE I.—INTERNATIONAL CORRESPONDENCE, (including registered articles—postage only.)										
1	Letters fully prepaid.....	15	15	—	—	—	—	—	—	
2	Letters wholly unpaid.....	“	“	—	—	—	—	—	—	
3	Letters insufficiently paid, { No. of single rates..... Amount prepaid..... Amount deficient.....	“	“	—	—	—	—	—	—	
4				—	—	—	—	—	—	
5				—	—	—	—	—	—	
	Total No. of single international rates.....									
6	Journals, { whether fully prepaid } Other prints, { or } Samples, { partially paid. } The total amount prepaid is.....			[]		[]				
TABLE II.—EXTRANATIONAL CORRESPONDENCE, (including registered articles—postage only.)										
7	Letters originating in the { United States for for- eign countries beyond Belgium.....	Unpaid, (wholly or in part.)	No. of international rates.....	—	—	—	—	—	—	
8				Fully prepaid. { No. of international rates..... Foreign postage to account for to Belgium.....	—	—	—	—	—	—
9					—	—	—	—	—	—

10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in foreign countries, and passing in transit through the United States	Addressed to Belgium	Fully prepaid.	No. of international rates	—	—	—	—	—
			Unpaid, (wholly or in part.)	No. of international rates	—	—	—	—	—
		Addressed to countries beyond Belgium.	Fully prepaid.	Foreign postage to account for to United States	—	—	—	—	—
			Unpaid, (wholly or in part.)	No. of international rates	—	—	—	—	—
			Fully prepaid.	Foreign postage to account for to Belgium...	—	—	—	—	—
			Unpaid, (wholly or in part.)	No. of international rates	—	—	—	—	—
Foreign postage to account for to United States.				—	—	—	—	—	
Total number of single rates in transit.....									
17 } 18 ¹ }	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Belgium; or originating beyond the United States and addressed to Belgium, and to countries beyond Belgium	Total amount of the <i>international</i> postage ..			—	—	—	—	—
		Total amount of <i>foreign</i> postage to account for to Belgium.....			—	—	—	—	—
18 ² }	Unpaid journals, other prints, samples, &c., originating in foreign countries, and passing in transit through the United States.....	Total amount of the international postage ..			—	—	—	—	—
18 ³ }		Foreign postage to account for to United States.....			—	—	—	—	—

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith.....	[]	—	—	[]	—	—
20	Amount of supplementary fees on same, due to countries beyond Belgium, to account for to Belgium..	—	—	—	—	—	—

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21 } 22 }	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.....	Prior postage unpaid, amount to account for, to exclusive credit of United States	—	—	—	—
		No. of international rates, (unpaid)	—	—	—	—
[Memo.—Articles missent, or wrongly addressed. Note the number of articles.....]						

No. of registered articles by this mail :

United States post office at ———, of the receipt of the Belgian mail, sent by the post office of ———, No.—, dated ———, 18—, coming via ———.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Standard weight per single rate.	Single rate.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.		
				Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.	
		<i>r</i> <i>ms.</i>		<i>Francs.</i>	<i>Cent.</i>		<i>Francs.</i>	<i>Cent.</i>
1	Paid letters	15	20	—	—	—	—	—
2	Unpaid letters	15	20	—	—	—	—	—
3	Letters insufficiently paid, {	Number of rates	—	—	—	—	—	—
4		Amount of prepaid postage	—	—	—	—	—	—
5		Amount of deficient postage	—	—	—	—	—	—
	Total number of single letter rates			—	—	—	—	—
6	Prepaid newspapers and prints	50	10	—	—	—	—	—
7	Prepaid samples of merchandise	120	40	—	—	—	—	—

Acknowledgement by the United States post office, &c.—Continued.

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
		Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.
				<i>Francs.</i>	<i>Cent.</i>
8	Letters from Belgium to foreign countries in transit through the United States ..	Unpaid		—	—
9			Paid.. { International rate	—	—
10	Paid.. { Foreign postage due to the United States	—		—	—
11		Letters originating in foreign countries to which Belgium serves as an intermediary	Destined for the United States. { Paid	—	—
12	Unpaid. { International rate			—	—
13		Unpaid. { Foreign postage to be reimbursed to Belgium	—	—	
14	Destined for foreign countries in transit through the United States { Paid		—	—	
15		Paid ... { International rate	—	—	
16	Paid ... { Foreign postage due to the United States		—	—	
17		Unpaid. { International rate	—	—	
	Unpaid. { Foreign postage to be reimbursed to Belgium		—	—	
Total number of single letter rates		—	—	—	—
18	Journals, prints, and samples of merchandise, prepaid, originating in Belgium and destined for foreign countries in transit through the United States, or originating in foreign countries in transit through Belgium for the United States and for countries beyond	Net amount of international postage	—	—	—
19			Am't of foreign postage due the United States	—	—

TABLE III.—VARIOUS ARTICLES.

Numbers of the articles.	Nature of the correspondence.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
		Number of single rates.	Amount of postage.	Number of single rates.	Amount of postage.
			<i>Francs.</i>		<i>Cent.</i>
20	Number of fees received upon registered articles.....		<i>Francs.</i>		<i>Francs.</i>
21	Number of supplementary register fees due to the United States upon registered articles destined for foreign countries	—		—	
22	Total number of single rates and net weights of letters comprised in the present despatch (Arts. 1, 2, 3, 8, 9, 11, 12, 14, 16, and 24).....		<i>Grammes.</i>		<i>Grammes.</i>
23	Net weight of journals, prints, and samples of merchandise contained in the present despatch (Arts. 6, 7, 18, and 19)	—	<i>Grammes.</i>	—	<i>Grammes.</i>
	[Number of registered articles contained in the present despatch.]				

Acknowledgment by the United States post office, &c.—Continued.

TABLE IV.—RETURNED CORRESPONDENCE.

Number of the articles.	Nature of the correspondence.	Statement of the despatching exchange office.		Verification by the receiving exchange office.	
		<i>Francs.</i>	<i>Centimes.</i>	<i>Francs.</i>	<i>Centimes.</i>
24	Paid and unpaid letters, { Deficient postage due on unpaid letters..... of any origin, addressed } to persons who have } changed their residence. { Expense of returning the correspondence at 22½ centimes per single rate.				
	Total.....				
		Number.		Number.	
25	Illegibly addressed objects returned (memorandum).....				

TABLE V.—CLOSED MAIIS IN TRANSIT, ADJOINED TO THE PRESENT DESPATCH.
 Mails originating in foreign countries, in transit through Belgium, destined for the United States.

D U d 6 Number of the articles.	Origin.	Destination.	Letters.	Journals and prints.
			Number of rates.	Net weight.
26		Total number of letter rates		
27		Weights of prints, &c.....		

_____, *Postmaster.*

[C 1^o.]

POST OFFICE DEPARTMENT OF BELGIUM.—CORRESPONDENCE WITH THE UNITED STATES POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the Belgian office of exchange of _____ to the United States office of exchange of _____, the _____, 18_____.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the United States office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 20 of the letter bill.							
Total amount to be carried to art. 21 of the letter bill.							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

[C 2^o.]

POST OFFICE DEPARTMENT OF THE UNITED STATES.—CORRESPONDENCE WITH THE BELGIAN POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the Belgian office of exchange of _____, the _____, 18_____.

Number.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Belgian office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 19 of the letter bill.							
Total amount to be carried to art. 20 of the letter bill.							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

D 1°.

Table showing the countries with which the United States may exchange correspondence through the Belgian open mails, and the amounts to be added to the international rates between the United States and Belgium for account of the countries beyond.

From and to—	Description of correspondence.	Standard weight.	Additional postage.	Additional register fee.	Observations.
The Netherlands	Letters	10	.10	.20	} Registration not allowed.
	Journals and prints	100	.5	.....
	Samples	100	.10	.....
Grand Duchy of Luxembourg.	Letters	10	.10	.20	} Registration not allowed.
	Journals and prints	100	.5	.....
	Samples	100	.10	.....
Switzerland	Letters	10	.20	.20	} Registration not allowed.
	Journals and prints	50	.10	.....
	Samples	100	.20	.....
Italy	Letters	10	.30	.20	} Registration not allowed.
	Journals and prints	50	.10	.....
	Samples	100	.30	.....

D 2°.

Table showing the countries with which Belgium may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Belgium and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	
Acapulco	Gms. 15	Cts. 10	Cts.	Gms. 120	Cts. 2	Cts.	Gms. 12	Cts. 4	Cts.	At present registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry, flexible material. Packages of hardware, groceries, &c., are subject to full letter-rate of postage under existing laws of the United States, and hence cannot be forwarded to countries beyond at less than letter-rate of postage.
Aspinwall	"	10		"	2		"	4		
Belize, British Honduras.	"	10		"	2		"	4		
Brazils	"	10		"	2		"	4		
Canada	"		5	"			"			
New Brunswick	"		5	"			"			
Nova Scotia	"		5	"			"			
Central America and Pacific Coast, <i>via</i> Panama.	"	10		"	2		"	4		
China	"	10		"	2		"	4		
Costa Rica	"	10		"	2		"	4		
Cuba	"	10		"	2		"	4		
Guatemala	"	10		"	2		"	4		
Japan	"	10		"	2		"	4		
Mexico, by sea	"	10		"	2		"	4		
Nicaragua, Pacific Coast, <i>via</i> Panama.	"	10		"	2		"	4		
Panama	"	10	8	"			"			
Sandwich Islands	"	10		"	2		"	4		
St. Thomas, <i>via</i> U. S. Brazilian packets.	"	10		"	2		"	4		
Venezuela	"	10		"	2		"	4		
West Indies, British	"	10		"	2		"	4		

ENCE WITH THE UNITED STATES OFFICE.

to the United States exchange office of _____, via _____, for the quarter ending _____, 186—.

OF THE LETTER-BILL.

16		17		18		19		20		21		22		23		24		26		27	
CORRESPONDENCE.																					
Number of rates.		Foreign postages to account for to Belgium.		Amount of the international postage.				Amount of the foreign postages to pay to the United States.				No. of fixed fees collected upon registered articles.		Amount of supplementary register fees to pay to the United States for the registration to destination for other countries.		Account of territorial and land transit fee to pay to Great Britain.		Transit fees due to Belgium for the closed mails originating in foreign countries and addressed to the United States.			
																Letters.						Journals, &c.
tries to which intermediary.		Unpaid.		Prepaid newspapers, prints and patterns, originating in Belgium and addressed to foreign countries in transit through United States, or originating in foreign countries in transit through Belgium for the United States and the countries beyond.										Letters returned to persons having changed their residences.							
														Letters.								Journals, &c.
Foreign countries in the United States.		Net weight in grs.		Postage due United States.				Number of rates.		Weight.		Letters.		Journals, &c.							
												Letters.		Journals, &c.							
80-50c.								59 c.				47 c.		Fr. 1-10 pr. kilo.				5 e.		32 c. pr. kilo.	

— QUARTER, 186 — CORRESPONDENCE FROM THE BELGIAN OFFICE OF — TO THE AMERICAN OFFICE OF —.

Recapitulation of the sums stated in the other part.

Nos. of the articles of the letter-bill.	Sums collected by the Belgian offices for which account must be made to the United States.				Nos. of the articles of the letter-bill.	Sums collected by the United States office and for which account must be rendered to Belgium.			
	Sums to be divided with the U. S. office.		Sums wholly due to the U. S. office.			Sums to be divided with the Belgian office.		Sums wholly due the Belgian office.	
	Fr.	C.	Fr.	C.		Fr.	C.	Fr.	C.
1					2				
4					5				
6					8				
7					12				
9					13				
10					16				
11					17				
14					24				
15					26				
18					27				
19									
20									
21									
Total					Total				
22	To be deducted—land and sea charges paid for intermediate transit.	Fr.	C.						
23	Letters, newspapers, prints, &c.	Fr.	C.						
Remainder									
½ of this sum, due U. S. office, is					½ this sum, due to Belgian office, is				
Total of sum due the U. S. office....					Total of sum due the Belgian office is				

Certified by the — of Posts.

E 20.

QUARTERLY ACCOUNT

*Of the mails sent by the United States Exchange Office of —— to the
Belgian Exchange Office of ——, during the quarter ending ——, 18—,
via ——.*

E 2^o.—Quarterly account of the mails sent by the United States exchange office of ——— to

[THE FIGURES BELOW REFER TO THE NUMBERS

Numbers of the letter-bills.	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16
	I.—INTERNATIONAL CORRESPONDENCE.					II.—EXTRA-NATIONAL									
	Pre-paid letters	Un-paid letters	Letters insufficiently paid.		Journals, &c.	Letters originating in the United States for transit to countries beyond Belgium.			Letters originating outside the U. S. and forwarded in U. S. mails—						
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Addressed to Belgium.		Addressed to countries beyond Belgium.							
			Unpaid.	Prepaid.		Prepaid.	Unpaid.	Prepaid.	Unpaid.	Prepaid.	Unpaid.				
Number of rates.	Number of rates.	Amount of foreign postage to account for to Belgium.	Number of rates.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to Belgium.	Number of rates.	Amount of foreign postage to account for to the U. S.						
		\$ ct	\$ ct	\$ ct			\$ ct			\$ ct		\$ ct		\$ ct	
Totals															
At rate of	15	15				15	15		15	15		15		15	
	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16

the Belgian exchange office of ———, during the quarter ending ———, 18—, via ———.

OF THE ITEMS OF THE LETTER-BILL.]

17		18		19		20		21		22		23		25		26		28	
CORRESPONDENCE.				III.—REGISTER FEES.				IV.—LETTERS RE-SENT.				V.—INTER-MEDIATE TRANSIT.				VI.—TRANSIT OF CLOSED MAILS.			
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond Belgium, or coming from countries outside the U. S. and addressed to Belgium, or to the countries beyond Belgium.				Number of the register fees received on the registered articles sent.				Letters unpaid and prepaid, wherever originating, forwarded to persons who have changed their national residences.				Via ocean and England.				Across Belgium.			
Amount of the international (direct) postage.		Amount of the foreign postage to account for to Belgium for countries beyond.		Amount of the supplementary register fees to account for to Belgium for the countries beyond.				Prior postage unpaid. Amount to account for to exclusive credit of the U. S.		Expense of returning correspondence at 4½ cents per single rate.		Letters.		Journals, &c.		Letters.		Journals, &c.	
\$	ct	\$	ct	\$	ct	\$	ct	\$	ct	\$	ct	Total number of rates by each mail.	Total weight in kilograms.	Number of rates.	Net weight in kilograms.				
				10								9	20	5	32				
				—								—	—	c'ms	—	fr.—			
17		18		19	20			21	22			23	25	26	28				

— QUARTER, 186—. —CORRESPONDENCE FROM THE AMERICAN OFFICE OF — TO THE BELGIAN OFFICE OF —.

Recapitulation of the within account.

Numbers of the items of the letter-bill.	Sums collected by the U. S. office, for which account must be rendered to Belgium.				Numbers of the items of the letter-bill.	Sums collected by the Belgian office, for which account must be rendered to U. S.			
	Sums to be divided with the Belgian office.		Sums wholly due to the Belgian office.			Sums to be divided with the U. S. office.		Sums wholly due to the U. S. office.	
	Dolls.	Cts.	Dolls.	Cts.		Dolls.	Cts.	Dolls.	Cts.
1					2				
4					5				
6					7				
8					11				
9	—	—			12	—	—		
10					15				
13					16	—	—		
14	—	—			21	—	—		
17					22				
18	—	—							
19									
20	—	—							
26	—	—							
28	—	—							
	Total.....					Total.....			
23	Deduct intermediate transit charges.								
25	Letters, newspapers, prints, &c.								
	Remainder.....								
	One-half this sum, due to Belgium, is					One-half this sum, due the U. S., is			
	Total of sums due the Belgian office is					Total of sums due the U. S. office is			

Certified by the ———.

POST OFFICE DEPARTMENT }
UNITED STATES OF AMERICA. }

F.

{ CORRESPONDENCE
{ WITH BELGIUM.

RECAPITULATION.

For the quarter ending—, 18— Quarterly account.	Mails sent by the way of ———.	Net balance in favor of U. S. office.	Net balance in favor of Belgium office.
<p><i>East:</i> New York to Ostend, (local.) New York to Ostend, (travelling.) New York to Antwerp.. Boston to Ostend, (local.) Boston to Ostend, (travelling.) Boston to Antwerp..... New York to Antwerp.. Boston to Antwerp.....</p> <p><i>West:</i> Ostend (local) to New York. Ostend (local) to Boston. Ostend (travelling) to New York. Ostend (travelling) to Boston. Antwerp to New York.. Antwerp to Boston..... Antwerp to New York.. Antwerp to Boston.....</p>	<p>England.</p> <p>“</p> <p>“</p> <p>“</p> <p>“</p> <p>Direct.</p> <p>“</p> <p>England.</p> <p>“</p> <p>“</p> <p>Direct.</p> <p>“</p>		
	Balance is		
Of correspondence returned as not deliverable, (dead :)	Credit to U. States.	Credit to Belgium.	
<p>Returned by U. S. office, bordereau for month of ———.</p> <p>Returned by U. S. office, bordereau for month of ———.</p> <p>Returned by U. S. office, bordereau for month of ———.</p> <p>Returned by Belgian office, bordereau for ———.</p> <p>Returned by Belgian office, bordereau for ———.</p> <p>Returned by Belgian office, bordereau for ———.</p>			
The difference is			
The final balance in favor of ——— is			

G.

United States Post Office to the ——— Post Office.

BORDEREAU OF CORRESPONDENCE RETURNED NOT DELIVERABLE—(DEAD.)

Items of the account, showing the original charge.	Description of the ordinary letters returned.	Memorandum of No. returned.	No. of rates originally charged.	At the rate of postage of —.	Amounts originally charged against the U. S.				Net weight of unpaid returned letters to be stated, where original transit was charged by weight.	Transit charges per 30 grams.	Memo.: Registered articles returned not deliverable.		
					Unpaid postages divided.		Unpaid postages to exclusive credit of Belgium.				Original No. of the register bill.	Origin.	Name addressed.	Destination.
Nos.	Originally sent via.			Centimes.	Frs.	Centimes.				A. D. 18—.			
	<i>I. International Correspondence.</i>												
1	Letters prepaid, (number only) ..	—	—	—	—	—	—	—	—				
2	Letters unpaid	—	—	—	—	—	—	—	—				
5	Letters insufficiently paid	—	—	—	—	—	—	—	—				
	<i>II. Extrnational. Open transit.</i>												
8, 10, 13	Letters prepaid	—	—	—	—	—	—	—	—				
7	Letters unpaid	—	—	—	—	—	—	—	—				
11, 12, 15, 16	Do	—	—	—	—	—	—	—	—				
21, 22	Letters forwarded	—	—	—	—	—	—	—	—				
	Number of rates to be reclaimed for immediate transit	—	—	—	—	—	—	—	—				
	Amounts for reduction of former charges	—	—	—	—	—	—	—	—				

DETAILED REGULATIONS.

Arranged between the General Post Office of the United States of America and the General Post Office of the Netherlands, for the execution of the convention of the 26th day of September, 1867.

ARTICLE I.

The exchange office of Moerdyk shall make up a closed mail for the exchange office of New York. The exchange of New York shall on its part make up a closed mail for Moerdyk.

Until further notice the only exchange office on the part of the United States shall be New York.

ARTICLE II.

Each mail exchanged between the two offices shall be accompanied by a letter-bill, showing the postages, the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall consecutively be numbered by the despatching office during each calendar year.

The receiving office shall immediately acknowledge the receipt.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and numbers corresponding to the letter-bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the model C, hereto annexed.

All registered letters shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word *Aangeteekend* or *Registered* and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters expressing the number. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word *nihil* or *nil*.

ARTICLE VI.

The registered letters despatched shall be acknowledged immediately by the receiving office by the first mail following the receipt.

If the verification by the receiving office shall disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes to the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamp or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped *Franco* in the Netherlands, and *Paid All* in the United States.

Registered articles shall be stamped *Aangeteekend* in the Netherlands, and in the United States, *Registered*.

Correspondence insufficiently prepaid shall be stamped in the Netherlands *Ontoereikend*, and in the United States *insufficiently paid*, and the amount of deficient postage expressed in figures on the face.

Whenever different lines of communication shall be employed between the two offices, the letters unpaid and insufficiently paid shall be stamped to indicate the route by which they are sent.

ARTICLE IX.

The countries with which, and the conditions on which letters, ordinary and registered, and also other correspondences, may be exchanged in the open mails from the Netherlands to the United States, are indicated in the table marked D, hereto annexed.

ARTICLE X.

The respective exchange offices shall mark in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE XI.

Correspondence under band which does not conform to the conditions mentioned in Art. XII of the Convention, or which are in no part prepaid, shall be retained by the administration of origin, or, if sent, shall not be subject to account.

ARTICLE XII.

Letters originating in or destined for foreign countries, sent in the open mail through the United States, or through the Netherlands, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken of the amount prepaid between the two administrations.

ARTICLE XIII.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the accounts as originally entered.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XIV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. 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 at the first destination.

ARTICLE XV.

The despatching exchange office shall state on the letter-bill to the intermediate exchange offices the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails.

ARTICLE XVI.

It is understood that the accounts between the two offices shall be established on the respective letter-bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of $\frac{2.42}{1.00}$ guilders for one dollar of the United States.

In entering the foreign charges on the letter-bill, in the money of the despatching office, the *cent* of the United States and two and a half cent. of the Netherlands shall be taken as equivalents.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor-office.

ARTICLE XVII.

The quarterly accounts shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgements of receipts, and shall respectively be arranged according to the models hereto annexed, and marked E and F.

A recapitulation of these accounts, showing the definitive results, alike for the debit and the credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the Netherland office.

Done in duplicate, and signed at Paris the 26th day of November, one thousand eight hundred and sixty-seven.

J. P. HOFSTEDE,
Chief Director of the General Post Office of the Netherlands.

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

POST OFFICE DEPARTMENT,
Washington, January 21, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of 26th September, 1867, between the United States and the Netherlands, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this twenty-first day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

Letter-bill for the mail sent by the exchange office of _____ to the exchange office of _____, via _____, the _____, 18____.
Received the _____, 18____.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.		Standard weight per single rate.	Single rate.
		No. of single rates.	Amount of postages.	No. of single rates.	Amount of postages.		
1	Prepaid letters.....		Fl. — Cts. —		Fl. — Cts. —	Grms. 15	Cts. 40
2	Unpaid letters.....		Fl. — Cts. —		Fl. — Cts. —	15	40
3 } 4 } 5 }	Insufficiently prepaid letters.. {	—	Number of rates.....	—	—		
			Amount of postage stamps affixed.....				
			Amount of postage deficient.....				
	Total number of single rates.....	—		—			
6	Journals and prints prepaid or insufficiently paid.....	—		—		40	7
6*	Patterns prepaid or insufficiently prepaid.....	—		—		40	7

0 1 1 1 0 1

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.			
		No. of single rates.	Amount of postages.		No. of single rates.	Amount of postages.	
			Fl.	Cts.		Fl.	Cts.
7 } 8 } 9 }	Letters from the Netherlands for } Unpaid, or insufficiently prepaid..... foreign countries in transit } International rate..... through the United States.... } Prepaid. { Foreign postage to pay to the United States.....	—	Fl. — Cts. —	—	Fl. — Cts. —		
10 } 11 } 12 }	Letters originating in } Addressed to the } Prepaid..... the foreign coun- } United States. { Unpaid, or insufficiently paid international rate..... tries to which the } Foreign postage to reimburse to the Netherlands.....	—	Fl. — Cts. —	—	Fl. — Cts. —		
13 } 14 } 15 } 16 }	as an intermediary. } Addressed to for- } Prepaid. { International rate..... eign countries in } United States. { Unpaid, or } Foreign postage to pay to the United States.. transit through the } insufficiently } International rate..... United States. } paid. } Foreign postage to reimburse to the Nether- lands.....	—	Fl. — Cts. —	—	Fl. — Cts. —		
Total number of single rates.....							
17 } 18 }	Prepaid journals, prints, and samples of merchandise } Net amount of the international rate..... originating in the Netherlands addressed to foreign } countries in transit through the United States or } coming from countries in transit through the Nether- } Amount of foreign postages to pay to the United lands for the United States and countries beyond. } States.....	—		—			

TABLE III.—VARIOUS ARTICLES.

Nos. of the items.	Nature of the correspondence.	Statement by the despatching exchange office.		Verification by the receiving exchange office.	
		No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.
19 } 20 }	Number of fixed fees collected upon registered articles		<i>Fl.</i> <i>Cts.</i>		<i>Fl.</i> <i>Cts.</i>
	Amount of supplementary register fees to pay to the United States upon registered articles addressed to foreign countries.....	—	— —	—	— —
21	Total number of single rates and net weights of letters by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24).....		<i>Grams.</i>		<i>Grams.</i>
22	Net weight of journals, prints, and samples of merchandise by this mail, (Arts. 6, 6*, and 17).....	—		—	

TABLE IV.—RETURNED CORRESPONDENCE.

Nos. of the items.	Nature of the correspondence.	Statement of the despatching office.		Verification by the receiving office.	
		<i>Fl.</i>	<i>Cts.</i>	<i>Fl.</i>	<i>Cts.</i>
23 } 24 }	Prepaid and unpaid letters, wherever originating, addressed to persons who have changed their residence. } Postage to refund on unpaid letters				
	Expense of returning at 12½ cts. per single rate.				
	Misdirected articles returned, (Mem.).....	Number.		Number.	
	Number of registered articles enclosed in this mail:				

ACKNOWLEDGMENT OF RECEIPT.

The mail from the Exchange office of ——— to the Exchange office of ———, of the ———, 18—, has been received the ———, 18—, containing the following articles, viz :

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the items.		Stand'rd weight per single rate.		Single rate.		Statement by the United States of- fice.		Verification by the Netherlands office.	
		Grams.	Cts.	No. of single rates.	Amounts.		No. of single rates.	Amounts.	
					Dolls.	Cts.		Dolls.	Cts.
1	Prepaid letters								
3	Unpaid letters								
3	Insufficiently prepaid letters {	No. of rates							
4		Amount of postage stamps affixed							
5		Amount of deficient postage							
	Total number of single rates								
6	Journals, prints, and {	Prepaid, or insufficiently {		Total amount of postages					
	patterns.	paid.							

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

7	Letters from the U. S. for foreign countries in transit through the Netherlands.	Unpaid or insufficiently paid.	No. of international rates	
8			Prepaid	No. of international rates
9			For'gn postage due the Netherlands.	
10	Letters originating in the foreign	Addressed to the Netherlands.	Prepaid. No. of internal rates	
11			Unpaid, or insuffi-	No of international rates
12			ciently prepaid.	For'gn postage due the U. S..

13 } 14 } 15 } 16 }	countries to which the United States serves as an intermediary.	{ Addressed to foreign countries in transit through the Netherlands.	{ Prepaid. } { Unpaid, or insufficiently prepaid. }	{ No. of international rates } { Foreign postage due the Netherlands. } { No. of international rates... } { Foreign postage due U. S. }						
Total number of single rates.....										
17 } 18 }	Journals, prints, and patterns of merchandise, prepaid, originating in the United States, and destined for foreign countries in transit through the Netherlands, or coming from countries in transit through the United States for the Netherlands and the countries beyond.....	{ Amount of international postage } { Amount of foreign postage due to the Netherlands... }								
TABLE III.—REGISTRATION FEES.										
19 } 20 }	Total number of fixed register fees.....									
Amount of supplementary register fees due to the Netherlands upon registered articles addressed to foreign countries										
TABLE IV.—RETURNED CORRESPONDENCE.										
21 } 22 }	Prepaid and unpaid letters, wherever originating, addressed to persons having changed their residence.. (Memo: No. of articles misdirected or missent, —.)	{ Postage to refund to the U. S. on unpaid letters.. } { No. of international rates (unpaid)								

(B.)

POST OFFICE DEPARTMENT OF THE }
UNITED STATES OF AMERICA. }

LETTER BILL No. —.

{ CORRESPONDENCE WITH THE
NETHERLANDS.*For the mails despatched from ——— to ——— via ———. Sent the ——— 18—; arrived the ———. 18—.*

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.		Single rate.		Statement by the United States office.		Verification by the Netherlands office.				
		Grams.	Cts.	No. of single rates.	Amounts.		No. of single rates.	Amounts.				
					Dolls.	Cts.		Dolls.	Cts.			
1	Letters fully prepaid.....				—	—		—	—			
2	Letters wholly unpaid.....				—	—		—	—			
3	Letters insufficiently paid, {			Number of single rates.....	—	—	—	—	—			
4										Amount prepaid.....	—	—
5										Amount deficient.....		
	Total number of single international rates.....				—	—		—	—			
6	Journals, { whether fully prepaid } Other prints, { or Samples, { partially paid. } The total amount prepaid is				[]			[]				

Letter-bill No. —.—Continued.

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Statement by the United States office.		Verification by the Netherlands office.	
		No. of single rates.	Amounts.	No. of single rates.	Amounts.
7 } 8 } 9 }	Letters originating in the United States for foreign countries beyond the Netherlands	Unpaid (wholly or in part.)	No. of international rates.....	—	—
		Fully prepaid.	No. of international rates	—	—
			Foreign postage to account for to the Netherlands..	—	—
10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in foreign countries and passing in transit through the United States	Addressed to the Netherlands ..	Fully prepaid. No. of international rates.....	—	—
		(wholly or in part.)	No. of international rates	—	—
			Foreign postage to account for to United States..	—	—
		Addressed to countries beyond the Netherlands.	Fully prepaid. No. of international rates.....	—	—
		(wholly or in part.)	No. of international rates	—	—
			Foreign postage to account for to the Netherlands	—	—
			No. of international rates	—	—
			Foreign postage to account for to United States..	—	—
	Total number of single rates in transit				
17 } 18 }	Prepaid journals, other prints, samples, &c , originating in the United States, addressed to countries beyond the Netherlands; or originating beyond the United States and addressed to the Netherlands, and to countries beyond the Netherlands	Total amount of the <i>international</i> postage.....		—	—
		Total amount of <i>foreign</i> postage to account for to the Netherlands.....		—	—

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith	[—]	—	—	[—]	—	—
20	Amount of supplementary fees on same, due to countries beyond Holland, to account for to the Netherlands.	—			—		

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21	Letters prepaid and unpaid, of what- ever origin, forwarded to persons } who have changed their national } address.....	Prior postage unpaid, amount to account for to exclusive credit of United States.....	—			—	
		Expense of returning the correspondence					
22		No. of rates at 5 cents per single rate.....					
	[Memo.—Articles missent, or wrongly addressed. Note the number of articles....]						
	No. of registered articles by this mail:						

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR THE NETHERLANDS TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, etc., etc.
			No. of single rates.	Net weight in grams. *	Net weight in kilograms.
26	Total.....				
27	Total.....				
28	Total.....				

* This column to be left blank in letter-bills for Belgium and Holland; but to be filled in letter-bills for Germany, Switzerland, and Italy.

Acknowledgment of receipt for the correspondence between the Netherlands and the United States.

POST OFFICE, ———, the ——— of ———, 186 .

The mail from ——— to ———, by the ship ———, of the ——— of ———, 186—, has been received, containing the following articles :

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.	Nature of the correspondence.	Standard weight per single rate.	Single rate.	Statement by the despatching office of exchange.		Verification by the receiving office of exchange.	
				No. of single rates.	Amount of postage.	No. of single rates.	Amount of postage.
		<i>Grams.</i>		<i>Fl.</i>	<i>Cts.</i>	<i>Fl.</i>	<i>Cts.</i>
1	Letters prepaid.....	15	40 cts.	—	—	—	—
2	Letters unpaid.....	15	40 cts.	—	—	—	—
3	Letters insufficiently paid.....	{ Number of rates.....		—	—	—	—
4		{ Amount of prepaid postage.....		—	—	—	—
5		{ Amount of deficient postage.....		—	—	—	—
Total number of single rates.....				—	—	—	—
6	Prepaid journals and prints.....	40	7	—	—	—	—
6*	Prepaid patterns merchandise.....	40	7	—	—	—	—

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

7	Letters originating in the Netherlands for foreign countries in transit through the United States.	{ Unpaid.....	—	—	—	—
8		{ Prepaid. { International rates.....	—	—	—	—
9			{ Foreign postage due the United States.....	—	—	—

10	Letters originating in the foreign countries to which the Netherlands serve as intermediary	Addressed to the United States	Prepaid	-----	-----	-----	-----
11			Unpaid international rate	-----	-----	-----	-----
12		Addressed to foreign countries in transit through the United States	Foreign postage due the Netherlands	-----	-----	-----	-----
13				Prepaid	-----	-----	-----
14			International rate	Foreign postage due the United States	-----	-----	-----
15				Unpaid	-----	-----	-----
16	Foreign postage due the Netherlands	-----	-----	-----	-----		
Total number of single rates				-----	-----	-----	-----
17	Prepaid journals, prints, and patterns of merchandise originating in the Netherlands, addressed to foreign countries in transit through the United States, or from countries in transit through the Netherlands addressed to the United States, or to countries beyond	Net amount of the international postage		-----	-----	-----	-----
18		Amount of foreign postage due to the U. States		-----	-----	-----	-----
TABLE III.—VARIOUS ARTICLES.							
19	Total number of register fees upon the registered articles			-----	-----	-----	-----
20	Amount of supplementary register fees due the United States upon registered articles addressed to foreign countries			-----	-----	-----	-----
21	Total number of single rates and net weights of letters by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24)			-----	Gram.	-----	Gram.
22	Net weight of journals, prints, and samples of merchandise by this mail, (Arts. 6, 6*, and 17)			-----	Gram.	-----	Gram.
TABLE IV.—RETURNED CORRESPONDENCE.							
23	Prepaid and unpaid letters, wherever originating, addressed to persons who have changed their national residence	Unpaid postage to account for		Fl.	Cts.	Fl.	Cts.
24		Charge for return, at 12½ cents per single rate		-----	-----	-----	-----
25	Articles wrongly addressed, (Memo.)			Number.		Number.	
	Number of registered articles by this mail:						

The postmaster at -----.

NETHERLAND POSTAL }
ADMINISTRATION. }

C 1.

{ CORRESPONDENCE WITH
THE UNITED STATES.

Descriptive list of letters and other registered articles contained in the mail sent by the Netherland exchange office of _____ to the United States exchange office of _____, the _____, 186-.

Numbers.	Nature of the registered articles. (1)	Place of origin.	Names of the persons addressed.	Destination.	Amount of the supplementary register fees due for registration to destination for foreign countries.		Verification by the receiving exchange office.
					Fl.	C.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of registered articles to carry to article 19 of the letter-bill							
Sum total to carry to article 20 of letter-bill.....							

(The Director of the Post Office of _____.)

(1) Letters, journals, or prints under band, samples, &c.

POST OFFICE DEPARTMENT OF }
THE UNITED STATES. }

C 2.

{ CORRESPONDENCE WITH THE
{ NETHERLANDS POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Netherlands office of exchange of ———, the ———, 18—.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Netherlands office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

D.

Table showing the countries with which the Netherlands may exchange correspondence through the United States open mails, and the amount to be added to the international rates between the Netherlands and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	Standard weight.	Add'l postage.	Add'l register fee.	
	Grams.	Cents.	Cents.	Grams.	Cents.	Cents.	Grams.	Cents.	Cents.	
Acapulco.....	15	10		120	2		120	4		At present, registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry flexible material. Packages of hardware, groceries, &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.
Aspinwall.....	"	10		"	2		"	4		
Belize, British Honduras.....	"	10		"	2		"	4		
Brazils.....	"	10		"	2		"	4		
Canada.....	"		5	"			"			
New Brunswick.....	"		5	"			"			
Nova Scotia.....	"		5	"			"			
Central America and Pacific coast, via Panama.....	"	10		"	2		"	4		
China.....	"	10		"	2		"	4		
Costa Rica.....	"	10		"	2		"	4		
Cuba.....	"	10		"	2		"	4		
Guatemala.....	"	10		"	2		"	4		
Japan.....	"	10		"	2		"	4		
Mexico, by sea.....	"	10		"	2		"	4		
Nicaragua, Pacific coast via Panama.....	"	10		"	2		"	4		
Panama.....	"	10	8	"	2		"	4		
Sandwich Islands.....	"	10		"	2		"	4		
St. Thomas, via United States, Brazilian packets.....	"	10		"	2		"	4		
Venezuela.....	"	10		"	2		"	4		
West Indies (British).....	"	10		"	2		"	4		

POSTAL ADMINISTRATION

OF THE

NETHERLANDS.

E.—QUARTERLY ACCOUNT OF THE CORRESPONDENCE SENT BY THE NETHERLAND
EXCHANGE OFFICE OF ——— TO THE UNITED STATES EXCHANGE
OFFICE OF ———, VIA ———, THE ———, DURING
THE QUARTER ENDING ———, 18—.

11 P M G

OF THE NETHERLANDS.

to the United States exchange office of _____, via _____, the _____, during the quarter 18____.

CORRESPONDENCE.				foreign countries to which serve as intermediary.			Addressed to foreign countries in transit through the United States.		
		Prepaid.		Unpaid.					
		Art. 13.		Art. 14.		Number of rates.			
		Art. 15.		Art. 16.		Foreign postage due to the United States.			
		Art. 17.		Art. 18.		Number of rates.			
		Art. 19.		Art. 20.		Foreign postage to refund to the Netherlands.			
		Art. 21.		Art. 22.		Amount of the international postage.			
		Art. 23.		Art. 24.		Prepaid journals, prints, and patterns originating in the Netherlands, addressed to foreign countries in transit through the U. S., or coming from foreign countries in transit through the Netherlands for the United States and the countries beyond.			
		Art. 25.		Art. 26.		Amount of foreign postages due to the U.S.			
		Art. 27.		Art. 28.		No. of the fixed fees collected upon the registered articles.			
		Art. 29.		Art. 30.		Amount of the supplementary register fees to pay to the U. S. for registration to destination for foreign countries.			
		Art. 31.		Art. 32.		Number of rates.			
		Art. 33.		Art. 34.		Net weight in grams.			
		Art. 35.		Art. 36.		Number of rates.			
		Art. 37.		Art. 38.		Net weight in grams.			
		Art. 39.		Art. 40.		Postage to refund to the Netherlands.			
		Art. 41.		Art. 42.		Expenses of returning.			

Account of maritime and territorial transit fees to pay to—

Belgium.

Gt Britain.

Letters returned to persons having changed their residence.

40 cts. — 40 cts. — 25 cts. —

OF THE NETHERLANDS.

to the United States exchange office of _____, via _____, the _____ during the quarter
18____.

CORRESPONDENCE.			Foreign countries to which serve as intermediary.		Addressed to foreign coun- tries in transit through the United States.		Prepaid.		Unpaid.	
Art. 13.			Number of rates.		Art. 13.		Foreign postage due to the United States.		Art. 14.	
Art. 15.			Number of rates.		Art. 15.		Foreign postages to refund to the Neth- erlands.		Art. 16.	
Art. 17.			Amount of the international postage.		Art. 17.		Prepaid journals, prints, and pat- terns originating in the Nether- lands, addressed to foreign coun- tries in transit through the U. S., or coming from foreign countries in transit through the Nether- lands for the United States and the countries beyond.		Art. 17.	
Art. 18.			Amount of fore- ign postages due to the U. S.		Art. 18.				Art. 18.	
Art. 19.			No. of fixed fees collected upon the registered articles.		Art. 19.				Art. 19.	
Art. 30.			Amount of supplementary register fees due the U. S. for registration to destination for foreign countries.		Art. 30.				Art. 30.	
Art. 31.			Number of rates.		Art. 31.		Letters.		Belgium.	
Art. 32.			Net weight in grams.		Art. 32.		Journals, prints, &c.		to pay to—	
Art. 31.			Number of rates.		Art. 31.		Letters.		Gr. Britain.	
Art. 32.			Net weight in grams.		Art. 32.		Journals, prints, &c.			
Art. 23.			Postage to refund to the Netherlands.		Art. 23.				Letters returned to persons having changed their res- idence.	
Art. 24.			Expense of returning.		Art. 24.					
40 cts.										
40 cts.										
25 cts.										

Recapitulation of the within account.

No. of the articles of the letter-bill.		Sums for which the Netherlands office must account to the United States office.				Nos. of the articles of the letter-bill.	Sums for which the United States office must account to the Netherlands office.			
		Sums to divide with the U. S. office.		Sums wholly due the U. S. office.			Sums to divide with the Netherl'ds office.		Sums wholly due the Netherlands office.	
		<i>Fl.</i>	<i>C.</i>	<i>Fl.</i>	<i>C.</i>		<i>Fl.</i>	<i>C.</i>	<i>Fl.</i>	<i>C.</i>
1				—	—	2			—	—
4				—	—	5			—	—
6				—	—	7			—	—
6*				—	—	11			—	—
8				—	—	12	—	—		
9		—	—			15			—	—
10				—	—	16	—	—		
13				—	—	23	—	—		
14		—	—			24	—	—		
17				—	—					
18		—	—							
19				—	—					
20		—	—							
	Total.....									
21	Deduct intermediate transit charges. } Letters { Belg. fl. { Great { Britain. Journals. { Belg. fl. { Great { Britain.									
22										
	Remainder.....									
Three-fifths of this sum, due to the U. S. office, is.....						Two-fifths of this sum, due to the Netherlands office, is.....				
Total of sums due the U. S. office is...						Total of sums due the Netherlands office is.....				
Certified that the present account conforms to the Acknowledgments of Receipt of the corresponding office by the undersigned Director of Post at —, the —, 18—.										

F.—Quarterly account of the mails sent by the United States exchange office of _____ to the Netherlands exchange office of _____, during the quarter ending _____, 18____, via _____.

		1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25														
		I.—INTERNATIONAL CORRESPONDENCE.					II.—EXTRANATIONAL CORRESPONDENCE.												III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTERMEDIATE TRANSIT.															
Numbers of the letter bills.	Prepaid letters.		Unpaid letters.		Letters insufficiently paid.		Journals, &c.		Letters originating in the United States for transit to countries beyond the Netherlands.						Letters originating outside the U. S. and forwarded in U. S. mails—						Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond the Netherlands, or coming from countries outside the U. S. and addressed to the Netherlands or countries beyond the Netherlands.		Number of the register fees received on the registered articles sent.		Amount of the supplementary register fees to account for to the Netherlands for the countries beyond.		Letters unpaid and prepaid wherever originating, forwarded to persons who have changed their national residences.		Via ocean and England.									
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.		Prepaid.		Addressed to the Netherlands.			Addressed to countries beyond the Netherlands.			Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to the Netherlands.	Number of rates.											Amount of foreign postage to account for to the U. S.	Amount of the international (direct) postage.	Amount of foreign postage to account for to the Netherlands for countries beyond.	Prior postage unpaid.	Amount to account for to exclusive credit of the U. S.	Number of international rates (unpaid.)	Total number of rates by each mail.	Total weight in kilograms.
						Number of rates.	Amount of foreign postage to account for to the Netherlands.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to the Netherlands.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to the U. S.																							
		\$	ct.	\$	ct.	\$	ct.			\$	ct.			\$	ct.			\$	ct.	\$	ct.	\$	ct.	\$	ct.	\$	ct.											
Totals.	15							15	15										8								15	10	28									
Atrate of	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25															

MEMORANDUM.—If the mails are sent by direct service, change all the multipliers 15 to 10.

REPORT OF THE POSTMASTER GENERAL.

Summary of the within account.

Sums for which the United States office must account to the Netherlands.				Sums for which the Netherlands office must account to the United States.			
For items of the account.	Ncs.	Sums to be divided.	Sums wholly due to the Netherlands.	For items of the account, numbered.	Sums to be divided.	Sums wholly due to the U. S.	
	1				2		
	4				5		
	6				7		
	8				11		
	9				12		
	10				15		
	13				16		
	14				21		
	17				22		
	18						
	19						
	20						
	26						
	28						
				Totals			
				Three-fifths (3-5) to United States is.			
				Two-fifths to the Netherlands is.....			
				Two-fifths joint sum opposite is.....			
				Exclusive amount due the Netherlands (opposite) is.....			
				Total of sums to sole credit of the Netherlands.....			
				Total of sums to sole credit of the United States			
				Net balance due to — is			
Totals							
		\$	cts.				
Deduct intermediate transit charges.							
	23						
	25						
Balance to be divided is							
Three-fifths due to the U. S. is							
Three-fifths joint sum opposite is....							
Exclusive am't due U. S. (opposite) is.							
Total of sums to sole credit of U. S. .							
Total of sums to sole credit of the Netherlands.							
Net balance due to — is							

POST OFFICE DEPARTMENT OF }
THE UNITED STATES OF AMERICA. }

{ CORRESPONDENCE WITH
{ THE NETHERLANDS.

Recapitulation.

For the quarter ending —, 18— Quarterly accounts.	Mails sent by the way of—		Net balance in favor of United States of- fice.		Net balance in favor of Neth- erlands office.
<i>East.</i> —New York to Moerdyk	England and Belgium.				
<i>West.</i> —Moerdyk to New York	Belgium and England.				
	Balance is—				
Of correspondence returned as not deliverable—(Dead.)	Credit to United States.	Credit to the Neth- erlands.			
Returned by United States office: Bordereau for month of _____ Do. do. _____ Do. do. _____					
Returned by the Netherlands office: Bordereau for month of _____ Do. do. _____ Do. do. _____					
The difference is					
The final balance in favor of _____ is					

REGULATIONS

Agreed upon between the Post Office Department of the United States of America and the Postal Administration of Switzerland, for the execution of the Convention for the exchange of postal correspondence, signed the 11th October, 1867, and in accordance with the provisions of Article XVIII of said Convention.

ARTICLE 1.

The exchange office of New York shall make up mails for the Swiss exchange office of Basle.

The latter shall make up mails for the exchange office of New York.

ARTICLE 2.

Each mail exchanged between the respective offices shall be accompanied by a letter-bill showing the postages and the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall be consecutively numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by return despatch.

ARTICLE 3.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

ARTICLE 4.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated, by the despatching office, by a figure in the upper left corner of the address.

ARTICLE 5.

Registered correspondence shall be entered upon the Register List. This list shall conform to the model hereto annexed, marked C.

Registered letters shall be enveloped together in strong paper, and well secured. The package shall be inscribed with the words "*Registered*" or "*Objets Chargés*," and placed in the mail.

ARTICLE 6.

The receiving exchange office shall acknowledge to the despatching office the receipt of the registered articles numerically. Whenever the verification of the list shall disclose an error or any differences, the fact shall be notified to the despatching office by the next mail.

ARTICLE 7.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pur-

suing it when lost; but it is understood that neither assumes towards the other any pecuniary responsibility in case of loss.

ARTICLE 8.

The letters exchanged between the two offices shall indicate, by stamp or writing thereon, the office of origin.

Correspondence fully paid to destination shall be stamped in the United States *PAID ALL*, and in Switzerland *PD*.

Registered articles shall be stamped "*Registered*" in the United States, and "*Charge*" in Switzerland. Correspondence insufficiently prepaid shall be stamped in the United States "*Insufficiently PAID*," and in Switzerland "*Affranchissement Insuffisant*," and the amount of deficient postage expressed in figures on the face.

Letters unpaid or insufficiently paid shall be also stamped to indicate the route by which they are sent, if different routes are employed.

ARTICLE 9.

The two postal administrations may exchange in the open mails letters and other correspondence with foreign countries, and upon conditions as indicated in the tables D and E, hereto annexed.

ARTICLE 10.

The tables D and E, hereto annexed, also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the two offices, and the conditions thereof.

ARTICLE 11.

The respective exchange offices shall mark, in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE 12.

Articles under band which do not conform to the conditions mentioned in Article XII of the Convention, or which are in no part prepaid, shall be retained at the disposition of the administration of origin, or, if sent, shall not be subject to account.

ARTICLE 13.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States or through Switzerland, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE 14.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE 15.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office which despatched it. The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. 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 at the first destination.

ARTICLE 16.

The despatching exchange office shall state on the letter-bill for the intermediate exchange offices to which it shall deliver closed mails, whether from the United States to Switzerland or from Switzerland to the United States, the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in such mails.

ARTICLE 17.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the despatching office.

For the international charges, the reduction of these moneys shall be effected in the general accounts at the rate of five francs and 10 centimes for one dollar of the United States.

In entering the foreign charges on the letter-bill in the money of the despatching office, the *cent* shall be considered as the equivalent of five centimes of Switzerland.

It is also understood that the quarterly accounts shall be paid, respectively, in gold, and in the denomination of the money of the creditor office.

ARTICLE 18.

The accounts mentioned in Article XV of the Convention shall be prepaid by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall, respectively, be prepared according to the models hereto annexed and marked F and G.

A recapitulation (or summary) of these accounts, showing the definitive result, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed and marked H, and shall then be transmitted, with the accounts on which it is based, for the examination of the Swiss office. The latter office shall advise the United States office of the result of the verification, and any

difference ascertained after mutual discussion shall be embraced in the next quarterly account.

ARTICLE 19.

The Convention and these regulations shall take effect on the 1st day of April, 1868.

Signed at Paris this 28th day of November, 1867.

JOHN A. KASSON,
Special Commissioner, &c., &c.
L. M. FUCHS,
Controller General of Swiss Posts.

POST OFFICE DEPARTMENT,
Washington, January 25, 1868.

The foregoing articles of detailed regulations for carrying into execution the Postal Convention of 11th October, 1867, between the United States and Switzerland, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department this 25th day of January, A. D. 1868.

[L. S.]

ALEX. W. RANDALL,
Postmaster General.

12 J M G Letter-bill of the mail from the Swiss office of Basle to the New York office, via ———. Despatched the ———, 18—. Arrived the ———, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of the articles.	No. — of the present letter-bill.	Weight per single rate.	Charge per single rate.	Statement by the Swiss exchange office.		Verification by the United States exchange office.	
				No. of single rates.	Amount.	No. of single rates.	Amount.
1	Letters prepaid	15	80				
2	Letters unpaid	15	80				
3	Letters insufficiently prepaid. { No. of single rates Amount of postage stamps affixed Amount of deficient postage	15	80				
4							
5							
Total number of single rates of international letters							
6	Journals and prints } Prepaid to destination and } Patterns of merchandise } insufficiently prepaid. } Total value of the postage stamps	40	10				

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Nos. of articles.		Statement by the Swiss exchange office.			Verification by the United States exchange office.			
		No. of single rates.	Amount.		No. of single rates.	Amount.		
			F.	C.		F.	C.	
7	Letters from Switzerland for foreign countries in transit through the United States.	Unpaid	—	—	—	—	—	
8		Prepaid.	No. of international rates	—	—	—	—	
9			Foreign postage due to the United States	—	—	—	—	
10	Letters originating in the foreign countries to which Switzerland serves as an intermediary.	Addressed to the U. S.	Prepaid	—	—	—	—	
11			Unpaid.	No. of international rates	—	—	—	—
12		Foreign postage due to Switzerland		—	—	—	—	
13		Addressed to foreign countries in transit through U. S.	Prepaid.	No. of international rates	—	—	—	—
14				Foreign postage due the United States	—	—	—	—
15		Unpaid.	No. of international rates	—	—	—	—	
16	Foreign postage due to Switzerland			—	—	—	—	
Total number of single rates of letters in transit			—	—	—	—	—	
17	Prepaid journals, prints, and patterns of merchandise originating in Switzerland and destined for foreign countries in transit through the United States, or coming from foreign countries in transit through Switzerland for the United States and countries beyond.	Total amount of international postages	—	—	—	—		
18			Amount of foreign postages due the United States	—	—	—	—	

TABLE III.

19	Number of the fixed fees collected on registered articles	—	—	—	—
20	Amount of supplementary register fees due the United States upon articles registered to destination to foreign countries	—	—	—	—

TABLE IV.

21	Letters prepaid and unpaid wherever originating addressed to persons having changed their residence.	Postage to refund to Swiss office on the unpaid.	—	—	—	—
22			Misdirected articles returned, (mem. number —.)	No. of single rates	—	—

TABLE V.

Numbers of the articles.		Statement by the Swiss exchange office.		Verification by the United States exchange office.	
		No. of single rates.	Amount.	No. of single rates.	Amount.
			Dolls. Cts.		Dolls. Cts.
23	Total number of single letter rates by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, 22).....				
24 } 25 }	Total weight by this mail { Letters..... Journals, prints, and patterns.....	Grams.		Grams.	

TABLE VI.—CLOSED MAILS IN TRANSIT WITH THIS MAIL.

Numbers of the articles.	Origin of the mails.	Destination.	Letters.		Journals, prints, and patterns.
			No. single rates.	Net weight in grams.	Net weight in grams.
		Total.....			
		Total.....			
		Total.....			

Acknowledgment of receipt from the Swiss exchange office of _____ for the mail from the United States exchange office of _____,
No. _____, the _____, 18____, via _____.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.		Weight per single rate.		Charge per single rate.		Statement by the United States exchange office.		Verification by the Swiss exchange office.	
		Grams.	Cts.	No. of single rates.	Amount.	No. of single rates.	Amount.		
1	Letters prepaid	15	15		Dolls. Cts.		Dolls. Cts.		
2	Letters unpaid	15	15		— —		— —		
3 } 4 } 5 }	Letters insufficiently paid { Number of single rates	15	15		— —		— —		
		Amount of stamps affixed							
		Amount of deficient postage							
	Total number of single rates of international letters								
6 }	Journals and prints { Samples of merchandise {	Prepaid to destination and insufficiently prepaid. }		Total value of the postage stamps.		{ }	{ }	{ }	{ }

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the articles.		Statement by the United States exchange office.			Verification by the Swiss exchange office.		
		No. of single rates.	Amount.		No. of single rates.	Amount.	
			Dolls.	Cts.		Dolls.	Cts.
7 } 8 } 9 }	Letters from United States to foreign countries in transit through Switzerland.	Unpaid	—	—	—	—	—
10 } 11 } 12 }		Prepaid { No. of international rates	—	—	—	—	—
	13 } 14 } 15 }	Foreign postage due to Switzerland	—	—	—	—	—
16 }		Addressed to Switzerland. { Prepaid { No. of international rates	—	—	—	—	—
	17 }	Letters originating in the foreign countries to which the United States serves as intermediary.	Unpaid { Foreign postage due to the United States	—	—	—	—
18 }			Addressed to foreign countries in transit through Switzerland. { Prepaid { No. of international rates	—	—	—	—
	19 }	Total number of single rates of letters in transit.		Unpaid { Foreign postage due to Switzerland	—	—	—
20 }			Journals, prints, and patterns prepaid, originating in the United States, addressed to foreign countries in transit through Switzerland, or coming from foreign countries in transit through the United States for Switzerland and the countries beyond.	Unpaid { Foreign postage due to the U. S.	—	—	—
	21 }	Total amount of international postage		—	—	—	—
22 }			Amount of foreign postage due to Switzerland	—	—	—	—

TABLE III.

19	Number of fixed fees collected upon registered articles	—	—	—	—
20	Amount of supplementary register fees due to Switzerland upon registered articles addressed to foreign countries	—	—	—	—

TABLE IV.

21 }	Prepaid and unpaid letters, wherever originating, addressed to persons having changed their residence.	Postage to refund to the U. S. on the unpaid.	—	—	—
22 }			Number of single rates	—	—
	Misdirected returned articles, (mem. number —.)				

TABLE V.—CONTINUATION OF THE DESPATCH FROM THE UNITED STATES OFFICE.

Number of the articles.		Statement by the United States exchange office.		Verification by the Swiss exchange office.		
		No. of single rates.	Amount.	No. of single rates.	Amount.	
			<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>
23	Total number of single rates of letters contained in this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, 22)		—	—		—
24 } 25 }	Total weight of articles by this mail .. } Letters..... Journals, prints, and patterns.....	<i>Grams.</i>		<i>Grams.</i>		

TABLE VI.—CLOSED MAILS IN TRANSIT, ENCLOSED BY THIS MAIL.

Origin of the mails.	Destination.	Letters.		Journals, prints, and patterns.
		No. of single rates.	Net weight in grams.	Net weight in grams.
	Total.....			
	Total.....			
	Total.....			

Letter-bill No. ———, for mails despatched from ——— to ———, via ———. Sent the ———, 18—; arrived the ———, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

Number of the items of account.		Single weight.		Statement by the United States office.				Verification by the Swiss office.			
		Grams.	Cts.	No. of single rates.	Amount.		No. of single rates.	Amount.			
					Dolls.	Cts.		Dolls.	Cts.		
1	Letters fully prepaid.....	15	15		—	—		—	—		
2	Letters wholly unpaid.....	15	15		—	—		—	—		
3	Letters insufficiently paid. { No. of single rates..... Amount prepaid..... Amount deficient.....	15	15	—	—	—	—	—	—		
4				—	—	—	—	—	—		
5				—	—	—	—	—	—		
	Total No. of single international rates.....			—	—	—	—	—	—		
6	Journals, { whether fully prepaid } Other prints, { or } Samples, { partially paid. } The total amount prepaid is.....	{ 120 120 120	{ 4 8 8								

TABLE II.—EXTRA NATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

7	Letters originating in the United States for for- eign countries beyond Switzerland.	Unpaid, (wholly or in part.) No. of international rates.....		—	—		—	—
8			Fully prepaid. { No. of international rates..... Foreign postage to account for to Switzerland.....	—	—	—	—	—
9								

Letter-bill No. ———, &c.—Continued.

TABLE II.—Continued.

Number of the items of account.					Statement by the United States office.		Verification by the Swiss office.			
					No. of single rates.	Amount.		No. of single rates.	Amount.	
						Dolls.	Cts.		Dolls.	Cts.
10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in foreign countries, and passing in transit through the United States.	Addressed to Switzerland.	Fully prepaid.	No. of international rates	—	—	—	—	—	—
(wholly or in part.)			No. of international rates	—	—	—	—	—	—	—
			Foreign postage to account for to United States.	—	—	—	—	—	—	—
		Addres'd to countries beyond Switzerland.	Fully prepaid.	No. of international rates	—	—	—	—	—	—
			(wholly or in part.)	Foreign postage to account for to Switzerland.	—	—	—	—	—	—
			Unpaid,	No. of international rates	—	—	—	—	—	—
			(wholly or in part.)	Foreign postage to account for to United States.	—	—	—	—	—	—
Total number of single rates in transit					—	—	—	—	—	
17 }	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Switzerland; or originating beyond the United States and addressed to Switzerland, and to countries beyond Switzerland.	Total amount of the <i>international</i> postage			—	—	—	—	—	
18 }		Total amount of <i>foreign</i> postage to account for to Switzerland			—	—	—	—	—	

TABLE III.—OF REGISTER FEES.

19	Total number of register fees and registered articles herewith	—	—	—	—	—
20	Amount of supplementary fees on same, due to countries beyond Switzerland, to account for to Switzerland	—	—	—	—	—

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21 } 22 }	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.	Prior postage unpaid, amount to account for, to exclusive credit of United States	—	—	—	—
		Expense of returning the correspondence.....				
		No. of rates, at 6½ cents per single rate.....				
[Memo.—Articles missent, or wrongly addressed. Note the number of articles.....]						
No. of registered articles by this mail :						

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

23	Total number of single rates of letters sent by this mail..... (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-bill.)	—	—	—	—
24 } 25 }	Total weight (net) of articles in this mail. { Letters* Journals, &c., &c.....	Grams.		Grams.	

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR SWISS TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, &c.
			No. of single rates.	Net weight in grams.*	Net weight in kilograms.
26		Total			
27		Total			
28		Total			

* This line and this column to be left blank in letter-bills for Belgium and Holland, but is to be filled in letter-bills for Germauy, Switzerland, and Italy.

Acknowledgment of receipt for the correspondence between Switzerland and the United States.

POST OFFICE, ———, the ——— of ———, 18—.

The mail from ——— to ———, by the ship ———, of the ——— of ———, 18—, has been received containing the following articles:

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

Numbers of the items of account.		Weight per single rate.	Charge per single rate.	Statement by the Swiss exchange office.			Verification by the United States exchange office.						
				Number of single rates.	Amount.		Number of single rates.	Amount.					
					Francs.	Cent.		Francs.	Cent.				
1	Letters prepaid.....	15	80	—	—	—	—	—					
2	Letters unpaid.....	15	80	—	—	—	—	—					
3	Letters insufficiently prepaid..	15	80	—	—	—	—	—					
4									Number of single rates.....	—	—	—	—
5									Amount of postage stamps affixed.....	—	—	—	—
	Amount of deficient postage.....												
	Total number of single rates of international letters.....												
6	Journals and prints, prepaid to destination....	40	10										
	Samples of merchandise, insufficiently prepaid. }								Total value of the postage stamps affixed ..				

TABLE II.—FOREIGN CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES.)

7	Letters from Switzerland for foreign countries in transit through the United States.	Unpaid	Number of international rates	—	—	—	—	—							
8									Prepaid	Foreign postage due to the United States	—	—	—	—	—
9															
10	Letters originating in foreign countries to which Switzerland serves as an intermediary.	Unpaid	Foreign postage due to Switzerland	—	—	—	—	—							
11									Addressed to foreign countries in transit through the U. States.	Prepaid	Number of international rates	—	—	—	—
12		Unpaid	Foreign postage due to the U. S.	—	—	—	—								
13								Unpaid							
14		Prepaid	Number of international rates	—	—	—	—		—						
15	Unpaid							Foreign postage due to Switzerland		—	—	—	—	—	
16		Total number of single rates of letters in transit			—	—	—		—						—
17	Prepaid journals, prints, and patterns of merchandise, originating in Switzerland and destined for foreign countries in transit through the United States, or coming from foreign countries in transit through Switzerland for the United States and countries beyond.	Total amount of international postage		—	—	—	—	—							
18		Amount of foreign postage due to the U. S.		—	—	—	—	—							

TABLE III.

19	Number of the fixed fees collected on the registered articles	—	—	—	—	—
20	Amount of supplementary register fees due the United States for articles registered to destination to foreign countries	—	—	—	—	—

Acknowledgment of receipt, &c.—Continued.

TABLE IV.

Nos. of the items of account.		Statement by the Swiss exchange office.			Verification by the United States exchange office.		
		No. of single rates.	Amount.		No. of single rates.	Amount.	
			<i>Frs.</i>	<i>Cts.</i>		<i>Frs.</i>	<i>Cts.</i>
21 } 22 }	Letters prepaid and unpaid wherever originating addressed to persons who have changed their residence. {	—			—		
	Postage to refund to the Swiss office on the unpaid letters.						
	Number of single rates.		—	—		—	—
	Misdirected articles returned, (mem. number —.)						

TABLE V.

		<i>Grams.</i>			<i>Grams.</i>		
23	Total number of single letter rates by this mail, (Arts. 1, 2, 3, 7, 8, 10, 11, 13, 15, 22).....						
24 } 25 }	Total weight by this mail {	Letters					
	Journals, prints, and patterns.						

TABLE VI.—CLOSED MAIIS IN TRANSIT IN THIS MAIL.

Nos. of the items of account.	Origin of the mails.	Destination.	Letters.		Journals, prints, pat- terns.
			No. of single rates.	Net weight in grams.	Net weight in grams.
		Total.....			
			Total.....		
				Total.....	

[C.]

SWISS POSTAL ADMINISTRATION.—CORRESPONDENCE WITH THE UNITED STATES.
 Descriptive list of the letters and other registered articles contained in the mail sent by the Swiss exchange office of _____ to the United States exchange office of _____, the _____, 18—.

Numbers.	Nature of the article.	Place of origin.	Names of the persons addressed.	Destination.	Statement.			Verification.		
					Number of single rates.	Net weight in grams.	Amount of supplementary register fees due for registration to destination for foreign countries.	Number of single rates.	Net weight in grams.	Amount of supplementary register fees due for registration to destination for foreign countries.
Number of fixed fees to carry to art. 19 of the letter-bill										
Sum total to carry to art. 20 of the letter-bill										
Number of single rates to include in Tables I and II of the letter-bill										

[C 2.]

POST OFFICE DEPARTMENT OF THE UNITED STATES.—CORRESPONDENCE WITH THE SWISS POST OFFICE.
 Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the Swiss office of exchange of _____, the _____, 18—.

Numbers.	Nature of the registered articles. (1)	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Swiss office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to art. 19 of the letter bill.							
Total amount to be carried to art. 20 of the letter bill.....							

Certified by _____

(1) Letters, newspapers or book packets under band, patterns of merchandise, &c.

[D.]

Table showing the foreign countries with which the United States Post Office may exchange letters and other correspondence in open mails, through the intermediary of the Swiss Post Office, with indication of the foreign charges to be paid to the latter office (independently of the international postage) for correspondence prepaid from the United States addressed to the said countries, and also for unpaid letters from the same countries addressed to the United States.

Countries of origin and destination.	Nature of the correspondence.	Weights per single rate.	Foreign postages due the United States per single rate.	Supplementary transit register fees due U. S. office.	Observations.

[E.]

Table showing the countries with which Switzerland may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Switzerland and the United States for account of exterior service.

Countries.	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	Standard weight.	Additional postage.	Additional register fee.	
	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	<i>Gms.</i>	<i>Cts.</i>	<i>Cts.</i>	
Acapulco	15	10		120	12		120	4		At present registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry, flexible material. Packages of hardware, groceries, &c., are subject to full letter rate of postage under existing laws of the United States, and hence cannot be forwarded through U. S. to countries beyond at less than letter rate of postage.
Aspinwall	"	10		"	12		"	4		
Belize, British Honduras.	"	10		"	12		"	4		
Brazil	"	10		"	12		"	4		
Canada	"		5	"			"			
New Brunswick	"		5	"			"			
Nova Scotia	"		5	"			"			
Central America and Pacific Coast, via Panama.	"	10		"	12		"	4		
China	"	10		"	12		"	4		
Costa Rica	"	10		"	12		"	4		
Cuba	"	10		"	12		"	4		
Guatemala	"	10		"	12		"	4		
Japan	"	10		"	12		"	4		
Mexico, by sea	"	10		"	12		"	4		
Nicaragua, Pacific Coast, via Panama.	"	10		"	12		"	4		
Panama	"	10	8	"	12		"	4		
Sandwich Islands	"	10		"	12		"	4		
St. Thomas, via U. S. Brazilian packets.	"	10		"	12		"	4		
Venezuela	"	10		"	12		"	4		
West Indies, British	"	10		"	12		"	4		

{ CORRESPONDENCE WITH THE
UNITED STATES OF AMERICA.

United States exchange office of ——— via ———, during the quarter ending, ——— 186—.

IN TRANSIT.		15	16	17	18	19	20	21	22	ACCOUNT OF TRANSIT FEES TO PAY TO—							
		Letters.		Switzerland diary.	untries beyond States.	Unpaid.	No. of single rates.		Letters.		Printed matter.		Letters.		Printed matter.		
Foreign postages due to Switzerland.		Total amount of in- ternational postages.		Amount of postages due the United States.		Number of fixed fees collected upon the registered articles.		Amount of supplementary register fees due to the United States upon articles registered to destination in foreign countries.		Postages upon unpaid letters to refund to Switzerland.		No. of single rates.		Letters.		Printed matter.	
80 c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50 c. p. l.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
80 c. at per.	a	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
at per	b	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
at per	c	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
at per	d	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
at per	e	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
at per	f	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

G.

QUARTERLY ACCOUNT;

*Of the mails sent by the United States exchange office of —— to the
Swiss exchange office of ——, during the quarter ending ——, 18—,
via ——.*

G.—Quarterly account of the mails sent by the United States exchange office of ——— to

[THE FIGURES BELOW REFER TO THE NUMBERS

Numbers of the letter-bills.	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16
	I.—INTERNATIONAL CORRESPONDENCE.					II.—EXTRA-NATIONAL									
	Pre-paid letters	Un-paid letters	Letters insufficiently paid.		Journals, &c.	Letters originating in the U. S. for transit to countries beyond Switzerland.			Letters originating outside the U. S. and forwarded in U. S. mails—						
									Addressed to Switzerland.		Addressed to countries beyond Switzerland.				
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.	Prepaid.	Prepaid.	Unpaid.	Prepaid.	Unpaid.	Prepaid.	Unpaid.	Prepaid.	Unpaid.
					Number of rates.	Number of rates.	Amount of foreign postage to account for to Switzerland.	Number of rates.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to Switzerland.	Number of rates.	Amount of foreign postage to account for to the U. S.	
		\$ c	\$ ct	\$ ct			\$ ct			\$ ct		\$ ct		\$ ct	
Totals															
At rate of	15	15				15	15		15	15		15		15	
	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16

MEMORANDUM.—If the mails are sent by direct

the Swiss exchange office of ———, during the quarter ending ———, 18—, via ———.

OF THE ITEMS OF THE LETTER-BILL.]

17	18	19	20	21	22	23	25	26	28
CORRESPONDENCE.		III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTERMEDIATE TRANSIT.			
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond Switzerland or coming from countries outside the U. S. and addressed to Switzerland or to the countries beyond Switzerland.		Number of the register fees received on the registered articles sent.		Letters unpaid and prepaid, wherever originating, forwarded to persons who have changed their national residences.		Via ocean, England, Belgium.		Via Germany.	
Amount of the international (direct) postage.		Amount of the supplementary register fees to account for to Switzerland for the countries beyond.		Letters.		Journals, &c.		Letters.	
Amount of the foreign postage to account for to Switzerland for countries beyond.		Prior postage unpaid.		Number of international rates (unpaid.)		Total number of rates by each mail.		Total weight in grams.	
Amount to account for to exclusive credit of the U. S.		Amount to account for to exclusive credit of the U. S.		Total number of rates by each mail.		Total weight in kilograms.		Total weight in kilograms.	
\$	cts.	\$	cts.	\$	cts.				
		10			15	10	28		
17	18	19	20	21	22	23	25	26	28

service, change all the multipliers 15 to 10.

Summary of the within account.

Sums for which the United States office must account to Switzerland.			Sums for which the Swiss office must account to the United States.		
	Sums to be divided.	Sums wholly due to Switzerland.		Sums to be divided.	Sums wholly due to the U. S.
For items of the account numbered 1		—	For items of the account numbered 2		—
4		—	5		—
6		—	7		—
8		—	11		—
9	—	—	12	—	—
10		—	15		—
13		—	16	—	—
14	—	—	21	—	—
17		—	22		—
18	—	—			
19		—			
20	—	—			
24	—	—			
25	—	—			
			Totals		
			Three-fifths to United States is		
			Two-fifths to Switzerland is		
			Two-fifths joint sum opposite is		
			Exclusive amount due Switzerland (opposite) is		
			Total of sums to sole credit of Switzerland		
			Total of sums to sole credit of the United States		
			Net balance due to — is		
Totals					
Deduct intermediate transit charges. { 23 25	Dolls. Cts.				
Balance to be divided is					
Three-fifths due to the United States is ..					
Three-fifths joint sum opposite is					
Exclusive amount due U. S. (opposite) is ..					
Total of sums to sole credit of U. S.					
Total of sums to sole credit of Switzerland					
Net balance due to — is					

Dated at —, this — day of —, 18—.

POST OFFICE DEPARTMENT }
UNITED STATES OF AMERICA. }

[H.]

{ CORRESPONDENCE
{ WITH SWITZERLAND.

RECAPITULATION.

For the quarter ending —, 18— Quarterly accounts.	Mails sent by the way of —.		Net balance in favor of U. S. office.		Net balance in favor of Swiss office.	
<i>East</i> : New York to Basle.....	England.					
Do.....	Belgium.					
Do.....	Germany.					
Do.....	“					
<i>West</i> : Basle to New York.....	“					
Do.....	“					
Do.....	Belgium.					
Do.....	England.					
	Balance is.....					
Of correspondence returned as not deliverable, (dead :)	Credit to U. States.		Credit to Switzerla'd.			
Returned by U. S. office, borde- reau for month of —.			— —			
Returned by U. S. office, borde- reau for month of —.			— —			
Returned by U. S. office, borde- reau for month of —.			— —			
Returned by Swiss office, borde- reau for month of —.	— —					
Returned by Swiss office, borde- reau for month of —.	— —					
Returned by Swiss office, borde- reau for month of —.	— —					
The difference is.....	.....		.....
The final balance in favor of — is.....						

DETAILED REGULATIONS.

Arranged between the Post Office Department of the United States of America and the Postal Administration of Italy, for the execution of the postal convention signed at Florence the 8th day of November, A. D. 1867.

ARTICLE I.

The exchange office of New York shall make up closed mails for the exchange office of Italy, Susa, Turin travelling office, and this Italian exchange office shall make up closed mails for New York.

ARTICLE II.

Each mail exchanged between the two administrations shall be accompanied with a letter-bill, showing the postages, the charges of transit, the fees, &c., accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B hereto annexed, and they shall consecutively be numbered by the despatching office during each calendar year.

The receiving office shall acknowledge its receipt by the next despatch.

ARTICLE III.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages, according to the letter-bill.

Each of these packages shall bear the proper etiquette and number corresponding to the letter-bill.

ARTICLE IV.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

ARTICLE V.

Registered correspondence shall be described in a register list, following the model C, hereto annexed.

All registered letters shall be enveloped together in a strong paper and securely fastened, and the packet inscribed with the word "*Registered*" or "*Raccomandato*," and placed in the mail.

The blank in the letter-bill for expressing the number of registered articles shall be filled by letters expressing the number. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word *nihil* or *nil*.

ARTICLE VI.

The registered letters despatched shall be acknowledged immediately by the receiving office.

If the verification by the receiving office shall disclose an error of any kind in the register list, it shall be also, by the first mail, notified to the despatching office.

ARTICLE VII.

The two administrations mutually engage to take needful measures for the careful transmission of registered correspondence, and for pursuing it when lost; but it is understood that neither assumes to the other any pecuniary responsibility in case of loss.

ARTICLE VIII.

All letters exchanged between the two offices shall indicate by stamps or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped *Paid All* in the United States, and *P. D.* in Italy.

Registered articles shall be stamped "*Registered*" in the United States, and "*Raccomandato*" in Italy. Correspondence insufficiently prepaid shall be stamped "*Insufficiently paid*" in the United States, and "*Franco-bolo Insufficiente*" in Italy, and the amount of deficient postage expressed in figures on the face.

Whenever different lines of communication shall be employed between the two offices, the letters unpaid and insufficiently paid shall be stamped to indicate the route by which they are sent.

ARTICLE IX.

The countries with which, and the conditions on which letters, ordinary and registered, and also other correspondence, may be exchanged in the open mails between Italy and the United States, are indicated in the tables marked D and E, are hereto annexed.

ARTICLE X.

The respective exchange offices shall mark in *red* ink, in the upper right corner of the address of prepaid letters sent for transit in the open mail, the amount of the postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of the postage due to the foreign office of origin upon the unpaid letters so sent in transit.

ARTICLE XI.

Correspondence under band which does not conform to the conditions mentioned in Art. IX of the convention, or which is in no part prepaid, shall be retained by the administration of origin, or, if sent, shall not be subject to account.

ARTICLE XII.

Letters originating in or destined for foreign countries, sent in the open mails through the United States, or through Italy, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid.

ARTICLE XIII.

Letters and all registered articles not deliverable shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters so returned shall be deducted from the account against the office originally charged therewith.

The postage on prepaid letters so returned shall remain in the accounts as originally entered.

The expense of transit of unpaid correspondence which has been transmitted by either administration in closed mails, and which shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE XIV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it.

The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. 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 at the first destination.

ARTICLE XV.

The despatching exchange office shall state on the letter-bill to the intermediate exchange offices the exact number of single rates of letters (or weight, if required) and the total weight of the other correspondence which shall be despatched in closed mails.

ARTICLE XVI.

It is understood that the accounts between the two offices shall be established on the respective letter-bills, in the proper money of the despatching office. For the international charges the reduction of these moneys shall be effected in the general accounts, at the rate of 5 lire 10 centesimi for one dollar of the United States.

In entering the foreign charges on the letter-bill, in the money of the despatching office, the *cent* of the United States and five centesimi of Italy shall be taken as equivalents.

It is also understood that the quarterly accounts shall be paid respectively in gold, and in the denominations of the money of the creditor-office.

ARTICLE XVII.

The quarterly accounts shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgements of receipts, and shall respectively be arranged according to the models hereto annexed, and marked F and G.

A recapitulation of these accounts, showing the definitive results, alike for the debit and the credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the post office of Italy.

ARTICLE XVIII.

These detailed regulations 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.

Done at Florence, in duplicate original, this 19th of March, 1868, and at Washington this 2d of May, 1868.

JOHN A. KASSON. [SEAL.]
G. B. TANTESIO, [SEAL.]

POST OFFICE DEPARTMENT,
Washington, May 2, 1868.

The foregoing articles of detailed regulations for carrying into execution the postal convention of 8th November, 1867, between the United States and Italy, are hereby ratified and approved.

Witness my hand and the seal of the Post Office Department, this 2d of May, A. D. 1868.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

Letter-bill of the mail from the office of ——— to the office of ———, the — of ———, 186—.

TABLE I.—INTERNATIONAL CORRESPONDENCE.

Nos. of the articles of account.	Nature of the correspondence.	Weight per single rate.	Postage per single rate.	Statement by the Italian office.		Verification by the American office.						
				No. of the single rates.	Amount.	No. of the single rates.	Amount.					
1	Prepaid letters (including those registered).....	Grams. 15	Cts. .80	—	Frcs. — Cts. —	—	Frcs. — Cts. —					
2	Unpaid letters	15	.80	—	“ “	—	“ “					
3	Insufficiently paid letter {	“	“	“	—	—	—					
4								Number of rates	“	“	“	“
5								Amount of postage stamps affixed	“	—	“	—
6	Prepaid or insufficiently prepaid newspapers and prints, and amount of their full or insufficient postage	40	12	“	— —	“	— —					
6*	Prepaid or insufficiently prepaid patterns of merchandise, and the amount of their postage...	100	60	“	— —	“	— —					

TABLE II.—EXTRANATIONAL CORRESPONDENCE.

7	Letters from Italy for countries beyond the United States. {	Unpaid	International rates	—	“	“	—	“	“
8			Prepaid ... {	Foreign rates to credit of the United States	“	—	—	“	—
9	Letters from foreign countries for the United States. {	Prepaid	International rates	—	“	“	—	“	“
10			Unpaid ... {	Foreign rates to credit of Italy	“	—	—	“	—
11	Letters from foreign countries for countries beyond the U. States. {	Prepaid ... {	International rates	—	“	“	—	“	“
12			Foreign rates to credit of the United States	“	—	—	“	—	
13	Letters from foreign countries for countries beyond the U. States. {	Unpaid ... {	International rates	—	“	“	—	“	“
14			Foreign rates to credit of the United States	“	—	—	“	—	
15	Journals, prints, and patterns, prepaid, originating in Italy for countries beyond the U. S., and originating in the countries beyond Italy for the U. S., and for countries beyond the U. S. {	International rates	International rates	—	“	“	—	“	“
16			Foreign rates to credit of Italy	“	—	—	“	—	
17	Journals, prints, and patterns, prepaid, originating in Italy for countries beyond the U. S., and originating in the countries beyond Italy for the U. S., and for countries beyond the U. S. {	International rates	International rates	—	“	“	—	“	“
18			Foreign rates to credit of the United States	“	—	—	“	—	

TABLE III.—REGISTERED CORRESPONDENCE.

Nos. of the articles of account.	Nature of the correspondence.	Statement by the Italian office.		Verification by the American office.	
		No. of the single rates.	Amount.	No. of the single rates.	Amount.
19	Number of the registered articles and of their fixed fees	—	<i>Frs.</i> “	—	<i>Frs.</i> “
20	Amount of supplementary register fees due to the United States upon registered correspondence for countries beyond the United States	“	—	“	—

TABLE IV.—CORRESPONDENCE RETURNED ON ACCOUNT OF CHANGE OF RESIDENCE.

21 } 22 }	Letters prepaid and unpaid forwarded to persons having changed their residence. {	Prior postage to credit of Italy	“	—	—	“	—	—
		Number of the international rates	—	“	“	—	“	“
	<i>Mem.</i> —Missent articles:—							
	Number of the registered articles contained in this mail:—							

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT CHARGES.

23	Total number of letter rates contained in this mail. (See articles 1, 2, 3, 7, 8, 10, 11, 13, 15, and 22 of this letter-bill)				
24 } 25 }	Net weight of the articles contained in this mail. {	Letters	<i>Grams.</i>		
		Prints	<i>Grams.</i>		

[A.]—*Letter bill of the mail, &c.*—Continued.

TABLE VI.—CLOSED MAILS IN TRANSIT THROUGH THE UNITED STATES.

No. of the articles of account.	Office of origin.	Office of destination.	Letters.		Prints.
			No. of rates.	Net weight in grams.	Net weight in grams.
26		Total.....			
27		Total.....			
28		Total.....			

For the mails despatched from ——— to ——— via ———. Sent the ——— 18—; arrived the ———, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.		Single rate.		Statement by the United States office.		Verification by the Italian office.		
		Grams.	Cts.	No. of single rates.	Amount.		No. of single rates.	Amount.		
					Dolls.	Cts.		Dolls.	Cts.	
1	Letters fully prepaid.....	15	15		—	—		—	—	
2	Letters wholly unpaid.....	“	“		—	—		—	—	
3	Letters insufficiently paid, {	“	“	Number of single rates.....	—	—	—	—	—	
4										Amount prepaid.....
5										Amount deficient.....
	Total number of single international rates.....									
6	Journals, { whether fully prepaid } Other prints, { or } Samples, { partially paid. } The total amount prepaid is.....	120	4							
		“	8							
		“	8							

[B.]—Letter-bill No. —.—Continued.

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

Numbers of the items.							Statement by the United States office.			Verification by the Italian office.			
							No. of single rates.	Amounts.		No. of single rates.	Amounts.		
								Dolls.	Cts.		Dolls.	Cts.	
7 } 8 } 9 }	Letters originating in the United States for foreign countries beyond Italy.....		Unpaid (wholly or in part.)	No. of international rates.....	—	—	—	—	—	—	—		
			Fully prepaid.	No. of international rates.....	—	—	—	—	—	—	—		
				Foreign postage to account for to Italy.....	—	—	—	—	—	—	—		
10 } 11 } 12 } 13 } 14 } 15 } 16 }	Letters originating in foreign countries and passing in transit through the United States		Addressed to Italy.....	Fully prepaid.	No. of international rates.....	—	—	—	—	—	—		
				(wholly or in part.)	Unpaid	No. of international rates.....	—	—	—	—	—	—	—
			Addressed to countries beyond Italy....		(wholly or in part.)	Foreign postage to account for to United States.....	—	—	—	—	—	—	—
				Fully prepaid		No. of international rates.....	—	—	—	—	—	—	—
				(wholly or in part.)	Unpaid	No. of international rates.....	—	—	—	—	—	—	—
					Foreign postage to account for to United States.....	—	—	—	—	—	—	—	—
Total number of single rates in transit.....													
17 } 18 }	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Italy; or originating beyond the United States and addressed to Italy, and to countries beyond Italy ..			Total amount of the <i>international</i> postage.....	—	—	—	—	—	—			
				Total amount of <i>foreign</i> postage to account for to Italy.....	—	—	—	—	—	—			

TABLE III.—OF REGISTER FEES.

G K J F I	19	Total number of register fees and registered articles herewith	—	—	—	—	—	—
	20	Amount of supplementary fees on same, due to countries beyond Italy, to account for to Italy	—	—	—	—	—	—

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

G K J F I	21	Letters prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.	{ Prior postage unpaid, amount to account for to exclusive credit of United States..... Expense of returning the correspondence	—				
	22							
[<i>Memo.</i> —Articles missent, or wrongly addressed. Note the number of articles....]								
Number of registered articles by this mail:								

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

		Total No. of rates by this mail.	Amounts.		Total No. of single rates by this mail.	Amounts.	
			Dolls.	Cts.		Dolls.	Cts.
23	Total number of single rates of letters sent by this mail..... (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-bill.)		—	—		—	—
24 } 25 }	Total weight (net) of articles in this mail { Letters*	<i>Grams.</i>		<i>Grams.</i>			
	{ Journals, &c., &c						

* This line to be left blank in letter-bills for Belgium and Holland; but to be filled in letter-bills for Germany, Switzerland, and Italy.

TABLE VI.—CLOSED MAILS DESPATCHED HEREWITH FOR ITALIAN TRANSIT.

No. of the items of account.	Office of origin.	Destination.	Letters.		Journals, &c., &c.
			No. of single rates.	Net weight in grams. (*)	Net weight in kilograms.
26	Total.....				
27	Total.....				
28	Total.....				

* This column to be left blank in letter-bills for Belgium and Holland ; but are to be filled in letter-bills for Germany, Switzerland, and Italy.

POST OFFICE DEPARTMENT OF }
THE UNITED STATES. }

[C 2.]

{ CORRESPONDENCE WITH THE
ITALIAN POST OFFICE. }

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the Italian office of exchange of _____, the _____, 18—.

Numbers.	Nature of the registered articles.*	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the Italian office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dollars.	Cents.	
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill.....\$							

Certified by _____

* Letters, newspapers or book packets under band, patterns of merchandise, &c.

[D.]

Table of the countries with which the postal administration of the United States may exchange correspondence through the Italian post office, together with the foreign postage to which such correspondence is subjected over and above the international postage.

Foreign countries.	Letters.			Journals, books, and prints.			Patterns.			Observations.
	Weight per single rate.	Additional postage.	Addit'l registration fee.	Weight per single rate.	Additional postage.	Addit'l registration fee.	Weight per single rate.	Additional postage.	Addit'l registration fee.	
Pontifical States	10	.....	.....	40	.....	.....	100	.....	.....	Letters, newspapers, prints, and patterns from the United States or the Pontifical States should be prepaid to within the boundaries of the kingdom of Italy.
Greece	10	30	30	40	07	.....	.....	.....	.....	Registration of newspapers and prints for Greece is not allowed, and patterns are subject to letter postage.
Alexandria, in Egypt.	10	30	30	40	05	30	50	20	30	Samples of groceries and drugs, or any articles of material not dry nor flexible, are subject to letter postage, as by existing laws in the United States.
Tunis	10	30	30	40	05	30	50	20	30	

[E.]

Table showing the countries with which Italy may exchange correspondence through the United States open mails, and the amount to be added to the international rates between Italy and the United States for account of exterior service.

Countries	Letters.			Newspapers.			Book packets, prints, and samples.			Observations.
	Standard weight.	Addi'l postage.	Addi'l register fee.	Standard weight.	Addi'l postage.	Addi'l register fee.	Standard weight.	Addi'l postage.	Addi'l register fee.	
	Grams.	Cents.	Cents.	Grams.	Cents.	Cents.	Grams.	Cents.	Cents.	
Acapulco.....	15	10		120	2		120	4		At present, registration exists only for Canada, New Brunswick, Nova Scotia, and Panama, and for letters only. Samples must be confined to samples and sample cards of dry flexible material. Packages of hardware, groceries, &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.
Aspinwall.....	"	10		"	2		"	4		
Belize, British Honduras.....	"	10		"	2		"	4		
Brazils.....	"	10		"	2		"	4		
Canada.....	"		5	"			"			
New Brunswick.....	"		5	"			"			
Nova Scotia.....	"		5	"			"			
Central America and Pacific coast, via Panama.....	"	10		"	2		"	4		
China.....	"	10		"	2		"	4		
Costa Rica.....	"	10		"	2		"	4		
Cuba.....	"	10		"	2		"	4		
Guatemala.....	"	10		"	2		"	4		
Japan.....	"	10		"	2		"	4		
Mexico, by sea.....	"	10		"	2		"	4		
Nicaragua, Pacific coast via Panama.....	"	10		"	2		"	4		
Panama.....	"	10	8	"	2		"	4		
Sandwich Islands.....	"	10		"	2		"	4		
St. Thomas, via United States, Brazilian packets.....	"	10		"	2		"	4		
Venezuela.....	"	10		"	2		"	4		
West Indies (British).....	"	10		"	2		"	4		

— to the United States of —, via —, during the quarter ending the —, 18—.

OF THE LETTER-BILL.]

13	14	15	16	17	18	19	20	21	22	23	25
CORRESPONDENCE.											
Letters from foreign countries for countries beyond the United States.						Prepaid.		Unpaid.		Newspapers, prints, and patterns, from Italy and the countries beyond Italy, addre'd to the United States and to countries beyond the United States.	
	Litre.	C	Foreign postages due to the United States.								
	"	"	Number of rates.								
	"	"	Foreign postages due to Italy.								
	"	"	Litre.	C	Amount of the international postages.						
	"	"	Litre.	C	Amount of the foreign postages due to the United States.						
			Number of the registered articles and of their registration fees.								
	"	"	Litre.	Amount of the supplementary register fees, due to the United States for registration to countries beyond the United States.							
	"	"	C	Amount of the prior postages to credit of Italy.							
	"	"	Litre.	Number of rates.			Unpaid international postages.				
			Letters.								
			Newspapers, prints, and patterns.								

REGISTERED
CORRESPOND-
ENCE.

RETURNED
CORRESPOND-
ENCE.

INTERMEDIATE
TRANSIT
CHARGES.

Summary of the account of the ——— quarter ———, 186—.

To credit of the United States administration.			To credit of the Italian administration.		
Items of the account.	Sums to be divided between the two administrations.	Sums wholly due to the United States administration.	Items of the account.	Sums to be divided between the two administrations.	Sums wholly due to the Italian administration.
1	2	3	4	5	6
1		“ “	2	“	“
4		“ “	5	“	“
6		“ “	7	“	“
6 bis		“ “	11	“	“
8		“ “	12	“	“
9	“ “		15	“	“
10		“ “	16	“	“
13		“ “	21	“	“
14	“ “		22	“	“
17		“ “			
18	“ “		Totals.....		
19		“ “			
20	“ “		One-half due Italy.....		
[Totals.....					
Deduct interme- diate transit charges. { 24 | L } { 25 | L }					
Total of sums to be divided....					
One-half due the U. S.....					

G.—Quarterly account of the mails sent by the United States exchange office of _____ to the Italian exchange office of _____ during the quarter ending _____, 18—, via _____.

	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25		
Numbers of the letter-bills.	I.—INTERNATIONAL CORRESPONDENCE.					II.—EXTRANATIONAL CORRESPONDENCE.												III.—REGISTER FEES.		IV.—LETTERS RE-SENT.		V.—INTER-MEDIATE TRANSIT.			
	Prepaid letters.	Unpaid letters.	Letters in-sufficiently paid.	Journals, &c.	Letters originating in the United States for transit to countries beyond Italy.	Letters originating outside the U. S. and forwarded in U. S. mails to—						Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond Italy, or coming from countries outside the U. S. and addressed to Italy or to the countries beyond Italy.						Number of the register fees received on the registered articles sent.		Amount of the supplementary register fees to account for to Italy for the countries beyond.		Letters unpaid and prepaid wherever originating, forwarded to persons who have changed their national residences.		Via ocean, England, Belgium, Germany, & Switzerland.	
						Addressed to Italy.			Addressed to countries beyond Italy.																
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.		Prepaid.		Prepaid.		Unpaid.		Prepaid.		Unpaid.		Number of the register fees received on the registered articles sent.		Amount of the supplementary register fees to account for to Italy for the countries beyond.		Letters.		Journals, &c.	
						Number of rates.	Number of rates.	Amount of foreign postage to account for to Italy.	Number of rates.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to Italy.	Number of rates.	Amount of foreign postage to account for to the U. S.										
			\$ ct	\$ ct	\$ ct			\$ ct		\$ ct		\$ ct		\$ ct		\$ ct		\$ ct		\$ ct		\$ ct			
	Totals.	15	15			15	15		15	15		15		15					8				15		
	Atrate of																								
		1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	25	

Summary of the within account.

Sums for which the United States office must account to Italy.				Sums for which the Italian office must account to the United States.			
For items of the account.	Nos.	Sums to be divided.	Sums wholly due to Italy.	For items of the account, numbered.	Sums to be divided.	Sums wholly due to the U. S.	U. S.
	1				2		
	4				5		
	6				7		
	8				11		
	9				12		
	10				15		
	13				16		
	14				21		
	17				22		
	18						
	19						
	20						
Totals				Totals			
One-half (½) to United States is.....				One-half (½) to United States is.....			
One-half to Italy is.....				One-half to Italy is.....			
One-half joint sum opposite is.....				One-half joint sum opposite is.....			
Exclusive amount due Italy (opposite) is				Exclusive amount due Italy (opposite) is			
Total of sums to sole credit of Italy.				Total of sums to sole credit of Italy.			
Total of sums to sole credit of the United States				Total of sums to sole credit of the United States			
Deduct inter- mediate transit charges.				Net balance due to — is			
		\$	cts.				
	23						
	25						
Balance to be divided is				Balance to be divided is			
One-half due to the U. S. is				One-half due to the U. S. is			
One-half joint sum opposite is.....				One-half joint sum opposite is.....			
Exclusive am't due U. S. (opposite) is.				Exclusive am't due U. S. (opposite) is.			
Total of sums to sole credit of U. S..				Total of sums to sole credit of U. S..			
Total of sums to sole credit of Italy.				Total of sums to sole credit of Italy.			
Net balance due to — is				Net balance due to — is			

REGULATIONS

For the execution of the postal convention agreed upon between the Post Departments of the United States and of the North-German Union, on the 21st of October, 1867.

In accordance with article 19 of the convention concluded between the United States of America and the North-German Union, on the 21st of October, 1867, the post offices of the two countries have established the following regulations :

SECTION I.

Provisionally, and until otherwise arranged, the offices for the exchange of mails shall be, on the side of the United States—

1. New York.
2. Boston.
3. Philadelphia.
4. Chicago.

On the side of the North-German Union—

1. The travelling post office, No. 10, between Cologne and Verviers.
2. Bremen.
3. Hamburg.

The mails shall be exchanged—

- a. Between the travelling post office, No. 10, Cologne, Verviers, and the post office of New York, via England and Belgium.
- b. Between Bremen and New York, Boston, Philadelphia, Chicago, via direct line, Bremen, New York.
- c. Between Hamburg and New York, Boston, Philadelphia, Chicago, via direct line, Hamburg, New York.

SECTION II.

The sender of a registered letter is authorized to demand, by a notice on the address, that the receipt, undersigned by the receiver, should be delivered to him. In this case, the subscribed receipt shall be returned without delay to the exchange office whence the letter was despatched. There shall be no fee levied for the delivery of a receipt. The receipts shall be printed in German and English language, and shall be annexed to the letters by the despatching exchange officer.

SECTION III.

Patterns or samples of merchandise exceeding the weight of 15 loths ($8\frac{3}{4}$ ounces) cannot be sent by mail to the North-German Union. Letters weighing 3 loths ($1\frac{3}{4}$ ounces) or more, if containing articles subject to customs duty, instead of writings, documents or obligations, are, in like manner, excluded from the mails sent to the North-German Union.

SECTION IV.

Each mail exchanged between the respective offices shall be accompanied by a letter-bill, showing the postages, fees, &c., and the charges of transit, accruing to each office upon the different kinds of correspondence.

The form of this letter-bill shall follow the models A and B, hereto annexed, and they shall be consecutively numbered by the despatching office during each calendar year. (The receiving office shall acknowledge the receipt by the next following despatch.)

SECTION V.

The exchange offices shall divide the correspondence which they despatch into a suitable number of separate packages according to the letter-bill.

SECTION VI.

When more than a single rate is chargeable upon any letter or other article, the number of rates to which it is subject shall be indicated by the despatching office by a figure in the upper left corner of the address.

SECTION VII.

All letters exchanged between the two offices shall indicate by stamp or writing thereon the office of origin.

Correspondence fully paid to destination shall be stamped in the United States "*Paid all,*" and in the North-German Union "*Franco.*" Correspondence insufficiently paid shall be stamped in the United States "*Insufficiently Paid,*" and in the North-German Union "*Unzureichend Frankirt,*" and the amount of the deficient postage expressed in figures (black) on the face in the money of the receiving office.

Registered articles shall be stamped "*Registered*" in the United States, and in the North-German Union "*Recommandirt.*" Correspondence forwarded to either office by the other should be so stamped in letters or figures as to clearly indicate the route of transmission.

SECTION VIII.

Registered correspondence shall be entered in a register list, following the models C or D hereto annexed.

All registered letters and the register list shall be enveloped together in strong paper and securely fastened, and the packet inscribed with the word "*Registered*" or "*Recommandirt,*" and placed in the mail. The blank in the letter-bill for expressing the number of registered articles shall be filled by writing the number in full. In case no registered articles are sent, the proper blank of the letter-bill shall be filled with the word "*Nihil*" or "*Nil.*"

SECTION IX.

The register list despatched shall be acknowledged by the first return mail from the receiving office, by expressing the receipt numerically, viz: "from No. , to No. ." If the verification by the exchange office discloses an error of any kind on the register list, it shall also, by the first mail, be notified to the despatching office.

SECTION X.

The two postal administrations may exchange in the open mails letters and other correspondence, ordinary and registered, with foreign countries, and upon the conditions as indicated in the table E, hereto annexed.

SECTION XI.

The respective exchange offices shall mark in *red* ink, in the upper part of the address of prepaid letters and other correspondence sent for transit in the open mail, the amount of the foreign postage due to the foreign office of destination; and in the same manner, but in *black* ink, shall mark the amount of postage due to the foreign office of origin, upon the unpaid letters sent in transit.

SECTION XII.

Articles under band which do not conform to the conditions mentioned in article 8 of the convention, or which are in no part prepaid, shall be retained at the disposition of the administration of origin, or if sent shall not be subject to account.

SECTION XIII.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States, or through the North-German Union, and which are insufficiently prepaid, shall be transmitted as wholly unpaid, and no account taken between the two administrations of the amount prepaid. But if one or more full rates shall be prepaid the number of rates fully prepaid shall be always credited.

SECTION XIV.

Letters and all registered articles which cannot be delivered shall be respectively returned to the despatching administration at the end of every month.

The postage on unpaid letters, returned, shall be deducted from the account against the office originally charged therewith. The postage on prepaid letters, returned, shall remain in the account as originally entered.

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to the despatching office as not deliverable, shall be deducted from the original amount charged for transit, upon a declaration of the amount by the office claiming the reduction. No charge will be made by either administration for the transit of correspondence returned as not deliverable. The bordereaux of correspondence not deliverable shall follow the models F and G, hereto annexed.

SECTION XV.

All correspondence wrongly addressed or missent shall be returned without delay by the receiving office to the exchange office which despatched it. The receiving office shall also correct accordingly, in the column of verification, the original entries of the letter-bill relating to such correspondence. 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 on the first destination.

SECTION XVI.

The despatching exchange office shall state on the letter-bill for the intermediate offices the exact number of single rates of letters (or weight, if required) and the total net weight of the other correspondence which shall be despatched in closed mails by such intermediate transit.

SECTION XVII.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the despatching office, but the international postages on the unpaid letters or insufficiently prepaid letters shall be computed in the money of the receiving office. The reduction of these moneys shall be effected in the general accounts at the rate of one dollar for one thaler eleven silber-

groschen and eight pfennigs. In entering the foreign charges on the letter-bill, in the money of the despatching office, the cent shall be considered the equivalent of five pfennigs.

It is also understood that the quarterly accounts shall be adjusted, respectively, in gold and in the denomination of the money of the creditor office.

SECTION XVIII.

The quarterly accounts, mentioned in article 14 of the convention, shall be prepared by the respective despatching offices of exchange. They shall be based upon the acknowledgments of receipt, and shall, respectively, be prepared according to the models hereto annexed, marked H or F.

The accounts prepared by the North-German offices shall be transmitted to the Post Office Department of the United States. A recapitulation of the respective accounts, showing the definite results alike for the debit and credit, shall be prepared by the United States office, and shall then be transmitted, with the accounts on which it is based, for the examination of the other office.

SECTION XIX.

The charge to be made by the North-German office for the transit of closed mails, which the United States shall exchange in either direction with countries beyond Germany, shall be as follows:

For mails exchanged with Switzerland or Italy, 15 pfennigs per 30 grams of letters. For other correspondence, 8 silber-groschen per kilogram.

For mails exchanged with other countries, one-half silber-groschen per single-letter rate. For other correspondence, 8 silber-groschen per kilogram.

Executed in duplicate, at Washington the 22d July, 1868; at Berlin the 30th June, 1868.

PHILIPSBORN.
ALEX. W. RANDALL,
Postmaster General U. S. America.

VIA ENGLAND.]

[A 1.]

LETTER BILL.

Mail from the travelling post office No. 10, between Cologne and Verviers. — to —, by the — packet.

Travelling post office No. 10, between Cologne and Verviers, the — of —, 18—.

No.	Articles of correspondence.	Statement by the North-German office.				Verification by the United States office.			
		International postage.		Foreign postage.		International postage.		Foreign postage.	
		No. of single rates.	Amount.			No. of single rates.	Amount.		
		Thlr.	Sgr.	Thlr.	Sgr.	Thlr.	Sgr.	Thlr.	Sgr.
§1. PAID LETTERS, ETC.									
1 } 2 } 3 } 4 }	Registered letters, &c.	No. of single letter rates							
		Postage							
		Register fee							
5	Letters for the United States, at 6 sgr. the single rate								
6	Letters for foreign countries								
7	Newspapers, patterns, &c., for the United States, at 1½ sgr. the single rate								
	Newspapers, patterns, &c., for foreign countries								
§2. UNPAID LETTERS.									
8	Letters from the North-German Union, at 15 cents the single rate								
9	Letter from foreign countries								
10	Redirected letters								
§3. INSUFFICIENTLY PREPAID LETTERS, ETC.									
11 } 12 } 13 }	Letters....	No. of single rates							
		Amount of the prepaid postage							
		Amount of the deficient postage							
14	Newspapers, patterns, &c., amount of the prepaid postage								

No. of registered articles forwarded in the mails of this day :

§4. CONTENTS OF THE MAIL.		Letter rates.	Letter rates.
15	Total No. of single letter-rates, (Nos. 1, 4, 5, 8, 9, 10, 11)		
16	Total net weight of letters	Grams.	Grams.
17	Total net weight of newspapers, patterns, &c.		

Letter-Bill—Continued.

§5. PARTICULARS OF CLOSED MAILS FORWARDED HEREWITH.

Origin.	Destination.	Letters.		Newspapers, pat- terns, &c.
		Total number of single letter rates.	Total net weight.	Total net weight.
			<i>Grams.</i>	<i>Grams.</i>

18
19
20

VIA BREMEN, }
HAMBURG. }

[A 2.]

LETTER-BILL.

Mail from _____ to _____, by the _____ packet, _____ post office _____,
the _____ of _____, 18__.

No.	Articles of correspondence.	Statement by the North German office.					Verification by the United States office.				
		International postage.			Foreign postage.		International postage.			Foreign postage.	
		No. of single rates.	Amount.		Thlr.	Sgr.	No. of single rates.	Amount.		Thlr.	Sgr.
			Thlr.	Sgr.				Thlr.	Sgr.		
§ 1. PAID LETTERS, ETC.											
1	Registered letters, &c. } No. of single letter rates... Postage	—	—	—	—	—	—	—	—	—	—
2		—	—	—	—	—	—	—	—	—	—
3		—	—	—	—	—	—	—	—	—	—
4	Letters for the United States, at 4 sgr. the single rate.....	—	—	—	—	—	—	—	—	—	—
5	Letters for foreign countries.....	—	—	—	—	—	—	—	—	—	—
6	Newspapers, patterns, &c., for the U. S., at 1 sgr. the single rate.....	—	—	—	—	—	—	—	—	—	—
7	Newspapers, patterns, &c., for foreign countries.....	—	—	—	—	—	—	—	—	—	—
§ 2. UNPAID LETTERS.											
8	Letters from the North German Union, at 10 cents the single rate.....	—	—	—	—	—	—	—	—	—	—
9	Letters from foreign countries.....	—	—	—	—	—	—	—	—	—	—
10	Redirected letters.....	—	—	—	—	—	—	—	—	—	—
§ 3. INSUFFICIENTLY PREPAID LETTERS, ETC.											
11	Letters { No. of single rates..... Am't of the prepaid postage... Am't of the deficient postage... Newspapers, patterns, &c., amount of the prepaid postage.....	—	—	—	—	—	—	—	—	—	—
12		—	Dolls.	Cts.	—	—	Dolls.	Cts.	—	—	—
13		—	Thlr.	Sgr.	—	—	Thlr.	Sgr.	—	—	—
14	—	—	—	—	—	—	—	—	—	—	—

Number of registered articles forwarded in the mail of this day :

§ 4. CONTENTS OF THE MAIL.		Letter rates.	Letter rates.
15	Total number of single letter rates, (Nos. 1, 4, 5, 8, 9, 10, 11).....		
16	Total net weight of letters.....	Grams.	Grams.
17	Total net weight of newspapers, patterns, &c.....		

Letter-bill No. — for the mails despatched from ——— to ———, via ———. Sent the ———, 18—; arrived the ———, 18—.

TABLE I.—INTERNATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

No. of the items of account.		Single weight.	Single rate.	Statement by the United States office.		Verification by the North German office.		
				No. of single rates.	Amount.	No. of single rates.	Amount.	
		Grams.	Cts.	Dolls.	Cts.	Dolls.	Cts.	
1	Letters fully prepaid	15	15					
2	Letters wholly unpaid	"	"					
3	Letters insufficiently paid, {	"	"					
4								Number of single rates
5								Amount prepaid
	Amount deficient							
	Total number of single international rates							
6	Journals, { whether fully prepaid } Other prints, { or } Samples, { partially paid. } The total amount prepaid is							

TABLE II.—EXTRANATIONAL CORRESPONDENCE, (INCLUDING REGISTERED ARTICLES—POSTAGE ONLY.)

7	Letters originating in the United States for foreign countries beyond the German States.	Unpaid (wholly or in part.)	No. of international rates				
8			Fully prepaid.	No. of international rates			
9				Foreign postage to account for to North German Union			
10	Letters originating in foreign countries, and passing in transit through the United States.	Addressed to any part of Germany.	Fully prepaid.	No. of international rates			
11			Unpaid (wholly or in part.)	No. of international rates			
12				Foreign postage to account for to United States			
13	Addressed to countries beyond German States.	Fully prepaid.	No. of international rates				
14			Unpaid (wholly or in part.)	Foreign postage to account for to North German Union			
15				No. of international rates			
16			Foreign postage to account for to United States				
	Total number of single rates in transit						

* Including all the German States and Austria.

Letter-bill No. —.—Continued.

No. of the items of account.		Statement by the United States office.			Verification by the North German office.		
		No. of single rates.	Amount.		No. of single rates.	Amount.	
			Dolls.	Cts.		Dolls.	Cts.
17 } 18 }	Prepaid journals, other prints, samples, &c., originating in the United States, addressed to countries beyond Germany; or originating beyond the United States and addressed to Germany, and to countries beyond the German States.	Total amount of the <i>international</i> postage ...					
	Total amount of <i>foreign</i> postage to account for to North German Union						

TABLE III.—OF REGISTERED FEES.

19	Total number of register fees and registered articles herewith						
20	Amount of supplementary fees on same due to countries beyond Germany, to account for to North German Union.						

TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.

21 } 22 }	Letters prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.	Prior postage unpaid, amount to account for, to exclusive credit of United States					
		No. of international rates (unpaid)					
	[Memo.—Articles missent, or wrongly addressed. Note the number of articles....]						
	No. of registered articles by this mail:						

TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.

No. of the items of account.		Statement by the United States office.		Verification by the Netherlands office.	
		Total No. of rates by this mail	Amount.	Total No. of single rates by this mail	Amount.
			Dolls. Cts.		Dolls. Cts.
23	Total number of single rates of letters sent by this mail..... (See items 1, 2, 3, 7, 8, 10, 11, 13, 15, 22, of this letter-bill.)				
24 } 25 }	Total weight (net) of articles in this mail, { Letters * Journals, &c., &c.....	Grams.		Grams.	

TABLE VI.—CLOSED MAIL DESPATCHED HEREWITH FOR THE NETHERLANDS TRANSIT.

	Office of origin.	Destination.	Letters.		Journals, &c., &c.
			No. of single rates.	†Net weight in grams.	Net weight in kilo-grams.
23		Total.....			
27			Total.....		
28				Total.....	

* This line and † this column are left in blank in letter-bills for Belgium and Holland; but are to be filled in letter-bills for Germany, Switzerland and Italy.

Acknowledgment of receipt for the correspondence between North Germany and the United States via _____ post office, _____, the _____ of _____, 186-.

The mail from _____ to _____, by the ship _____, of the _____ of _____, 186-, has been received, containing the following articles:

No.	Articles of correspondence.	Statement by the North German office.				Verification by the United States office.			
		International postage.		Foreign postage.	International postage.		Foreign postage.		
		No. of single rates.	Amount.		No. of single rates.	Amount.			
§ 1. PAID LETTERS, ETC.									
1 } 2 } 3 } 4 } 5 } 6 } 7 }	Registered letters, &c. { No. of single letter rates... Postage Register fee Letters for the United States, at _____ sgr. the single rate Letters for foreign countries Newspapers, patterns, &c., for the U. S., at 1½ sgr. the single rate Newspapers, patterns, &c., for foreign countries	—	—	—	—	—	—	—	—
§ 2. UNPAID LETTERS.									
8 } 9 } 10 }	Letters from the North German Union, at _____ cents the single rate Letters from foreign countries Redirected letters	—	—	—	—	—	—	—	—
§ 3. INSUFFICIENTLY PREPAID LETTERS, ETC.									
11 } 12 } 13 } 14 }	Letters { No. of single rates Am't of the prepaid postage .. Am't of the deficient postage .. Newspapers, patterns, &c.—amount of the prepaid postage	—	—	—	—	—	—	—	—

_____ registered articles, from No. _____ to No. _____, received by this mail.

No.	§ 4. CONTENTS OF THE MAIL	Letter rates.		Letter rates.	
		Grams.		Grams.	
15	Total number of single letter rates, (Nos. 1, 4, 5, 8, 9, 10, 11)				
16	Total net weight of letters				
17	Total net weight of newspapers, patterns, &c.				

Acknowledgement of receipts, &c.—Continued.

§ 5. PARTICULARS OF CLOSED MAILS FORWARDED HEREWITH.				
Origin.	Destination.	Letters.		Newspapers, patterns, &c.
		Total No. of single letter rates.	Total net weight.	Total net weight.
			<i>Grams.</i>	<i>Grams.</i>
18				
19				
20				

POST OFFICE DEPARTMENT OF }
THE UNITED STATES. }

[D.]

{ CORRESPONDENCE WITH THE NORTH
{ GERMAN UNION POST OFFICE.

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of _____ to the North German Union office of exchange of _____, the _____, 18—.

Numbers.	Nature of the registered articles.*	Origin.	To whom addressed.	Destination.	Amount of the supplementary registration fees to pay to the North German Union office on registered articles destined for foreign countries.		Verification by the receiving officer.
					Dolls.	Cts.	
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							
26							
27							
Total number of the registered articles to be carried to article 19 of the letter-bill							
Total amount to be carried to article 20 of the letter-bill ..							

Cerified by—

* Letters, newspapers or book packets under band, patterns of merchandise, &c.

E 1.—Table showing the foreign rates of postage to be paid by the post office of the United States to the post office of the North German Union, for letters in transit through the North German Union in the open mails.

Number.	Countries.	Standard weight.	Paid letters.			Unpaid letters.	Remarks
			Ordinary letters.	Registered letters.			
			Foreign postage.	Foreign postage.	Foreign postage.	Foreign postage.	
		<i>Grams.</i>	<i>Sgr.</i>	<i>Sgr.</i>	<i>Sgr.</i>	<i>Sgr.</i>	
1	Belgium	15	1	1	1½	1½	
2	Denmark	15	1	1	—	2	
3	Greece	15	3	3	—	3½	
4	Italy	15	1½	1½	—	1½	
5	Netherlands	15	¾	¾	—	1½	
6	Norway	15	2½	2½	—	3	
7	Papal States, via Austria	15	1½	1½	1½ pr 15 grs	1½	Prepayment compulsory.
8	Russia	15	2	2	—	3	
9	Sweden	15	2½	2½	—	3½	
10	Switzerland	15	2	2	—	2	
11	Moldavia, Wallachia, Baken, Berlat, Botutschany, Buckarest, Fokschan, Galatz, Giurgewo, Jassy, Ibraila, Piatra, Plojeschti, Roman.	15	1	1	—	1	
12	Turkey*	15	2	2	—	2	
13	Egypt— <i>a.</i> Alexandria	15	2	2	—	2	
	<i>b.</i> Lower and Middle Egypt†	15	4	4	—	5	
	<i>c.</i> Upper Egypt ‡	15	4	4	—	5	
14	East India, including Ceylon, China, Japan, Anam, Birma, and Siam....	15	7	7	3½ pr letter	2	Prepayment compulsory; registration not admissible. Prepayment compulsory.

* Letters for Adrianople, Antivari, Beirut, Burgas, Caïpha, Cavelle, Constantinople, Czernawoda, Dardanelles, Durazzo, Gallipoli, Jaffa, Janina, Jerusalem, Ineboli, Kandia, Kanon, Küstendsche, Lagos, Larnaca, Metelin, Philippopol, Prevesa, Retimo, Rodus, Rutschuk, Salonica, Samsoun, Seres, Smyrna, Sophia, Salina, Tenedos, Trapezunt, Tschesme, Tultscha, Valona, Varna, and Volo, can be sent paid or unpaid. Letters for all other places must be prepaid.

† To Middle and Lower Egypt belong Aboukir, Benha, Benisouef, Cairo, Damanhoor, Damietta, El Arish, Fuah, Girgeh, Gheeze, Kaferzajat, Keliob, Mansoorah, Medinet el Fayoom, Mehallet el Kebeer, Menouf, Minieh, Parta Said, Rosetta, Samanoud, Suez, Tantah, Yerraneh, and Zagasik.

‡ To Upper Egypt belong all places lying below Minieh.

E 2.—Table showing the foreign rates of postage to be paid by the post office of the United States to the post office of the North German Union for newspapers, book packets, prints of all kinds, patterns or samples of merchandise in transit through the North German Union in open mails.

No.	Countries,	Standard weight.	Foreign postage.	Remarks.
		<i>Loth.</i>	<i>Sgr.</i>	
1	Belgium.....	2½	4	
2	Denmark.....	2½	5-12	
3	Greece.....	2½	4	
4	Italy.....	2½	4	
5	Netherlands.....	2½	4	
6	Norway.....	2½	4	
7	Papal States, via Austria.....	2½	4	Patterns cannot be sent,
8	Russia.....	2½	4	
9	Sweden.....	2½	4	
10	Switzerland.....	1	4	Patterns cannot be sent.
11	Moldavia and Wallachia.....	2½	4	
12	Turkey.....	2½	4	
13	Egypt— <i>a.</i> Alexandria.....	2½	4	
	<i>b.</i> Lower and Middle Egypt....	2½	4	
	<i>c.</i> Upper Egypt.....	2½	4	
14	East India, including Ceylon, China, Japan, Anam, Birma, and Siam.	2½	1	Patterns only can be sent for Birma, British India, Ceylon, and Hong Kong.

F.—BORDEREAU OF CORRESPONDENCE RETURNED NOT DELIVERABLE.

The North German office ——— returns to the ——— United States office.

Items of the letter-bill in which the original charge was made.	Classification of letters.	Memorandum.	Number of international rates originally charged.	Rate of international postage originally charged.	Amounts originally charged against the North German office.					Net weight of unpaid returned letters to be deducted where transit is charged by weight in grams.	Rate of transit per 30 grams.
		Number of letters returned.			Unpaid postage to joint account.		Unpaid postage to exclusive credit of the United States.				
1	2	3	4	5	6		7			8	9
	INTERNATIONAL CORRESPONDENCE.			<i>Sgr.</i>	<i>Thlr.</i>	<i>Sgr.</i>	<i>Dolls.</i>	<i>Cents.</i>			
1	Letters prepaid, (number only).....		—	—	—	—	—	—	—	—	
2	Letters unpaid..... { Via Hamburg or Bremen.....			4			—	—			
5	Letters insufficiently paid..... { Via England.....			6			—	—			
	EXTRANATIONAL CORRESPONDENCE.										
8, 10, 13	Letters prepaid, (number only).....		—	—	—	—	—	—	—	—	
7	Letters unpaid..... { Via Hamburg or Bremen.....			4			—	—			
	..... { Via England.....			6			—	—		
11, 12, 15, 16	Letters unpaid,..... { Via Hamburg or Bremen.....			4			—	—			
	..... { Via England.....			6			—	—		
21, 22	Letters forwarded... { Via Hamburg or Bremen.....			4			—	—			
	..... { Via England.....			6			—	—		
	11										
	Intermediate transit to be reclaimed.....										
	Amounts to be deducted from former charges.....										

Memorandum of registered articles returned.

No.	Nature of the registered articles.	Origin.	To whom addressed.	Destination.
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

G.—BUREAU OF CORRESPONDENCE RETURNED NOT DELIVERABLE.
The United States office — returns to the North German office.

Items of the letter-bill in which the original charge was made.	Classification of letters.	No. of letters returned.	Number of international rates originally charged.	Rate of postage originally charged.	Amounts originally charged against the United States.		Net weight of unpaid returned letters to be deducted, where transit is charged by weight in grams.	Rate of transit per 30 grams.	Memorandum of registered articles returned.								
					Unpaid postage to joint account.	Unpaid postage to exclusive credit of Germany.			Original No. of the register list.	Origin.	To whom addressed.	Destination.					
1 Letters prepaid, (number only) 2 Letters unpaid..... 5 Letters insufficiently prepaid INTERNATIONAL CORRESPONDENCE. EXTRANATIONAL CORRESPONDENCE. Open transit: 8, 10, 13 Letters prepaid..... 7 Letters unpaid..... 11, 12, 15, 16 .....do..... 21, 22 Letters forwarded Intermediate transit to be reclaimed... Amounts to be deducted from former charges.....																	

H 1.—Account for the correspondence forwarded in the mails from the travelling post office

2		3		4		5		6		7		8		9			
§ 1. PAID LETTERS, ETC.												§ 2. UNPAID					
Registered letters, &c.						Letters for the U. S.	Letters for foreign countries.	Newspapers for the United States.	Newspapers, &c. for foreign countries.	Letters from the N. German Union.	Letters from foreign countries.						
International postage.				Foreign postage.				International postage.	International postage.	Foreign postage.	International postage.	International postage.	International postage.	International postage.	International postage.	Foreign postage.	
Postage.		Register fee		Postage.		Register fee		Number of single rates.	Number of single rates.	Foreign postage.	Number of single rates.	Number of single rates.	Foreign postage.	Number of single rates.	Number of single rates.	Foreign postage.	
Thlr.	Sgr.	Thlr.	Sgr.	Thlr.	Sgr.	Thlr.	Sgr.			Thlr.	Sgr.			Thlr.	Sgr.	Thlr.	Sgr.
								At 6sgr.	At 6sgr.	“ “	At 1½ sgr.	At 1½ sgr.	“ “	At 15 cts.	At 15 cts.	“ “	“ “

No. 10, between Cologne and Verviers, to ———, during the quarter ———, 18—.

10		12		13		14		15	16	17	18	19	20	
LETTERS.		§3. INSUFFICIENTLY PREPAID LETTERS, ETC.						§4. COST OF THE INTER-MEDIATE TRANSIT.			§5. TRANSIT OF CLOSED MAILS.			
Redirected letters.		Letters.						Newspapers, patterns, &c		Letters.		Newspapers, &c.		
International postage	Number of single rates.		Amount of the prepaid postage.		Amount of the deficient postage.		Amount of prepaid postage.		Total number of single rates.		Total net weight.		Total net weight.	
	Thlr.	Sgr.	Thlr.	Sgr.	Dolls.	Cts.	Thlr.	Sgr.	Grams.	Grams.	Grams.	Grams.	Grams.	Grams.
At 15 cts.	"	"	"	"	"	"	"	"						

REPORT OF THE POSTMASTER GENERAL.

Result of the preceding account.

I. INTERNATIONAL AND FOREIGN POSTAGES.

No. of the articles of the letter-bill.	International postage prepaid in the North German Union.		Foreign postage to the credit of the United States.		No. of the articles of the letter-bill.	International postage collected by the United States.		Foreign postage to the credit of the North German Union.	
	<i>Thlr.</i>	<i>Sgr.</i>	<i>Thlr.</i>	<i>Sgr.</i>		<i>Dolls.</i>	<i>Cts.</i>	<i>Thlr.</i>	<i>Sgr.</i>
2			—	—	8			—	—
3	—	—			9				
4			—	—	10				
5					13				
6			—	—					
7									
12									
14			—	—					
Total					Total				

Result of the preceding account—Continued.

II. COST OF THE INTERMEDIATE TRANSIT.

No. of the articles of the letter-bill.	Amount.	
15		
16		
17		
Total		

III. TRANSIT OF CLOSED MAILS.

No. of the articles of the letter-bill.	Amount.	
18		
19		
20		
Total		

REPORT OF THE POSTMASTER GENERAL.

Result of the preceding account.

I. INTERNATIONAL AND FOREIGN POSTAGES.

No. of the articles of the letter-bill.	International postage prepaid in the North German Union.		Foreign postage to the credit of the United States.		No. of the articles of the letter-bill.	International postage collected by the United States.		Foreign postage to the credit of the North German Union.	
	<i>Thlr.</i>	<i>Sgr.</i>	<i>Thlr.</i>	<i>Sgr.</i>		<i>Dolls.</i>	<i>Cts.</i>	<i>Thlr.</i>	<i>Sgr.</i>
2			—	—	8			—	—
3	—	—			9				
4			—	—	10				
5					13				
6			—	—					
7									
12									
14			—	—					
Total					Total.....				

Result of the preceding account—Continued.

II. COST OF THE INTERMEDIATE TRANSIT.

No. of the articles of the letter-bill.	Amount.	
15		
16		
17		
Total		

III. TRANSIT OF CLOSED MAILS.

No. of the articles of the letter-bill.	Amount.	
18		
19		
20		
Total		

I.—Quarterly account of the mails sent by the United States exchange office of ——— to the North

[The figures below refer to the numbers

		1	2	4	5	6	7	8	9	10	11	12	13	14	15	16
		I.—INTERNATIONAL CORRESPONDENCE.					II.—EXTRANATIONAL CORRESPONDENCE.									
Number of the letter-bills.	Prepaid letters.		Letters insufficiently paid.	Journals, &c.	Letters originating in the United States for transit to countries beyond the North German Union.					Letters originating outside the U. S. and forwarded in U. S. mails to—						
	Number of rates.	Unpaid letters.			Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.	Prepaid.	Addressed to the N. German Union.	Addressed to countries beyond the North German Union.	Prepaid.	Unpaid.	Prepaid.	Unpaid.	
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Number of rates.	Number of rates.	Amount of foreign postage to account for to the North German Union.	Number of rates.	Number of rates.	Amount of foreign postage to account for to the U. S.	Number of rates.	Amount of foreign postage to account for to the North German Union.	Number of rates.	Amount of foreign postage to account for to the United States.	
			\$ ct	thlr. gr	\$ ct			\$ ct			\$ ct		\$ ct		\$ ct	
Totals at rate of.	15	15				15	15		15	15		15		15		
	1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	

German Union exchange office of _____, during the quarter ending _____, 18—, via _____.
of the items of the letter-bill.]

17		18		19		20		21		22		23		25		26		28	
Prepaid journals, prints, samples, &c., originating in the U. S. and addressed to countries beyond the N. German Union, or coming from countries outside the U. S. and addressed to the N. German Union or to countries beyond the N. German Union.				III.—REGISTER FEES.				IV.—LETTERS RE-SENT.				V.—INTER-MEDIATE TRANSIT.				VI.—TRANSIT OF CLOSED MAILS.			
				Number of the register fees received on the registered articles sent.				Amount of the supplementary register fees to account for to the North German Union for the countries beyond.				Letters unpaid and prepaid wherever originating, forwarded to persons who have changed their national residence.				Via ocean, England, and Belgium.				Across the North German Union.
Amount of the international (direct) postage.		Amount of foreign postage to account for to the North German Union for countries beyond.						Prior postage unpaid. Amount to account for to exclusive credit of the U. S.		Number of international rates, (unpaid.)		Total number of rates by each mail.		Total weight in kilograms.		Net weight in grams.		Net weight in kilograms.	
\$	ct.	\$	ct.	\$	ct.	\$	ct.	\$	ct.										
				8						15		10	28						
17		18		19	20	21		22		23	25	26	28						

service, change all the multiples 15 to 10.

Summary of the within account.

Sums for which the United States office must account to North German Union.				Sums for which the North German Union office must account to the United States.			
For items of the account.	Nos.	Sums to be divided.	Sums wholly due to the N. Ger. Union.	For items of the account, numbered.	Sums to be divided.	Sums wholly due to the U. S.	
	1				2		
	4				5		
	6				7		
	8				11		
	9				12		
	10				15		
	13				16		
	14				21		
	17				22		
	18						
	19						
	20						
	26						
	28						
				Totals			
				One-half (½) to United States is.....			
				One-half to North German Union is..			
				One-half joint sum opposite is.....			
				Exclusive amount due North German Union (opposite) is.....			
				Total of sums to sole credit of North German Union.....			
				Total of sums to sole credit of the United States			
				Net balance due to — is			
Totals							
		\$	cts.				
Deduct interme- {	23						
diato transit {	25						
charges. {							
Balance to be divided is							
One-half due to the U. S. is							
One-half joint sum opposite is.....							
Exclusive am't due U. S. (opposite) is.							
Total of sums to sole credit of U. S..							
Total of sums to sole credit of the North German Union.....							
Net balance due to — is							

Convention between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland.

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 establishing and maintaining an exchange of mails between the United States on the one side and the Straits settlements and the British East Indies on the other, by means conjointly of the line of United States mail packets plying between San Francisco and Hong Kong and of the line of British mail packets plying between Hong Kong and Singapore, Calcutta, Madras, Bombay, and Aden, the undersigned duly authorized for that purpose have agreed upon the following articles :

ARTICLE I.

There shall be a direct exchange of mails between the offices of New York and San Francisco on the one part and the offices of Singapore, Calcutta, Madras, Bombay, and Aden, on the other, comprising letters, newspapers, prices-current, book packets, and packets of patterns or samples originating in the United States and addressed respectively to the Straits settlements or to the British East Indies, or originating in the British East Indies or the Straits settlements, respectively, and addressed to the United States.

These mails shall be conveyed by United States mail packets between San Francisco and Hong Kong, via Yokohama, and by British mail packets between Hong Kong and Singapore or the Indian ports.

ARTICLE II.

The postage to be collected in the United States upon paid correspondence addressed to the Straits settlements or the British East Indies shall be 10 cents per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion, two cents each on newspapers or prices-current and eight cents per four ounces on book packets or packets of patterns or samples, and the postage to be collected in the Straits settlements or the British East Indies upon paid correspondence addressed to the United States shall be 10 pence per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion, and four pence per four ounces for newspapers, prices-current, book packets, or packets of patterns or samples.

The correspondence thus paid shall be delivered at the place of destination, whether in the United States or in the British possessions, free from all charge whatsoever.

Letters posted in either country unpaid or insufficiently paid shall nevertheless be forwarded and shall be charged at the place of destination with a rate of postage of the same amount that would be chargeable on a letter of like weight posted for despatch in the opposite direction, together with a fine of six pence in the Straits settlement or the British East Indies, or of twelve cents in the United States.

ARTICLE III.

The exchange of the correspondence referred to in Article II, preceding, shall not give rise to any accounts between the British and the United States post offices; each office shall keep the postage which it collects.

ARTICLE IV.

Every letter, newspaper, prices-current, book packet, or packet of patterns, or samples despatched from one office to the other, shall be plainly stamped in red ink with a stamp bearing the words "paid all" on the right hand upper corner of the address, and shall also bear the dated stamp of the office at which it was posted.

ARTICLE V.

Dead letters, newspapers, &c., which cannot be delivered from whatever cause, shall be mutually returned without charge monthly, or as frequently as the regulation of the respective offices will permit.

ARTICLE VI.

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

ARTICLE VII.

This convention shall come into operation on the first day of November, 1868, and shall be terminable at any time on a notice by either office of six months.

Done in duplicate and signed in Washington on the 28th day of July, A. D. 1868, and in London on the 14th day of August, 1868.

[SEAL.]

ALEX. W. RANDALL,
Postmaster General.

WASHINGTON, *July 28, 1868.*

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.

[SEAL.]

MONTROSE,
Postmaster General of the United Kingdom.

 CONVENTION

Between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland.

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 I.

There shall be an exchange of correspondence between the United Kingdom of Great Britain and Ireland and the United States of America, as well for letters, newspapers, book packets, and patterns or samples of

merchandise originating in the United Kingdom or in the United States, 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 Kingdom or through the United States.

ARTICLE II.

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 III.

The postage on a single international letter shall be sixpence in the United Kingdom and shall be twelve cents in the United States, and the authorized weight of a single letter shall be half an ounce in the United Kingdom or fifteen grams (by the metrical scale) in the United States.

For other than single letters the same charge shall be made for every additional half ounce or fifteen grams or fraction thereof.

The question of the further reduction of the letter rates of postage shall be considered at the expiration of twelve months from the commencement of this convention.

ARTICLE IV.

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 of twopence, to be retained by the British Post Office.

ARTICLE V.

International newspapers, book packets, (including printed papers of all kinds, maps, plans, prints, engravings, drawings, photographs, lithographs, sheets of music, &c.) and patterns and samples of merchandise, (including seeds and grain,) shall be transmissible by either office under such regulations as the despatching office may from time to time lay down, and at the following charges, viz:

For every newspaper not exceeding four ounces in weight, one penny in the United Kingdom and two cents in the United States.

For book packets and patterns, when not exceeding an ounce in weight, one penny in the United Kingdom and two cents in the United States.

When exceeding one ounce and not exceeding two ounces in weight, twopence in the United Kingdom and four cents in the United States.

When exceeding two ounces and not exceeding four ounces in weight, threepence in the United Kingdom and six cents in the United States.

For packets exceeding four ounces in weight, an additional rate of threepence, or six cents, for every four ounces or fraction of four ounces.

These regulations, however, shall include the following:

1st. The postage shall be fully prepaid.

2d. No book packet may contain anything 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.

3d. No book packet must exceed two feet in length or one foot in width or depth.

4th. 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.

5th. 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.

6th. 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 VI.

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, and in making said division the two offices shall account to each other for the following rates per ounce, or per pound, according to the weight in bulk of each class of international correspondence:

1. The British Post Office shall account to the United States Post Office for twenty cents an ounce on all paid international letters sent to the United States; for twenty cents an ounce on all unpaid international letters received from the United States; for seven and a quarter cents per pound on international newspapers sent to the United States, and for sixteen cents per pound on international book packets and patterns sent to the United States.

2. The United States Post Office shall account to the British Post Office for twenty cents an ounce on all paid international letters sent to the United Kingdom; for twenty cents an ounce on all unpaid international letters received from the United Kingdom; for eight and three-quarter cents per pound on international newspapers sent to the United Kingdom; for sixteen cents per pound on international book packets sent to the United Kingdom, and for nineteen cents per pound on patterns sent to the United Kingdom.

ARTICLE VII.

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 in closed mails across the Atlantic shall be computed at twenty cents per ounce, or per thirty grammes, and the charge for the sea conveyance across the Atlantic of newspapers, book packets, and patterns, or samples of merchandise, shall be computed at three pence per pound, or twelve cents per kilogram.

ARTICLE VIII.

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 IX.

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 to 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 X.

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 XI.

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 as follows: The British Post Office shall account to the Post Office of the United States for three and three-quarter cents an ounce for the conveyance of such letters through the United States; and the Post Office of the United States shall account to the British Post Office for 1 $\frac{1}{4}$ d. (one penny one farthing) per ounce for the conveyance of such letters through the United Kingdom.

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 four pence per kilogram for transit through the United Kingdom, and six cents per pound for transit through the United States.

ARTICLE XII.

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 XIII.

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 XIV.

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 XV.

The British Post Office shall account to the United States Post Office for the sum of two cents upon every single paid letter sent through the United Kingdom in ordinary mails addressed to the United States, and the United States Post Office shall account to the British Post Office for the sum of one penny upon every single paid letter sent through the United States in ordinary mails addressed to the United Kingdom.

ARTICLE XVI.

There shall be an exchange of correspondence between the United States of America 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 XVII.

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 XVIII.

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 XIX.

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 XX.

The convention for regulating the communication by post between the two countries, signed in London on the 18th June, 1867, shall cease to have effect on and from the date on which the convention now to be concluded shall be put in operation.

ARTICLE XXI.

This convention shall come into operation on the 1st January, 1869.

ARTICLE XXII.

This convention shall be terminable at any time, on a notice by either office of one year.

Done in duplicate and signed in London the seventh day of November, and at Washington the twenty-fourth day of November, one thousand eight hundred and sixty-eight.

[SEAL.]

MONTROSE,
Postmaster General of the United Kingdom.

[SEAL.]

ALEX. 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:

WILLIAM H. SEWARD,
Secretary of State.

WASHINGTON, November 24, 1868.

DETAILED REGULATIONS

Arranged between the General Post Office of the United States of America and the General Post Office of the United Kingdom of Great Britain and Ireland, for the execution of the convention of the 24th day of November, A. D. 1868.

ARTICLE I.

Each office shall send mails by well-appointed steamships of approved speed, sailing on stated days, between Liverpool and New York or Boston, and New York, or Boston, and Liverpool, via Queenstown, and also between Southampton and New York, and New York and Southampton,

as often as such steamships shall be despatched; provided that the mails so sent shall not be delayed by such mode of despatch, and provided that the cost of transit can be arranged by each office in accordance with the rates which that office may think it right to pay for the conveyance of mail matter.

If it be shown by either office that the sending of any portion of the international letters to any designated port causes a delay to such letters, it is agreed that the other office shall cease to send such letters to said port, unless when letters are specially addressed to be so sent.

ARTICLE II.

Accommodation for the sortation of letters on board shall be provided by the despatching office when desired by the office to which the mails are sent; the two offices to determine by mutual consent whether sorting officers (if employed) shall belong to the British or to the United States Post Offices, or partly to the one and partly to the other; the salaries of the sorting officers to be paid by that office to which the officers shall belong.

ARTICLE III.

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

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

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

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

ARTICLE IV.

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 4 oz. 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 4 oz. 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, 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 newspaper.

ARTICLE V.

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 VI.

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 VII.

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 lists 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 VIII.

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 IX.

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 four pence, 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 X.

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 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 XI.

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 XII.

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 XIII.

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 XIV.

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 XV.

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 XVI.

The detailed regulations agreed upon between the Post Offices of the United Kingdom and of the United States, in the convention signed at London, on the 18th June, 1867, shall cease to have effect on and from the day on which the present detailed regulations shall be put into operation.

Done in duplicate, and signed in London the 7th day of November, and in Washington the 24th day of November, one thousand eight hundred and sixty-eight.

JOHN TILLEY, [L. s.]
Sec. General Post Office, London.
 JOSEPH H. BLACKFAN, [L. s.]
Sup't Foreign Mails, Washington.

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 under-mentioned countries and colonies.

Countries and colonies.	Paid correspondence delivered by the U. S. Post Office to the British Post Office.			Unpaid correspondence delivered by the British Post Office to the U. S. 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.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Accra	12	2	6	20	2	6
Aden, via Southampton	18	b 4	8	26	b 4	8
Aden, via Marseilles	26	b 6	12	34	b 6	12
Africa, west coast of	12	2	6	20	2	6
Algeria	a 8	b 2	6	—	—	—
Ascension	24	2	6	32	2	6
Australia, via Southampton	12	4	8	20	4	8
Australia, via Marseilles	20	6	12	28	6	12
Austria	12	b 4	8	c 24	—	—
Azores	a 12	b 6	12	c 24	—	—
Baden	a 12	b 4	8	c 20	—	—
Bavaria	a 12	b 4	8	c 20	—	—
Belgium	6	b 2	6	14	—	—
Borneo, via Southampton	24	4	8	32	4	8
Borneo, via Marseilles	32	8	12	40	8	12
Bourbon	20	6	12	28	6	12
Brazil	24	2	6	32	2	6
Bremen	12	b 4	8	24	—	—
Brunswick	12	b 4	8	24	—	—
Buenos Ayres	24	b 2	6	32	b 2	6
Cape de Verdes	12	b 4	8	24	—	—
Cape of Good Hope	24	2	6	32	2	6
Canary Islands	a 12	b 4	8	c 20	—	—
Ceylon, via Southampton	18	4	8	26	4	8
Ceylon, via Marseilles	26	6	12	34	6	12
China, via Southampton	24	4	8	32	4	8
China, via Marseilles	32	6	12	40	6	12
Constantinople	a 12	b 4	8	c 26	b 4	8
Denmark	8	b 6	12	18	—	—
East Indies, via Southampton	18	b 4	8	26	b 4	8
East Indies, via Marseilles	26	b 6	12	34	b 6	12
Egypt, via Southampton	12	2	6	20	2	6
Egypt, via Marseilles	a 12	b 4	8	c 20	b 4	8
Falkland Islands	12	2	6	20	2	6
Fernando Po	12	2	6	20	2	6
France	a 8	b 2	6	—	—	—
Frankfort	12	b 4	8	24	—	—
Gambia	12	2	6	20	2	6
Gibraltar	12	2	6	20	2	6
Gold coast	12	2	6	20	2	6
Greece	a 16	b 2	6	c 24	—	—
Hamburgh	12	b 4	8	24	—	—
Hanover	12	b 4	8	24	—	—
Hesse	12	b 4	8	24	—	—
Hesse Homburg	12	b 4	8	24	—	—
Holland	6	2	6	14	—	—
Hong Kong, via Southampton	24	4	8	32	4	8
Hong Kong, via Marseilles	32	6	12	40	6	12
Ionian Islands	a 16	b 8	12	c 24	—	—
Italy (except papal States)	a 12	b 4	8	c 20	—	—
Japan, via Southampton	24	4	8	32	4	8
Japan, via Marseilles	32	6	12	40	6	12
Java, via Southampton	24	b 4	8	32	b 4	8
Java, via Marseilles	32	b 6	12	40	b 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
Lautenburg	12	b 4	8	24	—	—
Liberia	12	2	6	20	2	6
Lippe Detmold	12	b 4	8	24	—	—
Lubeck	12	b 4	8	24	—	—
Luxemburg	a 12	b 2	6	c 20	—	—

* In addition to these rates, the United States Post Office is to account to the British Office for three pence for every pound of newspapers, book packets, and patterns, according to the weight in bulk.

A.—Table showing the rates of postage to be accounted for, &c.—Continued.

Countries and colonies.	Paid correspondence delivered by the U. S. Post Office to the British Post Office.			Unpaid correspondence delivered by the British Post Office to the U. S. 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.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Madeira	12	b 4	6	24	—	—
Malta	12	2	6	20	2	6
Mauritius	20	6	12	28	6	12
Mecklenburg	12	b 4	6	24	—	—
Montevideo	24	b 2	6	32	b 2	6
Morocco	12	2	6	20	2	6
Nassau, duchy of	12	b 4	6	24	—	—
Natal	24	2	6	32	2	6
New South Wales, via Southampton	12	4	8	20	4	8
New South Wales, via Marseilles	20	6	12	28	6	12
New Zealand, via Southampton	12	4	8	20	4	8
New Zealand, via Marseilles	20	6	12	28	6	12
Norway	16	d10	12	28	—	—
Oldenburg	12	b 4	8	24	—	—
Papal States	a 12	b 2	6	c 20	—	—
Penang, via Southampton	24	b 4	8	32	b 4	8
Penang, via Marseilles	32	b 6	12	40	b 6	12
Philippine Islands, via Southampton	24	4	8	32	4	8
Philippine Islands, via Marseilles	32	6	12	40	6	12
Portugal	a 12	b 6	8	c 24	—	—
Prussia	12	b 4	8	24	—	—
Reuss	12	b 4	8	24	—	—
Russia and Poland	18	b 8	12	32	—	—
St. Helena	24	2	6	32	2	6
Saxe Altenburg, Saxe Coburg Gotha, Saxe Meiningen, Saxe Weimar, Saxony, Schaumburg Lippe, Schwartzburg Rudolstadt, Schwartzburg Sonderhausen	12	b 4	8	24	—	—
Singapore, via Southampton	24	b 4	8	32	b 4	8
Singapore, via Marseilles	32	b 6	12	40	b 6	12
Sierra Leone	12	2	6	20	2	6
Spain	a 12	b 4	8	c 20	—	—
Sweden	12	b 8	10	24	—	—
Switzerland	a 10	b 4	8	c 20	—	—
Tasmania, via Southampton	12	4	8	20	4	8
Tasmania, via Marseilles	20	6	12	28	6	12
Turkey, Moldavia, &c., viz: Adrianople, Antivari, Bourgas, Caife, Candia, Canea, Cavalla, Chio, Durazzo, Janina, Kustendjie, Larnaca, Philippopol, Prevesa, Retimo, Rutschuk, St. Sophia, Scutari, Seres, Tchernavoda, Tchesme, Tenedos, Valona	18	b 6	12	30	—	—
Bakan, Birlad, Botuschany, Bucharest, Fookschan, Jassy, Piatra, Plojeshte, Roman	14	b 6	12	26	—	—
Aleppo, Alexandretta, Beyrout, Dardanelles, Galatz, Gallipoli, Giurgevo, Ibraila, Ineboli, Jaffa, Jerusalem, Latakia, Messina, Metelin, Rhodes, Salonica, Samsoun, Sinope, Smyrna, Sulina, Trebizond, Tripoli, (Syria,) Tunis, Tultscha, Varna, Volo	a 12	b 4	8	c 26	—	—
Benha, Birket-el-Sab, Damanour, Kaferzajat, Tanta	22	b 6	—	34	—	—
Miholla, Samanud, Zagasik, Ziifta	24	b 6	—	36	—	—
Damietta, Mansoura	28	b 6	—	40	—	—
Porto Said	32	b 6	—	44	—	—
Victoria, via Southampton	12	4	8	20	4	8
Victoria, via Marseilles	20	6	12	28	6	12
Wurtemberg	a 12	b 4	8	c 20	—	—

* In addition to these rates, the United States Post Office is to account to the British Office for three pence 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 7½ 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 7½ 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 or patterns are to be accounted for for each four ounces or fraction thereof. The book and pattern post to Egypt, via Southampton and via Marseilles, 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, and patterns or samples of merchandise conveyed in transit through the United States in ordinary mails between the United Kingdom and the undermentioned countries and colonies.

	Rate for a single letter.	Rate for each newspaper.	Rate per pound for book packets or packets of patterns.
	Cents.	Cents.	Cents.
Acapulco.....	10	2	20
Aspinwall.....			
Belize, (British Honduras).....			
Brazil.....			
British North American provinces and possessions.....			
Central America, Pacific slope, via Panama.....			
China.....			
Costa Rica.....			
Cuba.....			
Guatemala.....			
Japan.....			
Mexico, direct from New York.....			
Nicaragua, Pacific slope, via Panama.....			
Panama.....			
Sandwich Islands.....			
St. Thomas, by Brazilian line of United States packets from New York.....			
Venezuela, by American and Venezuela packet.....			
West Indies, (British).....			

Date stamp.

C.

REGISTERED LETTER LIST FOR THE UNITED STATES.

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.	Ozs.	Dolls	Cts.	Dolls	Cts.	Lbs.	Ozs.	Lbs.	Ozs.	Dolls	Cts.	Dolls	Cts.	Dolls	Cts.
Statement by British Office.																
Statement by United States Office.																

(Signature of Receiving Officer.)

(Signature of Dispatching Officer.)

ACKNOWLEDGMENT 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, _____, _____ day of _____, 186-.

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

TABLE I.—UNPAID CORRESPONDENCE TO THE CREDIT OF THE BRITISH OFFICE.

Nos.		Statement by the British Office.		Statement by the U. S. Office.	
		Grams.		Grams.	
1	Unpaid and insufficiently paid international letters, at 20 cents per 30 grams.....				
2	Unpaid letters for countries in transit through the United States, at 10 cents per 15 grams each letter.....	Dolls.	Cts.	Dolls.	Cts.
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	Missent, redirected, and returned letters received from the United States.....	Dolls.	Cts.	Dolls.	Cts.

D.—Letter-bill for the correspondence between the United Kingdom, &c.—Continued.

TABLE II.—PAID CORRESPONDENCE TO THE CREDIT OF THE UNITED STATES OFFICE.

Nos.		Statement by the British Office.		Statement by the U. S. Office.	
		<i>Lbs.</i>	<i>Ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>
6	Paid international letters, at 20 cents per ounce.....				
7	Paid letters for the United States from countries in transit through the United Kingdom, at 2 cents per half ounce each.....				
8	Paid letters for countries in transit through the United States.....	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>
9	Paid newspapers for the United States, at 7½ cents per pound.....				
10	Paid book packets and patterns of merchandise for the United States, at 16 cents per pound.....	<i>Lbs.</i>	<i>Ozs.</i>	<i>Lbs.</i>	<i>Ozs.</i>
11	Paid newspapers for countries in transit through the United States.....	<i>Dolls.</i>	<i>Cts.</i>	<i>Dolls.</i>	<i>Cts.</i>
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.				

— registered letters are sent in this mail, the addresses of which are entered on a separate bill.

TABLE III.—CORRESPONDENCE WHICH FORMS NO ACCOUNT BETWEEN THE TWO OFFICES.

	<i>Number.</i>	<i>Number.</i>
15 Letters from countries in transit through the United Kingdom the United States postage upon which has not been paid.....		

TABLE IV.—CLOSED MAI LS FOR THE UNITED STATES AND COUNTRIES IN TRANSIT THROUGH THE UNITED STATES.

Origin.	Destination.	No. of mails.	Weight of letters.	Weight of printed papers.	No. of mails.	Weight of letters.	Weight of printed papers.
			Ounces.	Ounces.		Ounces.	Ounces.
France, Paris	United States.		"	"			
Havre.....	"		"	"			
travelling office	"		"	"			
Paris to Calais.	"		"	"			
travelling office	"		"	"			
Lille to Calais.	"		"	"			
Belgium, Ostend	"		"	"			
Antwerp	"		"	"			
travelling office	"		"	"			
Ostend	"		"	"			
Prussia, Aix-la-Chapelle	"		"	"			
Italy, travelling office..	"		"	"			
Turin to Susa	"		"	"			
London	Havana.					"	"
"	Mexico.					"	"
"	Honolulu.					"	"
"	Canada.					"	"
"	Nova Scotia.					"	"
"	New Brunswick.					"	"
"	Prince Edward Island.					"	"
"	Belize.					"	"
"	British Columbia.					"	"
"	Vancouver's Island.					"	"
"	Panama.					"	"
"	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 Offices.
	Number of letters.	Amount of postage.	Number of letters.
<i>British sea postage on paid letters sent to ——.</i>			
Not exceeding ½ ounce			
Above ½ ounce, and not exceeding 1 ounce.....			
Various weights above 1 oz.			
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. S. Office.		Verification by the British Office.	
		Dollars.	Cents.	Dollars.	Cents.
	<p>§1. <i>Correspondence for the western coast of South America.</i></p> <p>Paid letters at 1s. per $\frac{1}{2}$ ounce</p> <p>Paid newspapers at 2d. each</p> <p>Paid book packets.....</p> <p>§2. <i>Correspondence for Australia or New Zealand.</i></p> <p>Paid letters at 6d. per $\frac{1}{2}$ ounce.....</p> <p>Paid newspapers at 2d. each</p> <p>Paid book packets.....</p>				

_____,
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. S. Office.		Verification by the British Office.	
		Dollars.	Cents.	Dolls	Cents.
	<p>Paid letters from the United States for foreign ports.</p> <p>Paid newspapers from the United States for foreign ports.</p> <p>Total.....\$</p>				

_____,
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. S. 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.				No.
	Unpaid letters from the United States for British colonies, &c.				
	Newspapers from the United States for British colonies &c.				

Postmaster of _____.

Table showing the number and aggregate pay of letter-carriers at the offices named in comparison with the postages on local matter at each office.

Offices.	No. carriers.	Amount paid carriers, including incidental expenses.	Postage on local matter.
New York.....	308	\$218,351 17	\$244,608 26
Philadelphia.....	164	132,367 28	70,735 22
Chicago.....	76	60,642 07	20,858 40
St. Louis.....	45	40,711 57	10,388 50
Boston.....	57	50,876 94	34,961 30
Baltimore.....	53	47,972 34	7,997 09
Cincinnati.....	42	39,288 33	11,561 07
Brooklyn.....	36	34,679 86	6,702 15
Cleveland.....	23	21,743 80	3,810 89
Buffalo.....	27	22,638 01	4,725 67
Detroit.....	20	17,246 09	3,819 33
Milwaukee.....	18	16,919 28	2,352 84
Washington, D. C.....	30	25,690 04	4,139 33
Albany.....	21	19,301 24	2,994 05
Louisville.....	19	16,866 28	3,377 74
Syracuse.....	13	11,460 16	1,970 38
Pittsburg.....	16	14,243 70	3,903 56
Rochester.....	17	14,168 63	2,652 02
Newark.....	21	20,009 63	2,823 52
Williamsburg.....	12	9,518 24	1,055 36
Troy.....	11	10,449 57	2,670 02
Utica.....	12	11,121 41	1,289 04
Memphis.....	12	11,257 54	1,496 88
Toledo.....	9	8,377 66	1,009 79
Providence.....	11	10,428 00	4,216 42
Hartford.....	7	6,833 09	2,020 39
Wilmington, Del.....	5	4,571 60	839 47
Jersey City.....	5	4,978 90	589 79
New Haven.....	7	6,862 41	2,507 13
Portland.....	8	7,205 14	1,469 64

Table showing the number and aggregate pay of letter-carriers, &c.—Continued.

Offices.	No. carriers.	Amount paid carriers, including incidental expenses.	Postage on local matter.
Charlestown.....	5	\$5,178 66	\$988 83
Worcester.....	6	5,903 58	1,608 38
Allegheny.....	6	4,228 98	1,252 44
Lowell.....	6	5,567 70	700 62
Erie.....	7	6,071 55	975 67
Manchester.....	5	4,393 12	375 07
Lynn.....	4	3,670 35	334 22
Reading.....	6	4,511 39	734 62
Roxbury.....	4	5,549 34	685 38
Cambridge.....	4	3,701 77	485 02
Lancaster.....	6	2,880 31	427 28
Lawrence.....	6	*3,544 05	372 59
Harrisburg.....	4	3,177 34	253 18
New Bedford.....	5	4,790 11	656 11
Cambridgeport.....	3	2,926 07	215 46
Trenton.....	3	2,788 12	590 21
Nashville.....	7	6,633 01	1,123 71
Salem.....	6	*3,638 56	398 33
Total.....	1,198	995,934 59	475,982 36

* Three quarters.

Statement showing the operations of the free delivery system at the following offices, for the year ended June 30, 1868.

Offices.	Total mail letters delivered.	Total local letters delivered.	Total newspapers delivered.	Total letters collected.	Amount paid carriers, including incidental expenses.	Average cost per letter.	Average number letters per carrier.
New York.....	13,680,735	5,983,494	2,263,717	24,618,218	\$218,351 17	0 4 9-10	143,774
Philadelphia.....	7,388,634	3,137,186	2,341,422	8,692,599	132,367 28	0 6 4-5	117,185
Chicago.....	5,731,250	727,769	1,191,404	4,765,050	60,642 07	0 5 2-5	147,684
St. Louis.....	4,058,407	437,116	1,368,663	2,495,944	40,711 57	0 5 4-5	155,366
Boston.....	3,535,254	939,575	564,493	4,248,738	50,876 94	0 5 4-5	153,045
Baltimore.....	2,368,259	271,887	616,279	1,484,542	47,972 34	1 1 3-5	77,824
Cincinnati.....	2,108,512	316,526	343,811	1,491,018	39,288 33	1 0 3-10	93,239
Brooklyn.....	1,953,949	264,764	451,188	715,093	34,679 86	1 1 9-10	81,494
Cleveland.....	1,646,616	115,711	555,437	1,166,619	21,743 80	0 7	127,345
Buffalo.....	1,144,301	126,529	417,382	914,968	22,638 01	1 0	80,955
Detroit.....	1,232,268	148,805	346,976	896,793	17,246 09	0 7 2-5	115,393
Milwaukee.....	1,069,628	73,765	296,325	828,249	16,919 88	0 8	109,536
Washington, D. C.....	1,325,406	136,890	417,853	874,104	25,690 04	1 0	81,213
Albany.....	1,401,080	107,875	251,947	655,728	19,301 24	0 8 4-5	103,080
Louisville.....	1,306,185	118,016	351,494	834,745	16,866 98	0 7 2-5	118,892
Syracuse.....	1,076,791	93,019	313,206	432,346	11,460 16	0 5½	146,319

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.

Total operations of the appointment office for the year ended June 30, 1868.

States and Territories,	Post office.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of names and sites.	Resigned.	Removed.	Deceased.	
Alabama.....	171	70	.....	.....	76	41	6	364
Alaska.....	1	.....	.....	.....	.....	.....	.....	1
Arizona.....	1	1	.....	.....	3	4	.....	9
Arkansas.....	135	24	3	2	72	27	4	265
California.....	36	25	10	6	76	36	2	185
Colorado.....	13	11	.....	.....	22	6	.....	52
Connecticut.....	4	3	6	4	26	47	7	93
Dakota.....	9	4	.....	.....	6	2	.....	21
Delaware.....	11	2	.....	.....	5	2	1	21
District of Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida.....	27	4	.....	.....	17	13	.....	61
Georgia.....	82	26	3	2	68	33	7	219
Idaho.....	3	3	4	2	12	5	.....	27
Illinois.....	70	47	15	6	247	41	12	432
Indiana.....	53	33	13	4	263	65	18	445
Indian Territory.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa.....	79	32	21	9	211	34	7	384
Kansas.....	48	20	16	11	76	25	5	190
Kentucky.....	80	33	16	11	146	25	8	308
Louisiana.....	44	19	.....	.....	39	22	9	133
Maine.....	20	10	10	3	110	13	9	172
Maryland.....	25	3	4	4	65	5	4	106
Massachusetts.....	8	3	4	.....	58	8	5	86
Michigan.....	34	18	6	2	78	27	5	168
Minnesota.....	77	15	7	4	94	26	4	223
Mississippi.....	49	9	1	.....	41	13	4	117
Missouri.....	146	59	24	15	201	64	13	507
Montana.....	15	2	.....	.....	9	1	.....	27
Nebraska.....	39	6	9	7	39	4	.....	97
Nevada.....	4	16	.....	.....	5	3	.....	32
New Hampshire.....	8	8	2	2	32	20	6	78
New Jersey.....	31	6	8	3	53	12	5	115
New Mexico.....	16	7	.....	.....	4	5	.....	32
New York.....	50	23	21	7	280	79	26	479
North Carolina.....	98	30	1	1	130	62	9	330
Ohio.....	59	28	9	5	321	83	25	525
Oregon.....	15	6	2	2	19	4	1	47
Pennsylvania.....	86	40	34	25	323	97	18	598
Rhode Island.....	3	.....	2	1	6	.....	4	14
South Carolina.....	80	20	3	2	44	21	3	171
Tennessee.....	106	50	10	4	144	24	4	338
Texas.....	85	43	7	2	114	36	17	362
Utah.....	19	14	4	3	11	2	2	52
Vermont.....	7	2	3	2	54	6	6	78
Virginia.....	105	26	4	3	152	49	5	341
Washington.....	8	5	.....	.....	12	5	.....	30
West Virginia.....	70	20	6	3	105	59	5	265
Wisconsin.....	37	23	17	10	146	38	1	262
Wyoming.....	1	.....	.....	.....	.....	.....	.....	1
Total.....	2,167	849	305	167	4,021	1,194	267	8,803

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, 1867.	Increase.	Decrease.	By the President of the United States, June 30, 1867.	Increase.	Decrease.	By the President of the United States, June 30, 1868.	Total by the Postmaster Gen- eral, June 30, 1868.	Whole number of offices in the United States June 30, 1868.
Alabama	374	101		8			8	467	475
Alaska		1						1	1
Arizona	15							15	15
Arkansas	240	111		3			3	348	351
California	433	11		18			18	426	444
Colorado	73	2		3			3	72	75
Connecticut	392	1		25			25	368	393
Dakota	26	5		1			1	30	31
Delaware	77	9		1			1	85	86
District of Columbia	5			2			2	3	5
Florida	85	23		4			4	104	108
Georgia	394	56		12			12	438	450
Idaho	31			1	1		2	29	31
Illinois	1,524	23		73	2		75	1,472	1,547
Indiana	1,250	20		41		1	40	1,230	1,270
Indian Territory									
Iowa	1,007	47		31			31	1,023	1,054
Kansas	391	28		7		1	6	323	329
Kentucky	825	47		15	3		18	854	872
Louisiana	178	25		3			3	200	203
Maine	790	10		2			22	778	800
Maryland	453	22		8	1		9	466	475
Massachusetts	665	5		64			64	606	670
Michigan	886	16		40			40	862	902
Minnesota	512	62		7	3		10	564	574
Mississippi	300	40		9			9	331	340
Missouri	975	87		19	1		20	1,042	1,062
Montana	23	13		2			2	34	36
Nebraska	125	33		2			2	156	158
Nevada	51		8	4			4	39	43
New Hampshire	398		4	12			12	382	394
New Jersey	478	25		24			24	479	503
New Mexico	34	9		1			1	42	43
New York	2,569	27		115			115	2,481	2,596
North Carolina	623	68		7			7	684	691
Ohio	1,942	31		70	2		72	1,901	1,973
Oregon	120	9		3			3	126	129
Pennsylvania	2,593	46		85			85	2,554	2,639
Rhode Island	96	2		8			8	90	98
South Carolina	225	60		5			5	280	285
Tennessee	653	56		7	1		8	701	709
Texas	452	42		10			10	484	494
Utah	92	5		1			1	96	97
Vermont	442	5		14			14	433	447
Virginia	880	79		15			15	944	959
Washington	63	3						66	66
West Virginia	516	50		5			5	561	566
Wisconsin	977	14		30			30	961	991
Wyoming		1						1	1
Total	25,163	1,330	12	837	14	2	849	25,632	26,481

Table showing the number of offices established and re-established in the southern States from April 1, 1865, to September 30, 1868, giving the number in each year and the aggregate.

States.	From April 1, 1865, to June 30, 1866.			From July 1, 1866, to June 30, 1867.			From July 1, 1867, to June 30, 1868.			From July 1, 1868, to September 30, 1868.			Total established.	Total re-established.	Grand total.
	Established.	Re-established.	Total.	Established.	Re-established.	Total.	Established.	Re-established.	Total.	Established.	Re-established.	Total.			
Alabama	6	184	190	8	128	136	17	152	169	5	12	17	36	476	512
Arkansas		94	94	16	134	150	31	101	132	10	16	26	57	345	402
Florida	3	51	54	6	37	43	6	20	26	1	2	3	16	110	126
Georgia	5	294	299	9	86	95	14	68	82	3	8	11	31	456	487
Louisiana	4	105	109	14	71	85	9	35	44	2	4	6	29	215	244
Mississippi	1	173	174	8	129	137	11	38	49	3	16	19	23	356	379
North Carolina	6	493	499	11	121	132	14	84	98	3	18	21	34	716	750
South Carolina	2	140	142	4	95	99	6	73	79		5	5	12	313	325
Tennessee	45	399	444	37	169	206	47	60	107	7	12	19	136	640	776
Texas	4	252	256	24	142	166	37	48	85	7	9	16	72	451	523
Virginia	19	680	699	18	170	188	38	67	105	4	16	20	79	933	1,012
Totals.....	95	2,865	2,960	155	1,282	1,437	230	746	976	45	118	163	525	5,011	5,536

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST OFFICE DEPARTMENT,
Washington, October 25, 1868.

SIR: I have the honor to make a final report of my action, under your direction, in the case of *The United States vs. Boyd et al.*, in the high court of chancery held at Toronto, Canada.

The facts in the case are, briefly, these: In July, 1864, the steamer *Electric Spark*, conveying the United States mails from New York to New Orleans, was captured by the armed steamer *Florida*, a war vessel commissioned by the so-called Confederate States of America. This steamer was built in Liverpool, England, for the confederate government, by Messrs. Miller & Sons, and sailed, under the name of the *Oreto*, under British colors, for Nassau, where her name and flag were changed and she was taken command of by one Maffit, formerly a lieutenant in the United States navy. She sailed under confederate colors for Mobile in August, 1862, and left Mobile bay on her piratical excursion in October of the same year. She was purely and simply a pirate, as is shown by the sworn depositions of two of her officers, who were examined in this case in New York, and who testified that no official or authorized division of booty was ever made during the entire cruise, but that officers and crew took from the captured vessels such articles as suited their fancy, and kept them. Under this neat and novel system of distribution Richard Taylor, who was then acting as purser or paymaster of the *Florida*, and who is now president of a national bank in Virginia, appropriated to his own use two or three packages of United States postage stamps, in value about \$10,500, which had been sent to fill orders of the postmasters at New Orleans and two other towns in Louisiana. After the overthrow of the rebellion, in September, 1865, he sold these postage stamps, representing them to be redeemable like any United States currency, to Alfred Woods, a curbstone stock broker of Liverpool, for £1,180 sterling in promissory notes, upon which he, Taylor, realized the money and put it in his pocket. One of these notes, for £400, is paid; the other, for £780, is held, or was held last summer, by some money lender in Glasgow, as collateral security. Woods sent these stamps to Messrs. Boyd & Arthurs, commission merchants at Toronto, Canada, who telegraphed to bankers in New York to know if and upon what terms they could be sold in New York. The latter applied for information to B. K. Sharretts, special agent of the Post Office Department at New York, who took the first train for Toronto, where he obtained from the high court of chancery an *ex parte* injunction restraining the sale of the stamps and placing them in the hands of the sheriff. This was in December, 1865; and in August last a decree was rendered awarding costs to the United States and ordering a return of the stamps. The package of stamps arrived at your department a few days ago. Some delay will be experienced in the collection of the taxable costs, but it is believed that they will be collected eventually. The master has not yet settled the taxation, but it is likely that the costs will amount to between \$2,000 and \$2,500 in gold. The bills for expenditures are not all in yet, but they will fall below the value of the stamps, and will be materially reduced when the taxable costs shall be collected.

After the bill in chancery was filed, the case was referred to Hon. Caleb Cushing, under his general retainer as consulting counsel in suits in foreign countries where the United States is a party in interest, and he made a report summing up the facts and the law in the case, and expressed the opinion that a bill in chancery such as that filed in the Canadian court ought to be successful. After this there were repeated and urgent demands

from our solicitors at Toronto that steps should be taken to prepare the testimony in the case, and some investigations were made by the Solicitor of the Treasury and by special agents of the Post Office Department, but there was, in fact, no law officer of the government within the scope of whose regular duties the care of this case would properly come; but a nonsuit was imminent, and you therefore employed Hon. Caleb Cushing as counsel, under whose instructions I was requested by you, with the consent of the Auditor of the Treasury for the Post Office Department, which was readily granted, to prepare the testimony. In March, 1867, I went to Toronto and had a long consultation with the solicitor for the United States, Mr. George Morphy. Long and elaborate interrogatories were prepared, and the evidence was thoroughly studied and canvassed. The time for the examination was fixed for May 6, 1867, at New York, at which time I had collected together the necessary witnesses from Florida, Baltimore, Norfolk, and New York. The examination occupied about ten days, and twelve depositions were taken. The ordering, furnishing, and shipping of the stamps were proved, and the capture of the same and their transfer to the deck of the Florida. I then proceeded to Washington, and here three witnesses were examined—among them Hon. F. E. Spinner and Hon. A. N. Zevely—as to the real character and proper uses of postage stamps, it having been set up by the defence that they did not differ, in law and in fact, from United States fractional currency. In July, 1867, I proceeded to Liverpool, England, where I acted as counsel for the United States, (the examinations in this country were conducted chiefly by Mr. Morphy,) and cross-examined the defendant Woods on his answer, and took, besides, six depositions. In this testimony the bad faith of the whole transaction of the sale was made clearly to appear, and the last pretence of the defendants was utterly destroyed. In fact, the opinion of the court turns chiefly, if not exclusively, upon the Liverpool evidence, which, fortunately, was so completely impervious to doubt or objection as to render the case for the complainant perfect and without flaw.

It has been a source of unalloyed gratification to the professional gentlemen engaged in this case on the part of the United States that their efforts have been crowned so completely and unequivocally with success, a result which, I beg to say, not one of them ever for a moment doubted would be accomplished.

In view of the novelty and importance of this case, and its historical character, I take the liberty to state, as succinctly as possible, the points involved and actually argued, and to enclose the opinion of the court, which was delivered by the vice-chancellor. This is the first case involving questions of international importance growing out of the late rebellion which has been decided by a foreign court upon full proofs taken and issue joined, after full arguments on both sides. I therefore expected and hoped that the opinion of the court would consider some of the new and interesting questions raised by the counsel for the United States. It seems, however, that the great care taken to perfect the evidence in the case, although it secured our success, deprived us of the pleasure of hearing the opinion of a very able and distinguished court on subjects of such great present interest. The vice-chancellor, you will perceive, passes over the questions of greatest magnitude which were argued by the complainants, and addresses himself solely to the defence set up, which he demolishes very neatly and thoroughly. The very fact, however, that this flimsy pretence of good faith is the only defence that could be set up, and was the only part of the case that the court thought worth noticing, is sufficiently suggestive of itself. The silence of the court may

perhaps be construed to admit the postulates of the United States, for surely they are not denied, and are radically essential to the decision rendered.

The United States claimed: 1st. That the capture of these stamps by a vessel having in law no national status, not recognized by any nation of the earth as bearing a national flag, not permitted access to any prize courts, nor to any port, except as a matter of common charity, whose legal character was that of a pirate, and whose practices were proved by the evidence to be in point of fact of a purely piratical character, was an act of piracy, and therefore a felony; and that the common law principle that "the taint of felony follows the goods," and no title can be given except by the *bona fide* actual owner, was applicable to this case. This point was not considered by the court.

2d. That there was no condemnation by a prize court, through which alone title to property captured on the high seas can pass. In reference to this point, the court says that "if there had been" [such condemnation] "the property would still be the plaintiff's, as there is no evidence whatever of its ever having been parted with by the confederate government." This sentence impliedly admits the piratical character of the Florida as proved by the evidence, Taylor having, as was done by the other officers, appropriated the captured property to his personal use.

3d. That the capture of a promissory note, or other evidence of debt or promise to perform a service, carries no right to the captor to demand the performance of the service. This point is conceded by the court. A postage stamp is simply a promise on the part of the government to perform mail service, and is in no point of view a contract to pay money.

4th. That it is a part of the law of nations that the conqueror succeeds to the property of the conquered, and that even if the so-called confederate government had gained a legal title to these stamps, they were at the time of the sale, September, 1865, the property of the United States. This point was conceded by the court, thus expressly confirming the case of *United States vs. Prioleau*, 11 Jurist United States, 792, and the date of the sale was proved by the Liverpool evidence, as was also the fact that at that time it was universally known at Liverpool, and had been for five months, that the civil war in America had ended, and the authority of the United States been restored.

5th. That it is a rule in equity that he who claims title by reason of purchase for value, must prove that he has actually paid the purchase money, and not merely secured it. The contrary was clearly and fully proved by the Liverpool evidence, which is fully commented upon by the court, and thus the last vestige of the defence was destroyed.

6th. The defence also claimed that by act of Congress postage stamps were made fractional currency—a natural enough misconception of the fractional currency act of 1862, which was effectually corrected by the evidence of Hon. F. E. Spinner, United States Treasurer, and Hon. A. N. Zevely, Third Assistant Postmaster General.

7th. The United States also claimed, and proved by the evidence, that the title to postage stamps must necessarily pass through some postmaster or other officer of the department, there being no other person authorized to sell them at first hands; so that when it was proved that, after having left the factory at New York, they had never passed into the hands of an officer of the United States for sale or distribution, according to law, they must necessarily have been unlawfully obtained.

To sum up, it may be said that, as a result of this litigation, \$10,500

has been saved to the government at a moderate cost, and important principles, the establishment of which was worth almost any outlay of money, have been settled and confirmed.

I have the honor to be, very respectfully, your obedient servant,
 JOSEPH A. WARE.
 Hon. ALEX. W. RANDALL, *Postmaster General*.

IN CHANCERY.

THE UNITED STATES *vs.* BOYD.

Hon. J. H. Cameron, Q. C., Edward Blake, Q. C., and George Morphy, counsel for plaintiffs, the United States; and John Roaf and W. B. McMunich, counsel for defendants.

This is a suit respecting certain United States postage stamps (350,000 3-cent and some 12-cent, making together about \$10,500 worth) which the plaintiffs claim as theirs, and which are in the possession of the defendants, Messrs. Boyd & Arthurs, merchants of this city, as agents for their co defendant, Arthur Woods. The bill prays that these postage stamps may be declared to be the plaintiffs' property, and may be delivered up to them, and that the defendants may be restrained meanwhile from selling or parting with the stamps, and for general relief. The defendant, Woods, claims to have purchased the stamps, without notice of the plaintiffs' right to them, from a broker in Liverpool who had them in his possession at the time, and who was believed by the defendant to have power to sell them.

Subject to this defence it is quite clear that the stamps are the property of the plaintiffs. The evidence satisfactorily establishes that these stamps were despatched by the proper officers of the United States government, in pursuance of their official duty, to certain postmasters in the State of Louisiana, by the ship *Electric Spark*, which sailed from New York for New Orleans on the 9th of July, 1864; that on the day following the *Electric Spark* was captured by the *Florida*, a ship in the service of the Confederate States, and that these stamps, with the rest of the cargo, were taken possession of by the captors. There was no condemnation by a prize court, and if there had been the property would still be the plaintiffs', there being no evidence whatever of its having been parted with by the government of the Confederate States. The plaintiffs have regained their authority in those States; the government for which the capture was made has ceased to exist, and it has been expressly decided in England that the plaintiffs are now entitled to all the property to which the confederate government had the right during its existence.*

The learned counsel for the defendant contended that property of this kind is equivalent to money and cannot be followed by the owner; but the reverse is clearly settled. †

He contended also that the plaintiffs' only remedy is at law; the authorities negative that view likewise. ‡

But the defence chiefly relied upon was the defendants' alleged purchase without notice. The purchase took place at Liverpool, England, on the 21st of September, 1865, which was some months after the rebellion was at end. The purchase was made from one Allan S. Hanckel, a commission merchant in Liverpool, who was acting in the transaction

* *United States vs. Prioleau*, 11 Jurist U. S., 792.

† See *Prentiss vs. Brennan*, 1 Gr., 489, et. seq.; *Miller vs. Race*, 1 Burr, 452; *S. C.* and notes, 1 W. and L.; *Lead Ca.* and notes, 450; *Pennell vs. Doffel*, 4 D. G. Mc. N. and G., 372, 388; *Harford vs. Lloyd*, 29 Beav., 310; *Case vs. James*, 29 ib., 512.

‡ See cases *Kerr on Inj.*, 595.

for one Richard Taylor, an officer of the Florida at the time of the capture. The 3-cent stamps were in seven packets of 50,000 each, and these, with, I presume, a packet containing the 12-cent stamps, were delivered by Hanckel to the defendant at or about the time of the purchase, but the price agreed upon (£1,120) was not then paid. On or before the 27th of September the defendant handed over the packets to Messrs. Gillespie & Co., brokers, in Liverpool, who had correspondents in America, to be sent to Toronto for sale; and the packets were accordingly forwarded by Messrs. Gillespie & Co. to the defendants, Boyd & Arthurs, for that purpose. Afterwards the defendants gave Hanckel two promissory notes of £400 and £720 respectively, for the purchase money, payable on demand, with interest, and dated 1st of October, 1865. A receipt from Hanckel for the purchase money is produced, dated 10th of October, 1865, but nothing was actually paid until the following February. Meanwhile, viz., on the 30th of November, 1865, Messrs. Gillespie & Co. wrote to Messrs. Boyd & Arthurs, requesting them, if they had not yet succeeded in effecting a sale, to send the stamps to a certain firm in Hamilton, or to send them, packet by packet, as one is sold, to a gentleman in New York, whom they name, for sale on their account. Before receiving this letter Boyd & Arthurs had been endeavoring to effect a sale, and the fact of their having in their possession this enormous amount of postage stamps had in this way come to the knowledge of the United States authorities. The result was that after some ineffectual conversations with Messrs. Boyd & Arthurs a bill was filed in the court against those gentlemen on the 9th of December, 1865, and an *ex parte* injunction was granted the same day restraining the sale of the stamps until the further order of the court. The defendants filed their answer on the 3d of February, 1866, evidently after communicating with the defendant, Woods, on the subject of the suit. By this answer they disclosed the interest possessed or claimed by Woods in the stamps, and submitted that he was a necessary party to the suit. The plaintiffs accordingly, on the 17th of March, filed an amended bill against Woods and the original defendants, and on the 25th of May the answer of Woods was filed. By this answer the defendant, Woods, alleged that the whole purchase money (£1,125) had been paid by him; and it is now admitted that this was not the fact, and that the £725 note is not yet paid. No explanation is given of this discrepancy. It was contended on the part of the plaintiffs that the defence of a purchase without notice is not available in a case of such a purchase as the present any more than in case of a purchase of land unless the whole price is paid before notice of the adverse claim. The defendant claims the stamps as legally his, and if they are legally his he is entitled to succeed. Is actual payment of the whole price necessary at law to sustain such a claim? If Hanckel could not give a good title to the stamps,* and the consideration, therefore, wholly failed, I presume the defendant was not bound to pay the promissory notes, and any payment after notice of the adverse claim was in the defendant's own wrong. But it is unnecessary to decide this part of the case, as I am of opinion that the evidence sufficiently proves that at the time of the defendant's purchase and of giving the notes he either had notice of the facts on which the plaintiffs' right rests, or had "the means of knowledge to which he wilfully shut his eyes,"† and he is, therefore, to be treated as if he had knowledge. He himself denies notice, but after the incorrect statement he has made as to having paid the whole price, I am not at liberty to attach much weight to the denial.

* Addison on Contracts, 5th ed., pp. 224, 225. † May vs. Chapman, 16 M. and W., 361.

The defendant has been for upwards of 20 years carrying on business in Liverpool as a stock and share broker and dealer in all negotiable securities; but neither he nor any one else has heard of any sale of United States postage stamps in England, except the one in question, and one other, the amount of which no witness states. Indeed, postage stamps were not a kind of property that was dealt in anywhere. Even in the United States no private person has ever held any such amount as that in question. Statements to this effect are made by various witnesses, though, from the nature of the case, one could hardly have doubted that the fact was so, even had there been no express evidence of it. The purchase of such securities cannot, therefore, be said to have been in the usual course of business, but was, on the contrary, wholly out of the usual course of business.

Then how could the seller of these stamps have got so enormous a quantity? What did he get them for? The stamps are in sheets and, as I understand, have on them the adhesive matter which fits them for their purpose as postage stamps, and they must have presented when bought, as they still present, all the appearance of being in the original post office packages. What could they have been brought to England for? How could they have got there? A speculation and an investment were equally out of the question; and, in fact, the learned counsel for the defendant did not suggest any possible way in which a sane man, in the defendant's position, could have imagined the possession to have been obtained honestly, except by the very means that the possession was obtained as proved by the witnesses. The war, and the occasional capture of United States vessels, were facts which the defendant, a Liverpool broker, could not but have known and been familiar with. Further, the defendant believed the stamps equal to gold currency in the United States, as he explicitly states in two letters written in September, 1864, to Messrs. Gillespie & Co., and yet he bought at not much more than half this price; a circumstance always, both at law and in equity, held to be of great weight in determining the question as to the *bona fides* of such a purchase.*

Then, instead of sending his property to the United States, where the sale would, manifestly, be readiest and to the greatest advantage, he had it sent for sale to another foreign country, (Canada,) and authorizes the sale to be made there at a large discount to the buyer. This took place immediately after the defendant's purchase, and before he had paid his purchase money or given his notes for it. A few weeks later, the consignees in Canada were instructed, in case the stamps remained unsold, to send them to New York, a packet at a time, according as one was sold. What was the reason of this caution?

Every step in their proceedings implies that both parties were well aware, or strongly apprehended, that there was an infirmity about the title; they acted in a way that is unintelligible on any other supposition. If the defendant did not know the facts, it is plain that he violently suspected them and did not choose to avail himself of any means of knowledge. Confessedly, he made no inquiry about the name of the owner, or about the title; he made no inquiry of Hanckel, or of the United States consul at Liverpool, or of any one else.†

Can I hesitate to say that he preferred being ignorant of what he might learn? Such a purchaser cannot protect himself as having bought *bona fide* without notice.

* *Lee v. Hart*, 10 Exch. 559 and 560; *Raphael v. Bank of England*, 17 C. B. 173; *Darley v. Defries*, 11 W. R. 376; *Crawford v. Meldum*, 3 N. C. En and Appl. 101.

† See *The Mayor of Berwick on Tweed v. Murray*, 7 D. and G., M. and G., 417, 512, 513.

I think the plaintiffs are entitled to a decree for the stamps, with costs, as against the defendant Woods, who should also pay the costs of his co-defendants. *

REPORT OF THE AUDITOR.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
Washington, November 16, 1868.

SIR: The statements and tables herewith submitted, numbered from 1 to 40, both inclusive, will exhibit the operations of this office for the fiscal year which ended on the 30th of June last.

The receipts for the year show a satisfactory increase from those of the year preceding, rising from \$15,237,026 87 in 1867, to \$16,292,600 80 in 1868.

The expenditures, however, have been augmented in greater proportion, and have absorbed not only the current postal receipts of the department, but the balances of special appropriations granted by Congress for the supply of anticipated deficiencies unexpended at the close of the preceding year.

The extra and additional expenses for which these special appropriations were chiefly made have been unusually large during the past year, and this special fund being exhausted, the resources of the department for the current year will be limited to its ordinary postal revenues, and it is apparent that these alone will be insufficient.

By reference to the revenue account it will be seen in what branches of the service these increased expenditures have been incurred, and how impossible it will be to maintain the improvements and extensions recently adopted, without the aid of further appropriations. The ordinary postal revenues will be as inadequate for the support of these additional services in the future as in the past.

Among the extraordinary demands upon the department may be enumerated, as per table:

1. The expense of supporting the system of free delivery of letters and newspapers in the cities and towns where it is now authorized, which additional service amounts to the sum of \$995,934 59.

2. The maintenance of postal service upon the exceedingly long and expensive mail routes recently established in the new and remote States and Territories, and which has cost the department \$3,849,560 68. Of this sum, but \$1,014,700 26 has been reimbursed by postal receipts, leaving an excess of expenditures for this purpose of \$2,834,860 42.

3. The restoration of old, and the opening of new routes in the southern and southwestern States, where the mail service was suspended during the rebellion, for which the excess of expenditures over receipts has been \$1,337,000.

To these principal sources of extra expenditure may be added the expense of the foreign mail service, that of railway postal clerks, and other lesser items, which make up the difference between receipts and expenditures, as shown by the tables. For the accuracy of these figures I beg to refer to tables numbered 1, 2, and 3.

With these enormous burdens upon the department, it is scarcely possible to hope that for the present, at least, its ordinary postal receipts will defray its expenses.

The money-order system continues to grow in public favor, and it is gratifying to be able to report that the accounts for the past year show

it to be now entirely self-supporting. The number of orders has increased from 474,496, in 1867, to 831,937 in 1868, and the aggregate amounts transmitted from \$9,229,327 72, in 1867, to \$16,197,858 47, in 1868. This vast number and amount of money transfers have been transmitted not only without cost to the department, but has yielded, as will be seen by reference to the report of Mr. Lynch, having charge of that branch numbered 7, a surplus of \$54,158 15, a sum more than sufficient to defray the expenses incident to its operations.

The quarterly balances due from postmasters have been, with few exceptions, promptly paid upon the settlement of their accounts; and in all cases of delinquency measures are immediately taken to enforce payment from the principals or their sureties. With a constant and careful supervision over these multitudinous accounts, urging immediate payment of the balances found due from retiring postmasters; in default of payment, notifying their sureties, and, as a last resort in extreme cases, invoking the aid of the criminal law, it is believed that little loss need be sustained by the department. It is satisfactory to know that no considerable failures to honor drafts or collection orders of the department in payment of these balances have occurred during the past year.

COLLECTION OF POST-OFFICE REVENUES.

The number of post offices in operation during the year was 26,481, 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, 66 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, with name of postmaster.

Albany, New York, Joseph Davis.	Lowell, Massachusetts, J. A. Goodwin.
Atlanta, Georgia, T. G. Simms.	Madison, Wisconsin, E. W. Keyes.
Baltimore, Maryland, E. Shriver.	Meadville, Pennsylvania, C. Cullom.
Bangor, Maine, George Fuller.	Milwaukee, Wisconsin, H. A. Starr.
Batavia, New York, W. Tyrrell.	Montpelier, Vermont, J. G. French.
Binghamton, New York, W. Stuart.	Newark, New Jersey, A. N. Dougherty.
Buffalo, New York, J. M. Schemerhorn.	New Haven, Connecticut, N. D. Sperry.
Chicago, Illinois, S. T. Sherman.	Olean, New York, R. L. Page.
Cincinnati, Ohio, C. W. Thomas.	Ogdensburg, New York, R. G. Pettibone.
Cleveland, Ohio, G. A. Benedict.	Pittsburg, Pennsylvania, J. H. McClelland.
Columbus, Ohio, J. J. Wood.	Plattsburg, New York, L. Platt.
Concord, New Hampshire, M. T. Willard.	Portland, Maine, W. Davis.
Davenport, Iowa, A. H. Sanders.	Portsmouth, Ohio, O. Wood.
Des Moines, Iowa, G. C. Tichenor.	Providence, Rhode Island, E. S. Jackson.
Detroit, Michigan, F. W. Swift.	Quincy, Illinois, W. H. Benson.
Dover, Delaware, J. H. Bateman.	Ripon, Wisconsin, D. McKercher.
Dubuque, Iowa, E. C. David.	Rochester, New York, J. W. Stebbins.
Easton, Pennsylvania, J. J. Horn.	Rutland, Vermont, M. G. Everts.
Evansville, Indiana, A. T. Whittlesey.	Sandusky, Ohio, T. C. McEwen.
Fort Wayne, Indiana, W. Drake, jr.	Scranton, Pennsylvania, W. H. Pier.
Geneva, New York, A. McDonald.	Springfield, Illinois, J. T. Smith, special agent
Grand Rapids, Michigan, S. O. Kingsbury.	Post Office Department, in charge.
Harrisburg, Pennsylvania, J. F. Knipe.	Springfield, Massachusetts, W. Stowe.
Hartford, Connecticut, E. S. Cleveland.	Steubenville, Ohio, G. B. Filson.
Huntsville, Alabama, J. J. Pittman.	Syracuse, New York, G. L. Maynard.
Indianapolis, Indiana, D. G. Rose.	Urbana, Ohio, N. Ambrose.
Kalamazoo, Michigan, F. Pratt.	Utica, New York, C. H. Hopkins.
Keene, New Hampshire, J. A. Walter.	Viцеennes, Indiana, H. M. Smith.
Lafayette, Indiana, W. C. Wilson.	Wheeling, West Virginia, C. J. Rawlings.
Lancaster, New Hampshire, O. Nutter.	Williamsport, Pennsylvania, J. J. Ayres.
Leavenworth, Kansas, J. L. McDowell.	Wooster, Ohio, A. L. McClure.
Lexington, Kentucky, L. B. Todd.	Worcester, Massachusetts, Josiah Pickett.
Lima, Ohio, W. H. Harper.	Zanesville, Ohio, J. J. Douglass.
Louisville, Kentucky, J. J. Speed.	

The following 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:

Baltimore, Maryland, E. H. Webster.
Buffalo, New York, J. K. Tyler.
Chicago, Illinois, W. B. Scates.
Cincinnati, Ohio, Geo. W. Neff.

Louisville, Kentucky, R. R. Bolling.
Mobile, Alabama, Albert Elmore.
Olympia, Washington Ter., J. Cushman.
Pittsburg, Pennsylvania, Geo. C. McLean.

ASSISTANT TREASURERS.

New York, New York.
St. Louis, Missouri.
Boston, Massachusetts.
New Orleans, Louisiana.

Philadelphia, Pennsylvania.
Charleston, South Carolina.
San Francisco, California.
Denver, Colorado.

One hundred and thirty-eight are "draft offices," and paid during the year 14,506 drafts issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to . . .	\$2, 483, 494 80
Eight hundred and sixty-three are deposit offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of	8, 851, 431 87
The remaining offices deposited with the sixty-six depositories named above, \$437,193 02, which is embraced in the sum of \$2,483,494 80 paid on the drafts of the department by said depositories and draft offices.	
Twenty-one thousand two hundred and ninety-one are collection offices, and paid on collection orders issued to mail contractors	2, 084, 691 05
Four thousand one hundred and eighty nine are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to	537, 184 82
Amount of deposits made by postmasters with other postmasters.	437, 193 02
Showing the amount paid into the Treasury for the use and purposes of the Post Office Department by postmasters to have been	14, 193, 995 56

Revenue account of the Post Office Department.

The balance standing to the credit of the revenue account on the first day of July, 1867, was	\$1, 494, 469 98
The receipts of the department for the fiscal year ending June 30, 1868, were.	16, 232, 600 80
The amounts placed in the treasury for the service of the department for the fiscal year, being grants in aid of the revenue, under the following acts of Congress, were:	
Under the second section of the act approved February 18, 1867, for overland mail transportation between Atchison and Folsom, and for marine mail transportation between New York and California.	\$900, 000 00
Under the second section of the act approved February 18, 1867, for mail steamship service between San Francisco and China.	125, 000 00
Under the second section of the act approved February 18, 1867, for mail steamship service between the United States and Brazil.	150, 000 00
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.	300, 000 00
Under the eighth section of the act approved March 3, 1851, for the transportation of free matter for Congress and the other departments of the government.	3, 500, 000 00
Under the second section of the act approved March 30, 1868, for preparing and publishing post route maps	10, 000 00
Under an act approved July 25, 1866, for postal service on mail routes established by thirty-ninth Congress.	486, 525 00
Under an act approved July 28, 1868, for overland mail and marine service between New York and California.	225, 000 00
	5, 696, 525 00
Aggregate of revenue and grants.	23, 483, 595 78

The expenditures of the department for the fiscal year ending June 30, 1868, were.....	\$22,730,592 65
Add amount of accounts closed by being charged to "bad debts account".....	127,439 03
	<u>22,858,031 68</u>
Deduct amount of credit balance account closed by "suspense" during the year.....	20,685 71
	<u>\$22,837,345 97</u>
Leaving to the credit of the revenue account on the 1st day of July, 1868.....	<u>646,249 81</u>
The net revenue of the department from postages being the aggregate of the amount of the balance 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, 1867	\$2,249,116 52
For the quarter ending December 31, 1867	2,353,790 63
For the quarter ending March 31, 1868	2,580,707 50
For the quarter ending June 30, 1868	2,317,840 31
Total net revenue from postages.....	<u>9,501,454 96</u>
The amount of letter postage paid in money was—	
For the quarter ending September 30, 1867	\$160,380 29
For the quarter ending December 31, 1867.....	154,225 41
For the quarter ending March 31, 1868	132,838 02
For the quarter ending June 30, 1868.....	112,144 61
Total.....	<u>559,588 33</u>

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$9,501,454 96 was found due the United States, was:	
For the quarter ending September 30, 1867.....	23,699
For the quarter ending December 31, 1867.....	23,990
For the quarter ending March 31, 1868	24,745
For the quarter ending June 30, 1868.....	24,735
Total number	<u>97,169</u>

The total amount of stamps and stamped envelopes sold during the year was:	
For the quarter ending September 30, 1867	\$3,334,856 49
For the quarter ending December 31, 1867	3,462,434 48
For the quarter ending March 31, 1868	3,710,476 97
For the quarter ending June 30, 1868.....	3,558,371 70
Total	<u>14,066,139 64</u>

The gross amount collected as registration fees on valuable letters was:	
For the quarter ending September 30, 1867.....	\$1,963 00
For the quarter ending December 31, 1867	1,824 45
For the quarter ending March 31, 1868	1,402 35
For the quarter ending June 30, 1868	970 15
Total	<u>6,159 95</u>

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails settled in each quarter of the year was:	
On regular mail routes	6,162
On special mail routes	2,117
Of route, special and local mail agents, postal railway clerks, &c	1,109
Of mail messengers.....	2,072
Total number of accounts each quarter.....	<u>11,460</u>
Aggregate settlement of such accounts during the year.....	<u>45,840</u>

MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation" and placed to the credit of mail contractors and others for mail transportation during the year was:

For the regular service of mail lines.....	\$10,361,529 57
For the supply of special and mail messenger offices.....	337,184 82
For salaries of route, special and local mail agents, postal railway clerks, &c.....	755,415 56
	<hr/>
	11,454,129 95

And for foreign mail transportation:

For New York and Southampton.....	\$178,706 42
For New York, Queenstown, and Liverpool.....	172,548 32
For Portland and Liverpool.....	36,059 61
For New York and Bremen.....	1,120 63
For New York and Havre.....	30,984 86
For New York and San Francisco via Panama.....	27,348 87
For New York and Havana.....	58,015 55
For New York, Havana, and New Orleans.....	2,972 80
For Philadelphia, New York, and Havana.....	2,423 76
For Baltimore and Havana.....	1,528 01
For Baltimore and Liverpool.....	2,367 61
For Boston, Havana, and New Orleans.....	208 25
For Boston, Nova Scotia, and Prince Edward Island.....	1,685 36
For New York and St. Thomas.....	263 41
For Fort Fairfield, Maine, and New Brunswick.....	37 38
For New Orleans and Belize, British Honduras.....	582 57
For New York and Mexico.....	1,726 43
For New York and Nicaragua.....	482 90
For New York and Santiago de Cuba.....	108 57
For New York and Bermuda.....	39 97
For San Francisco and Hong Kong, China, via Kanagawa, Japan.....	291,666 67
For United States and Brazil.....	187,500 00
For United States and Hawaiian Islands.....	56,250 00
For expenses of government mail agent at Havana.....	700 00
For expenses of government mail agent at Panama.....	1,310 63
For expenses of government mail agent at Aspinwall.....	630 00
	<hr/>
	1,057,268 58
	<hr/>
	12,511,398 53

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

Of fines imposed on contractors.....	\$42,415 31
Of deductions from their pay.....	2,194 42
	<hr/>
	104,161 08
	<hr/>
	148,770 81

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

	<hr/>
	12,362,627 72
	<hr/>
The amount actually paid and credited during the year for mail transportation was.....	\$12,647,949 61
Of which sum there was paid for mail transportation of previous years the sum of.....	209,664 42
	<hr/>

Statement from collecting division.—Revenue and balances uncollected from late postmasters.

	Gross revenue for the fiscal year ending June 30.	Amount due the United States not in suit	Amount 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	-----	555 21
1849	4,705,176 28	24 13	1,747 35
1850	5,499,984 86	103 09	743 29
1851	6,410,604 33	183 51	604 95
1852	5,184,526 84	576 49	1,343 45
1853	5,240,724 70	12,289 34	38,602 91
1854	6,255,586 22	9,994 36	5,398 99
1855	6,642,136 13	5,525 86	6,137 17
1856	6,920,821 66	42 90	8,751 72
1857	7,353,951 76	6,760 37	3,670 47
1858	7,486,792 86	9,571 50	12,409 18
1859	7,968,484 07	1,254 32	13,946 53
1860	8,518,067 40	8,678 28	19,161 79
1861	8,349,296 40	7,675 68	106,387 34
1862	8,299,820 90	2,821 44	21,252 24
1863	11,163,789 59	2,059 19	8,216 02
1864	12,438,253 78	3,857 69	3,795 67
1865	14,556,158 70	24,882 82	37,993 92
1866	14,386,986 21	81,350 32	88,955 42
1867	15,237,026 87	568,843 29	20,139 16
1868	16,292,600 80	323,132 05	6,923 84
Total	-----	1,069,746 96	410,300 85

Total amount due by late postmasters to June 30, 1867.....	\$1,149,991 92
Amount due for the last fiscal year.....	330,055 89
Total amount.....	<u>1,480,047 81</u>

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

Of present postmasters.....	26,481
Of late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1867.....	28,342
Of late postmasters for the last fiscal year.....	7,591
Total number.....	<u>62,414</u>

The number of changes of postmasters reported by the appointment office during the year was 7,591, and the balances due the United States thereon amounted to.....	\$330,055 89
Of which there has been collected.....	143,992 92
Amount remaining for collection.....	186,062 97
Of which there is in suit.....	\$9,884 59
Amount due and not in suit.....	176,178 38
	<u>186,062 97</u>

The balance due the United States by late postmasters, whose terms of service expired between the July 1, 1845, and June 30, 1867, uncollected and not in suit, as stated in my last annual report, was.....	\$1,200,793 11
Of which there has been collected.....	\$403,219 29
Credited on vouchers.....	259,492 94
Charged to "suspense" account.....	16,412 99
Charged to "bad debts" account.....	95,097 32
	<u>774,222 54</u>
Amount uncollected June 30, 1868.....	426,570 57
Of which there has been placed in suit.....	353,960 18
Amount due and not in suit.....	72,610 39
	<u>426,570 57</u>

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1867, by late postmasters whose terms of service expired between July 1, 1845, and June 30, 1867, was	\$1, 150, 991 92
Amount due by late postmasters for the last fiscal year	330, 055 89
Increase by estimates, penalties, and other charges	28, 825 89
<hr/>	
Total for collection during the year	1, 509, 873 70
The amount collected and credited on accounts prior to June 30, 1867, was	\$752, 635 05
On accounts for the last fiscal year	144, 605 11
<hr/>	
Total collections and credits	897, 240 16
<hr/>	
Amount remaining due the United States, June 30, 1868	612, 633 54
Of which there is in suit	363, 844 77
Amount due and not in suit	248, 788 77
<hr/>	
	612, 633 54
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Balances apparently due to late postmasters, between July 1, 1845, and June 30, 1867, as stated in my last annual report, amounted to	275, 589 18
The amount paid and closed by adjustment during the year was	57, 872 25
<hr/>	
Leaving due to late postmasters	217, 716 93
Add amount due to late postmasters during the last fiscal year	33, 159 80
<hr/>	
Amount apparently due to late postmasters, on the 1st of July, 1868	250, 876 73
<hr/>	
Amount collected during the last fiscal year from mail contractors by "collection drafts"	19, 283 69
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SUITS.

The amount due by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1867, for which suits were instituted prior to July 1, 1868, as stated in my last annual report, was	\$104, 362 53
Add amount of 309 new suit cases commenced during the fiscal year, for the collection of balances due on accounts, prior to July 1, 1868	104, 150 95
<hr/>	
	208, 513 48
From which deduct amount closed by account of "bad debts"	38, 771 91
<hr/>	
Amount in suit during the year	169, 741 57
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Amount collected during the year	\$32, 148 48
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I ought not to close this report without bearing testimony to the zeal and fidelity with which most of the clerks belonging to the office have discharged their official duties. There are many gentlemen among them whose qualifications are of a high order, and whose important and arduous labors are inadequately remunerated; and all complain that their compensation is at this time insufficient for the decent and comfortable support of their families. It would seem but just and reasonable that an increase of compensation corresponding in some degree to the increased cost of living should be made to them.

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, 1868.

Receipts.	Third quarter 1867.	Fourth quarter 1867.	First quarter 1868.	Second quarter 1868.	Total amount under each head.
Letter postage	\$160,380 29	\$154,225 41	\$132,838 02	\$112,144 61	\$559,588 33
Newspaper postage, &c.	166,765 93	176,638 74	192,636 74	188,821 49	724,862 90
Registered letters	1,963 00	1,824 45	1,402 35	970 15	6,159 95
Fines		15 00	680 00	83 60	778 60
Emoluments	208,926 03	201,531 76	206,467 54	208,482 06	825,407 39
Stamps sold	3,334,856 49	3,462,434 48	3,710,476 97	3,558,371 70	14,066,139 64
Dead letters	5,534 37	12,636 08	6,067 63	6,264 00	30,502 08
Internal revenue from postmasters	16,683 40	14,676 79	14,463 91	14,628 54	60,452 64
Miscellaneous	5,089 48	6,978 38	3,160 01	3,481 40	18,709 27
Total	3,900,198 99	4,030,961 09	4,268,193 17	4,093,247 55	16,292,600 80
Aggregate amount					

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

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, 1868.

Expenditures.	Third quarter 1867.	Fourth quarter 1867.	First quarter 1868.	Second quarter 1868.	Total amount under each head.
Compensation to postmasters	\$1,115,020 61	\$1,050,292 68	\$1,029,960 38	\$1,060,037 91	\$4,255,310 98
Compensation to letter-carriers	207,516 29	239,827 78	267,544 72	281,481 98	996,370 77
Ship, steambot, and way letters	2,367 01	1,958 75	1,234 15	2,354 73	7,914 64
Transportation of the mails	3,226,604 30	3,124,331 79	3,246,553 01	3,050,460 51	12,647,949 61
Wrapping paper	13,691 81	4,725 00	15,365 00	9,000 00	42,781 81
Office furniture	662 36	560 63	438 50	438 32	2,099 81
Advertising	12,755 66	16,242 16	4,091 64	3,818 55	36,908 01
Mail bags	14,831 64	36,240 63	29,612 07	34,296 88	114,981 22
Blank agents and assistants	1,917 95	1,819 58	1,833 80	2,129 79	7,751 12
Mail locks, keys, and stamps	3,340 34	2,576 45	3,295 34	2,931 26	12,073 39
Mail depredations and special ag'ts	34,359 61	35,296 41	34,657 91	34,691 23	138,905 16
Clerks for offices	575,328 45	551,066 36	562,127 65	581,568 20	2,270,090 66
Postage stamps and stamped envelopes	89,498 06	92,700 92	104,681 66	104,606 73	391,487 37
Dead letters					
Miscellaneous	331,766 44	266,694 03	314,078 61	427,812 11	1,340,351 19
Miscellaneous acc't British mails	64,808 11		120,397 75	43,024 18	228,230 04
Miscellaneous acc't French mails	38,800 33	17,571 35	20,470 23		76,841 91
Miscellaneous acc't Bremen mails	63,155 27		34,911 58		98,066 85
Miscellaneous acc't Hamburg mails	19,340 81	23,122 11		18,739 74	61,202 66
Miscellaneous acc't Prussian mails	1,275 45				1,275 45
Total	5,816,940 50	5,463,026 03	5,791,234 00	5,657,392 12	22,730,592 65
Aggregate amount					

The following sums are embraced in the above expenditure of \$22,730,592 65, to wit:

For overland mails	\$900,000 00
For San Francisco, Japan, and China mails	125,000 00
For Brazil mails	150,000 00
For post roads established during 1st session 39th Congress	486,525 00
For preparing and publishing post route maps	10,000 00
For balance of appropriation act March 3, 1847, to June 30, 1868	300,000 00
For balance of appropriation act March 3, 1851, to June 30, 1868	3,500,000 00
	5,471,525 00
For money-order transfers "subsequently reimbursed, as will be seen by reference to report from money-order division"	870,000 00
	6,341,525 00

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

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	\$8,700 32	\$18,678 29	\$65 58	\$79 90	\$254,109 83	\$15,179 83	\$1,293 27
New Hampshire	2,965 16	12,768 58	61 02	41 85	163,840 37	6,747 45	650 63
Vermont	3,812 24	12,718 88	25 75	102 15	158,396 60	3,867 03	521 00
Massachusetts	47,883 66	38,858 95	411 73	120 70	1,131,436 47	69,895 07	4,142 86
Rhode Island	4,417 23	4,453 80	37 53	9 60	124,027 80	11,856 64	512 50
Connecticut	10,063 63	17,277 43	165 29	66 70	353,867 87	19,931 95	1,463 55
New York	160,491 22	102,701 82	637 69	557 55	3,272,554 02	140,531 61	10,508 69
New Jersey	15,159 17	14,092 39	79 56	104 85	282,412 91	11,722 86	1,273 21
Pennsylvania	53,881 70	58,472 54	964 31	705 85	1,462,657 80	55,402 45	4,696 71
Delaware	760 09	2,393 66	4 75	6 90	43,874 68	727 49	86 52
Maryland	13,065 67	11,487 81	82 79	90 75	296,780 71	9,042 10	1,120 83
Virginia	3,306 46	13,484 03	7 24	117 90	229,756 79	13,5 8 41	1,182 01
West Virginia	1,690 85	6,405 41	2 10	142 65	74,320 23	2,616 07	340 26
North Carolina	1,260 07	7,341 79	24 78	129 25	91,913 36	4,753 69	383 58
South Carolina	3,183 69	5,226 36	23 75	82 45	85,939 30	5,994 67	318 50
Georgia	3,361 84	11,376 91	58 94	134 55	173,631 29	19,147 03	943 94
Florida	746 88	1,349 03	85	37 10	29,242 81	2,197 75	150 00
Ohio	25,903 76	67,351 66	701 42	428 10	965,334 09	55,822 87	3,913 76
Michigan	19,871 09	28,780 23	349 28	258 56	426,145 96	30,534 73	2,246 88
Indiana	8,294 17	33,324 84	165 43	313 60	371,141 31	33,731 69	2,039 00
Illinois	41,581 62	58,246 70	2,052 02	574 40	1,126,173 20	73,592 29	4,513 68
Wisconsin	21,590 83	25,316 81	145 82	227 35	348,594 48	22,944 80	1,606 06
Iowa	10,604 17	26,670 17	75 55	252 95	333,619 59	23,305 72	1,610 88
Missouri	13,878 54	26,310 71	310 73	330 35	434,219 78	18,769 00	1,266 40
Kentucky	6,332 76	14,745 49	177 99	114 15	239,438 94	12,793 98	1,010 29
Tennessee	3,290 22	11,041 83	173 23	221 75	174,457 54	10,394 68	921 05
Alabama	2,765 91	6,160 02	16 90	121 85	114,042 36	11,773 31	555 40
Mississippi	1,467 72	5,027 38	37	141 50	85,874 91	8,114 01	529 57
Arkansas	762 26	2,263 70	2 50	65 59	40,922 88	3,151 79	177 25
Louisiana	16,176 42	5,436 60	1 75	68 10	183,771 19	23,294 72	735 76
Texas	5,663 48	8,822 20	12 73	101 05	115,939 42	14,557 85	819 83
California	21,771 76	25,763 97	99 55	134 10	314,270 97	33,6 5 09	2,736 63
Oregon	691 02	2,950 66	1 00	20 60	22,999 43	3,247 87	190 00
Minnesota	9,298 98	11,150 93	39 59	84 00	116,262 77	10,096 24	687 68
Kansas	1,629 36	6,393 52	25 15	75 73	83,758 35	7,206 79	543 25
Nebraska	1,366 58	2,504 83	20	35 33	46,791 84	3,558 07	237 78
Nevada	1,672 00	2,377 77	.....	110 40	20,970 89	4,484 54	529 90
Colorado	942 42	1,514 31	15 95	21 40	23,707 80	7,553 78	411 65
Utah	1,756 68	1,981 99	65	15 45	10,903 66	1,296 25	113 52
New Mexico	281 02	181 99	.....	29 90	7,382 49	366 00	22 94
Washington	214 37	612 93	.....	13 05	5,266 17	257 65	.....
Dakota	428 80	438 06	75	3 50	13,686 83	766 59	67 68
Arizona	19 19	52 38	.....	7 70	1,889 12	.....	.....
Idaho	285 06	662 09	3 00	22 45	6,540 66	1,885 50	83 28
Montana	614 67	550 85	.....	11 00	11,399 16	3,783 00	256 25
District of Columbia	6,951 13	2,720 94	6 93	40	104,814 70	7,380 11	820 31
Alaska	1 74	1 60	.....	.....	54 90	.....	.....
Total	560,917 61	718,436 85	7,052 15	6,334 30	13,980,021 24	821,429 05	58,224 74
Deduct miscellaneous items	1,329 28	.....	.....	174 35	.....	.....	.....
Add miscellaneous items	.....	6,426 05	.....	.....	86,118 40	3,987 34	2,227 90
	559,588 33	724,862 90	7,052 15	6,159 95	14,066,139 64	825,407 39	60,452 64

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

Excess of expenditures, brought down	\$1,013,320 90
Amount paid for foreign mails and expenses of government agents	1,057,268 58
Route agents, &c	755,415 56
Mail messengers and supply of special offices	337,184 82
Foreign postage collected and returned to foreign governments	465,616 91
Ship, steamboat, and way letters	7,914 64
Wrapping paper	42,781 81
Office furniture	516 88
Advertising	21,433 98
Mail bags	78,276 11
Blank agents and assistants	7,751 12
Mail locks, keys, and stamps	12,073 39
Mail deprecatious and special agents	138,905 16
Clerks for offices	59,259 21
Compensation to letter-carriers	996,370 77

the United States for the fiscal year ended June 30, 1868.

Receipts.	Compensation of postmasters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation by States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$298, 107 02	\$122, 464 22	\$35, 632 05	\$58, 096 27	\$126, 171 92	\$284, 268 19	.....	\$13, 838 83
187, 075 06	80, 859 11	13, 558 02	94, 417 13	72, 166 67	166, 583 80	.....	20, 491 26
179, 443 65	87, 125 26	10, 355 73	97, 480 99	105, 413 92	2 2, 894 91	\$23, 461 26	.....
1, 292, 749 44	265, 643 79	207, 635 34	473, 279 13	265, 522 83	738, 801 96	.....	553, 947 48
145, 315 10	28, 656 50	14, 837 00	43, 493 50	27, 556 99	71, 050 49	.....	74 264 61
402, 836 42	120, 377 87	46, 737 73	167, 115 60	131, 260 04	298, 375 64	.....	104, 460 78
3, 682, 002 63	550, 530 62	737, 371 69	1, 287, 962 31	625, 025 24	1, 912, 927 55	.....	1, 775, 075 08
324, 844 95	110, 558 54	22, 263 78	132, 822 32	154, 807 80	287, 630 12	.....	37, 214 83
1, 636, 781 36	392, 023 57	240, 594 26	632, 617 83	476, 163 57	1, 108, 781 40	.....	527, 999 96
47, 856 09	14, 931 08	3, 303 14	18, 134 22	24, 171 52	42, 305 75	.....	5, 550 34
331, 670 69	57, 720 91	66, 989 48	124, 710 39	239, 420 77	364, 131 16	32, 460 47	.....
261, 362 84	78, 047 85	44, 996 39	123, 044 24	269, 285 88	392, 330 12	130, 967 28	.....
85, 517 57	38, 007 70	16, 086 37	54, 094 07	64, 299 84	118, 393 91	32, 876 34	.....
105, 806 52	38, 837 51	13, 028 09	51, 925 60	145, 335 95	197, 261 55	91, 455 03	.....
100, 768 72	26, 368 87	12, 226 51	38, 595 38	118, 994 81	157, 590 19	56, 821 47	.....
208, 654 50	54, 694 04	36, 797 53	91, 491 57	165, 257 05	256, 748 62	48, 094 12	.....
33, 724 42	11, 974 58	3, 240 50	15, 215 08	89, 960 29	105, 175 37	71, 450 95	.....
1, 119, 455 66	398, 143 57	159, 410 81	497, 554 38	677, 316 00	1, 174, 870 38	55, 414 72	.....
508, 186 72	176, 080 96	67, 693 99	243, 774 95	282, 266 31	526, 041 26	17, 854 54	.....
449, 012 44	126, 575 04	69, 944 77	256, 519 81	292, 725 97	549, 245 78	100, 233 34	.....
1, 306, 733 91	338, 074 51	202, 562 78	540, 637 29	468, 078 27	1, 008, 715 56	.....	298, 018 35
420, 426 15	147, 768 19	41, 676 23	189, 444 42	245, 421 35	434, 865 77	14, 439 62	.....
396, 119 03	154, 903 98	30, 352 87	185, 256 85	190, 742 27	375, 999 12	.....	20, 119 91
495, 085 51	110, 621 81	78, 003 01	188, 634 82	442, 616 94	631, 271 76	136, 186 25	.....
274, 693 60	88, 314 12	41, 966 26	130, 280 38	181, 456 78	311, 737 16	37, 133 56	.....
20, 500 30	55, 872 11	47, 272 10	103, 144 21	143, 678 84	246, 823 05	46, 322 75	.....
136, 335 75	35, 564 92	20, 422 51	55, 987 43	216, 772 41	272, 759 84	156, 424 09	.....
101, 155 45	38, 963 27	11, 547 50	50, 510 77	163, 680 34	214, 191 11	113, 035 66	.....
47, 347 88	15, 878 65	7, 927 20	23, 805 85	223, 788 21	247, 594 06	200, 246 18	.....
229, 484 54	21, 850 15	55, 010 59	76, 860 74	258, 682 62	345, 543 36	106, 058 82	.....
145, 916 56	43, 898 76	24, 373 66	68, 212 42	327, 849 97	396, 062 39	250, 145 83	.....
398, 392 07	75, 712 10	91, 687 47	167, 399 57	488, 157 64	655, 557 21	257, 165 14	.....
30, 100 57	14, 420 85	2, 350 61	16, 771 46	367, 347 77	384, 119 23	354, 018 66	.....
147, 620 21	54, 032 11	14, 820 75	68, 852 86	147, 560 94	216, 413 80	68, 793 59	.....
99, 692 17	35, 301 55	15, 391 12	50, 692 67	552, 901 70	603, 594 37	503, 902 20	.....
54, 494 60	15, 283 79	8, 081 47	23, 365 26	115, 220 89	138, 586 15	84, 091 55	.....
30, 145 50	16, 444 01	13, 467 63	29, 911 66	229, 121 82	259, 033 48	228, 887 98	.....
34, 167 30	14, 137 96	6, 824 33	20, 962 29	31, 597 36	52, 559 65	18, 392 35	.....
16, 068 20	6, 254 77	7, 835 97	14, 090 74	471, 482 60	485, 573 34	469, 505 14	.....
8, 264 34	2, 912 26	.....	2, 912 26	248, 210 63	251, 122 89	242, 858 55	.....
6, 364 17	3, 590 04	790 50	4, 370 54	97, 102 42	101, 472 96	95, 108 79	.....
15, 412 21	5, 774 57	2, 471 50	8, 246 07	68, 788 43	77, 034 50	61, 632 29	.....
1, 968 39	1, 225 12	15 00	1, 240 12	149, 171 45	150, 411 57	148, 443 18	.....
9, 482 04	5, 518 13	1, 399 99	6, 918 12	26, 973 55	33, 891 67	24, 409 63	.....
16, 611 93	6, 694 06	6, 620 91	13, 314 97	30, 812 50	44, 127 47	27, 515 54	.....
122, 694 52	6, 653 00	90, 608 19	97, 261 19	.....	97, 261 19	.....	25, 433 35
58 24	25 00	.....	25 00	.....	25 00	.....	33 94
16, 152, 466 94	4, 095, 241 38	2, 646, 143 35	6, 741, 384 73	10, 240, 371 08	16, 981, 755 81	4, 285, 796 87	3, 456, 448 00
97, 256 06	160, 069 60	.....	160, 069 60	121, 158 49	281, 228 09	183, 972 03	.....
16, 249, 663 00	4, 255, 310 98	2, 646, 143 35	6, 901, 454 33	10, 361, 529 57	17, 262, 983 90	4, 469, 768 90	3, 456, 448 00

Expenses, postage stamps, and stamped envelopes \$391, 487 37
 Dead letters, "moneys refunded"
 Miscellaneous payments 958, 751 36
 Excess of transportation paid 136, 551 08

 6, 480, 929 65

Receipts on account of dead letters \$30, 502 08
 Receipts on account of fines 778 60
 Receipts on account of miscellaneous 11, 657 12
 Total excess of expenditures over receipts 6, 437, 991 85

 6, 480, 929 65

H. J. ANDERSON, Auditor.

No. 4.

LETTER CARRIERS.

Statement of the operations of the carrier system at the following offices for the fiscal year ended June 30, 1868.

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Am't paid carriers, including incidental expenses.
Albany, N. Y.	1,401,080	107,875	251,947	\$19,301 24
Alleghany, Penn.	313,740	28,246	162,998	4,228 98
Baltimore, Md.	2,368,259	271,887	616,279	47,972 34
Boston, Mass.	3,535,254	939,575	564,593	50,876 94
Brooklyn, Mass.	1,953,949	264,764	451,188	34,679 86
Buffalo, N. Y.	1,144,301	126,529	417,382	22,638 01
Cambridge, Mass.	315,611	26,931	197,414	3,701 77
Cambridgeport, Mass.	201,916	6,804	68,090	2,926 07
Charlestown, Mass.	370,925	46,676	102,570	5,178 66
Chicago, Ill.	5,731,250	727,709	1,191,404	60,642 07
Cincinnati, Ohio.	2,108,512	316,526	343,811	39,288 33
Cleveland, Ohio.	1,646,616	115,711	555,437	21,743 80
Detroit, Mich.	1,262,268	148,805	346,976	17,246 09
Erie, Penn.	248,810	20,132	252,000	6,071 55
Harrisburg, Penn.	197,864	8,016	57,405	3,177 34
Hartford, Conn.	367,028	21,120	150,055	6,833 09
Jersey City, N. J.	412,170	22,436	71,768	4,978 90
Lancaster, Penn.	189,194	9,795	60,319	2,880 31
Lawrence, Mass., (3 quar's).	135,553	7,427	39,552	3,544 05
Louisville, Ky.	1,306,185	118,016	351,424	16,866 28
Lowell, Mass.	336,004	17,429	99,359	5,567 70
Lynn, Mass.	275,202	11,666	110,010	3,670 35
Manchester, N. H.	294,821	12,900	154,914	4,393 12
Memphis, Tenn.	911,523	55,883	184,474	11,257 54
Milwaukee, Wis.	1,069,628	73,765	296,325	16,919 88
Nashville, Tenn.	433,474	28,853	144,505	6,633 01
Newark, N. J.	869,392	121,033	365,206	20,009 63
New Bedford, Mass.	227,400	11,872	65,084	4,790 11
New Haven, Conn.	347,398	36,725	141,703	6,862 41
New York, N. Y.	13,680,735	5,983,494	2,263,717	218,351 17
Philadelphia, Penn.	7,388,634	3,137,186	2,341,422	132,367 28
Pittsburg, Penn.	1,016,330	117,826	341,005	14,243 70
Portland, Maine.	318,263	19,296	90,183	7,205 14
Providence, R. I.	570,847	70,406	142,374	10,428 00
Reading, Penn.	240,215	15,854	102,130	4,511 39
Rochester, N. Y.	821,418	63,488	287,871	14,168 63
Roxbury, Mass.	264,434	30,681	90,977	5,549 34
St. Louis, Mo.	4,058,407	437,116	1,368,663	40,711 57
Salem, Mass., (3 quarters).	162,517	9,215	65,578	3,638 56
Syracuse, N. Y.	1,076,791	93,019	313,206	11,460 16
Toledo, Ohio.	487,580	22,900	367,626	8,377 66
Trenton, N. J.	127,881	8,544	48,391	2,788 12
Troy, N. Y.	700,899	65,065	174,934	10,449 57
Utica, N. Y.	745,268	54,210	296,091	11,121 41
Washington, D. C.	1,325,406	136,890	417,853	25,690 04
Williamsburg, N. Y.	674,018	49,691	151,985	9,518 24
Wilmington, Del.	376,797	30,302	120,962	4,571 60
Worcester, Mass.	337,665	31,617	111,555	5,903 58
Total	64,349,486	14,081,906	16,910,715	995,934 59

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

MISCELLANEOUS PAYMENTS.

No. 5.—A detailed statement, under this head, of the payments made by the Post Office Department for the fiscal year ended June 30, 1868, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1867.			
Oct. 1	H. B. Davis	Postmaster, Columbus, Miss., for rent, light, and stationery in 1st quarter 1866 and 2d quarter 1867.	\$66 10
3	C. Cullum	Postmaster, Meadville, Pa., for light in 2d quarter 1866.	7 60
7	E. S. Cleveland	Postmaster, Hartford, Conn., for fuel, &c., in 1865 and 1866.	860 35
	C. T. Greenleaf	Postmaster, Bath, Maine, for light in 2d quarter 1867.	20 41
	J. Pickett	Postmaster, Worcester, Mass., for rent in 3d quarter 1867.	137 50
	J. A. Bicknell	Postmaster, Augusta, Maine, for rent in 3d quarter 1867.	100 00
	C. K. Miller	Late postmaster, Bangor, Maine, for fuel, &c., in 1866 and 1867.	87 57
	G. Swaine	Postmaster, Nashua, N. H., for rent in 3d quarter 1867.	43 75
10	Harrison Reed	Late acting postmaster, Tallahassee, Fla., for fuel, light, &c., in 1st quarter 1866.	15 87
17	C. Cullum	Postmaster, Meadville, Pa., for light in 2d quarter 1867.	3 04
18	D. Price	Late postmaster, Newark, N. J., for light from Oct. 1, 1864, to Sept. 30, 1866.	402 82
21	D. W. Irwin	Postmaster, Oswego, N. Y., for repairs, &c., in 3d quarter 1867.	64 40
29	R. W. Taliaferro	Postmaster, New Orleans, La., for light, printing, and stationery in 3d and 4th quarters 1866 and 1st quarter 1867.	2,516 29
30	Samuel Harper	Postmaster Houston, Texas, for exchange paid for draft on New Orleans, La.	12 57
31	J. S. Robertson	Postmaster, Cleveland, Tenn., for light, stationery, &c., in 2d, 3d, and 4th quarters 1865 and 1st quarter 1866.	84 10
Nov. 2	C. C. Warner	Late postmaster Virginia City, Nev., for light and rent in 3d quarter 1865.	129 52
6	S. A. Manlove	Late postmaster, Fort Scott, Kansas, for rent in 4th quarter 1866.	30 00
11	John Row	Late postmaster, Portsmouth, Ohio, for fuel and light in 4th quarter 1866 and 1st quarter 1867.	18 06
15	E. Foreman	Late postmaster, Wooster, Ohio, for rent in 2d quarter 1867.	11 22
	J. W. Wilson	Postmaster, New Albany, Ind., for stationery and printing in 2d quarter 1867.	100 05
19	G. J. Clarke	Postmaster, Los Angeles, Cal., for repair of boxes, &c., in 2d quarter 1867.	20 00
	J. H. Stewart	Postmaster, St. Paul, Minn., for fuel and light in 4th quarter 1866 and 1st quarter 1867.	163 04
20	D. A. Cook	Postmaster, Mendota, Ill., for rent in 2d quarter 1867.	25 00
21	C. Cullum	Postmaster, Meadville, Pa., for rent in 3d quarter 1867.	150 00
	Peter Pursell	Late postmaster, Wilkesbarre, Pa., for fuel and light in 4th quarter 1866 and 1st quarter 1867.	64 60
28	J. Underhill	Late postmaster, Peoria, Ill., for fuel and light in 1st quarter 1867.	14 40
Dec. 2	W. O. Donoghue	Postmaster, Flint, Mich., for light in 3d quarter 1867.	10 00
5	John Church	Late postmaster, Virginia City, Nev., for rent from 1st quarter 1865 to 3d quarter 1865.	2,000 00
10	J. H. Shinmons	Late postmaster, Lawrence, Kansas, for rent, fuel, and light in 3d and 4th quarters 1866 and 1st quarter 1867.	386 00
19	J. F. Copp	Late postmaster, Rock Island, Ill., for rent and fuel in 4th quarter 1866 and 1st and 2d quarters 1867.	87 39
	B. W. Griffith	Late postmaster, Monmouth, Ill., for rent and fuel in 4th quarter 1866 and 1st and 2d quarters 1867.	71 81
	C. L. Shrewsbury	Late postmaster, Madison, Ind., for rent and fuel in 2d quarter 1867.	17 40
	E. S. Organ	Late postmaster, Laporte, Ind., for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	113 45
	J. M. Turnbull	Postmaster, Monmouth, Ill., for rent in 3d quarter 1867.	25 00
	A. Miller	Postmaster, Rockford, Ill., for rent in 3d quarter 1867.	25 00
	H. Burtram	Late postmaster, Watertown, Wis., for rent, fuel, and light in 4th quarter 1866 and 1st and 2d quarters 1867.	8 80
	W. Ruger	Late postmaster, Janesville, Wis., for rent, fuel, and light in 1st and 2d quarters 1867.	439 36
	C. W. Felker	Late postmaster, Oshkosh, Wis., for rent, fuel, and light in 4th quarter 1866 and 1st and 2d quarters 1867.	145 67
	G. G. Hall	Late postmaster, St. Joseph, Mo., for rent, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	216 05
	Thomas French	Late postmaster, Burlington, Iowa, for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	103 14
	E. S. Bragg	Late postmaster, Fond du Lac, Wis., for rent, fuel, &c., in 4th quarter 1865 and 1st and 2d quarters 1867.	117 97
	H. Quillman	Late postmaster, Norristown, Pa., for light, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	21 08
	J. Sallade	Late postmaster, Williamsport, Pa., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	98 99

No. 5.—Statement of payments made by the Post Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1868. Dec. 19	T. M. Wolfe	Late postmaster, Frederick, Md., for rent, &c., in 1st quarter 1867.	\$25 50
	Wade Hampton	Late postmaster, Pittsburg, Pa., for rent, fuel, &c., in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	961 08
	A. Spencer	Late postmaster, Ithaca, N. Y., for rent, fuel, and light in 1866 and 1867.	106 30
	J. H. Rowe	Late postmaster, Newburg, N. Y., for rent, fuel, and light in 1866 and 1867.	139 39
	S. R. Taylor	Late postmaster, Oswego, N. Y., for rent, fuel, &c., in 1st and 2d quarters 1867.	105 22
	H. W. Dixon	Late postmaster, Hudson, N. Y., for fuel, &c., in 1st quarter 1867.	99 00
	T. C. Moore	Late postmaster, Camden, N. J., for rent, fuel, &c., in 1866 and 1867.	86 69
	J. J. Craven	Late postmaster, Newark, N. J., for rent and fuel in 1866 and 1867.	142 81
	T. J. Andrews	Late postmaster, Newark, Ohio, for rent, fuel, &c., in first part of 2d quarter 1867.	7 03
	W. C. Moorehead	Late postmaster, Zanesville, Ohio, for rent, fuel, &c., in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	126 10
	W. M. Milford	Late postmaster, Mount Vernon, Ohio, for rent, &c., in 4th quarter 1866.	10 96
	W. H. H. Taylor	Late postmaster, Cincinnati, Ohio, for rent, &c., in 2d quarter 1867.	122 80
	J. R. Hubbell	Late postmaster, Dayton, Ohio, for rent, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	42 46
	A. G. Clark	Late postmaster, Toledo, Ohio, for rent, &c., in 1st and 2d quarters 1867.	54 01
	J. Palew	Late postmaster, Warren, Ohio, for rent in 4th quarter 1866 and 1st quarter 1867.	9 27
	C. H. Taylor	Late postmaster, Grand Rapids, Mich., for rent, &c., in 4th quarter 1866 and 1st quarter 1867.	187 16
	N. L. Avery	Late postmaster, Grand Rapids, Mich., for rent, &c., in 3d quarter 1866.	55 80
	D. W. C. Gage	Late postmaster, East Saginaw, Mich., for rent, &c., in 3d quarter 1866 and 1st quarter 1867.	16 86
	J. B. Bliss	Late postmaster, East Saginaw, Mich., for rent, &c., in 4th quarter 1866 and 2d quarter 1867.	102 88
	H. Barns	Late postmaster, Detroit, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	1,465 69
	J. Monroe	Late postmaster, Marshall, Mich., for rent, &c., in 4th quarter 1866 and 1st quarter 1867.	91 98
	F. Pratt	Late postmaster, Kalamazoo, Mich., for rent in 4th quarter 1866 and 1st quarter 1867.	497 67
	F. W. Anthony	Late postmaster, Jackson, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st quarter 1867.	225 08
	W. J. Edwards	Late postmaster, Niles, Mich., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	14 48
	J. J. Thomas	Late postmaster, Newport, Ky., for rent, fuel, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	100 11
	F. M. Wolfe	Late postmaster, Frederick, Md., for rent in 1st quarter 1867.	50 00
23	T. Kinsella	Late postmaster, Brooklyn, N. Y., for rent, &c., in 1866 and 1867.	140 83
	Jas. McQuade	Late postmaster, Utica, N. Y., for rent, &c., in 1866 and 1867.	438 46
26	E. J. C. Bushnell	Postmaster, Sterling, Ill., for rent in 3d and 4th quarters 1866 and 1st and 2d quarters 1867.	187 50
28	A. W. Sweet	Postmaster, Salt Lake City, Utah, for light in 3d quarter 1867.	25 00
	E. Vandemark	Late postmaster, Battle Creek, Mich., for fuel, light, &c., in 4th quarter 1866 and 1st and 2d quarters 1867.	43 89
30	Geo. Isenstein	Late postmaster, Clarksville, Tenn., for rent, fuel, &c., in first part of 2d quarter 1867.	43 10
	S. Resinger	Late postmaster, Clarksville, Tenn., for rent, fuel, &c., in last part of 2d quarter 1867.	132 70
	J. D. Poison	Postmaster, Wilmington, N. C., for light in 2d quarter 1867.	69 20
1868. Jan. 2	J. P. Woodbury	Postmaster, Milford, Mass., for fuel in 3d quarter 1867.	11 75
3	H. McKilvey	Postmaster, Allegheny City, Pa., for stationery in 3d quarter 1867.	4 78
6	H. P. Davis	Postmaster, Mansfield, Ohio, for fuel and light in 4th quarter 1864 and 1st quarter 1865.	25 30
7	W. H. Hoyt	Postmaster, Burlington, Vt., for fuel in 3d quarter 1867.	34 75
14	S. Waggoner	Late postmaster, East New York, N. Y., for rent in 1864, 1865, and 1866.	175 00
16	E. H. Shelley	Postmaster, Rome, N. Y., for rent in 1st quarter 1867.	83 33
20	J. P. Fessenden	Postmaster, Lewiston, Maine, for light in 2d quarter 1867.	3 38
31	William Gamble	Postmaster, Kossuth, Ohio, for expenses incurred in apprehending mail robber.	3 00

No. 5.—Statement of payments made by the Post Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1867.			
Feb. 8	Wm. McNair	Late postmaster, Minneapolis, Minn., for rent and repairs in 4th quarter 1866 and 1st quarter 1867.	\$310 16
	C. Aldrick	Postmaster, Minneapolis, Minn., for rent and repairs in 2d quarter 1867.	140 44
21	J. J. Hochstetter	Postmaster, Nebraska City, Mo., for rent, fuel, light, &c., in 4th quarter 1866 and 1st, 2d, 3d, and 4th quarters 1867.	430 45
28	H. W. Davis	Late postmaster, Portland, Oregon, for rent, gas, &c., from 4th quarter 1861 to 2d quarter 1864.	1,414 85
	A. P. Richardson	Late postmaster, Jefferson City, Mo., for rent, fuel, and light in 1st quarter 1867.	72 62
	H. W. Davis	Late postmaster, Portland, Oregon, for rent and gas from 3d quarter 1864 to 4th quarter 1865.	819 50
Mar. 13	D. Tidball	Postmaster, Newcastle, Pa., for rent and fuel in 3d and 4th quarters 1867.	131 11
19	Edwin Heath	Postmaster, Oshkosh, Wis., for rent and fuel in 3d and 4th quarters 1867.	138 50
24	H. Major	Special agent and acting postmaster, Newburg, N. Y., for stationery and printing in 4th quarter 1867.	7 30
Apr. 21	James McQuade	Late postmaster, Utica, N. Y., for stationery in 1st quarter 1867.	1 75
23	W. L. Burt	Postmaster, Boston, Mass., for premium paid on coin draft, favor of the postmaster general of New Brunswick.	12 70
	W. L. Burt	Postmaster, Boston, Mass., for expenses incurred in arresting mail robber.	10 00
27	A. T. Whittlesey	Postmaster, Evansville, Ind., for stationery and light in 4th quarter 1867.	48 60
29	E. J. C. Bushnell	Postmaster, Sterling, Ill., for rent in 4th quarter 1867.	37 50
May 11	W. H. Inman	Postmaster, Crockett's Bluff, Ark., for expenses incurred in collecting sundry drafts.	14 41
20	S. J. Bowen	Late postmaster, Washington, D. C., for fuel and light in 4th quarter 1867 and 1st quarter 1868.	1,367 00
June 11	E. Heath	Postmaster, Oshkosh, Wis., for fuel and rent in 1st quarter 1868.	84 49
12	W. H. DeCosta	Postmaster, Charlestown, Mass., for rent in 1st quarter 1868.	50 00
17	E. B. Pendleton	Postmaster, Westerly, R. I., for rent in 1st quarter 1868.	125 00
July 1	S. H. Fletcher	Postmaster, Topeka, Kansas, for rent from 3d quarter 1866 to 4th quarter 1867.	600 00
2	C. Cullum	Postmaster, Meadville, Pa., for rent in 1st quarter 1868.	150 00
10	J. Fry	Postmaster, Columbia, Pa., for rent in 2d quarter 1868.	62 50
13	S. B. Morgan	Postmaster, West Meridian, Conn., for rent and fuel from August 28, 1867, to March 31, 1868.	274 13
20	H. M. Smith	Postmaster, Vincennes, Ind., for repairs in 3d quarter 1865.	12 70
Sept. 9	W. D. Massie	Postmaster, Alexandria, Va., for stationery, &c., in 2d quarter 1868.	9 25
	S. G. Trott	Postmaster, Charleston, S. C., for gas in 1st and 2d quarters 1868.	57 23
16	E. H. Reed	Postmaster, Jacksonville, Fla., for rent in 2d quarter 1867.	120 00
17	A. S. Allen	Postmaster, Berea, Ohio, for amount paid A. J. Broadwell for services as marshal of the United States for the eastern district of Ohio, in arresting mail robber.	5 40
18	J. H. McClelland	Postmaster, Elkton, Md., for printing, binding, and stationery in 2d quarter 1868.	64 24
21	D. Tidball	Postmaster, Newcastle, Pa., for rent in 2d quarter 1868.	75 00
23	E. G. Randall	Postmaster, Portland, Oregon, for rent and gas in 1st quarter 1868.	313 75
25	T. Bissell	Postmaster, Pensacola, Fla., for repairs in 1st and 2d quarters 1866.	78 95

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

Date.	To whom paid.	For what object.	Amount.
1867.			
Oct. 2	Jessup & Moore	For hemp twine furnished at New York during the third quarter of 1867.	\$742 50
7	George F. Nesbitt	For office envelopes furnished Post Office Department during the third quarter of 1867.	4,181 14
	John Sproat	For jute twine furnished in third quarter of 1867.	4,680 00
12	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

Amounts paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1867			
Oct. 22	Wm. Van Vleck.....	For preparing manuscript lists of post offices in the United States to October 19, 1867.	\$1,200 00
29	Delos Lake.....	For services as attorney of the United States for the district of California in twenty-five cases.	125 00
30	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
31	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri in two cases.	10 00
	Charles P. Redmond.....	For services as clerk of the United States court for the district of Arkansas in two cases.	16 00
Nov. 11	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
13	Bev. Clark.....	For amount paid George F. Nesbitt for stationery furnished blank agency at New York September 5, 1867.	6 30
19	Jessup & Moore.....	For hemp twine furnished during third quarter of 1867.	992 50
Dec. 2	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.	50,000 00
9	Robert Leachman.....	For services as attorney of the United States for the southern district of Mississippi in ten cases.	145 00
16	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
27	D. F. Corbin.....	For services as attorney of the United States for the district of South Carolina in seventeen cases.	270 00
28	John W. Holecomb.....	For services as commissioner of the court of chancery of Upper Canada in taking testimony in the case of the United States <i>vs.</i> Boyd and Arthurs.	250 00
1868.			
Jan. 2	George F. Nesbitt.....	For office envelopes and stationery furnished during the fourth quarter of 1867.	4,419 21
6	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.	50,000 00
10	George F. Nesbitt & Co.....	For stationery furnished stamp agency at New York October 16 and Nov. 12, 1867.	70 50
15	D. H. Starbuck.....	For services as attorney of the United States for the district of North Carolina in sixteen cases.	320 00
	Thomas B. Wallace.....	For services as marshal of the United States for the western district of Missouri in ten cases.	161 56
22	J. Gayler.....	For two hundred copies of the United States mail for October, 1867, at \$8 per hundred; also for furnishing one copy for January, 1868, to each postmaster in the United States. \$200.	216 00
23	Charles P. Redmond.....	For services as clerk of the United States court for the eastern district of Arkansas in twelve cases.	122 60
27	William Douglass.....	For services as attorney of the United States for the western district of Missouri in one case, prosecution for violation of postal laws.	50 00
Feb. 7	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.	50,000 00
10	Fairbanks & Co.....	For letter balances furnished December 6, 1867.	250 00
	W. Campbell.....	For services as attorney of the United States for the district of Nevada in two cases.	40 00
14	National Bank Note Co.....	For printing and binding draft books, furnishing stock, &c., February 10, 1868.	669 50
19	Samuel A. Riggs.....	For services as attorney of the United States for the district of Kansas in three cases.	60 00
27	Jessup & Moore.....	For hemp twine delivered February 23, 1868.	992 50
Mar. 2	George F. Nesbitt.....	For envelopes ordered by the Post Office Department and purchased in open market.	3,361 00
4	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas in thirteen cases.	260 00
11	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.	50,000 00
21	Dempsey & O'Toole.....	For twine furnished February 17 and 21, 1868.	1,950 00
23	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas in one case.	5 00
Apr. 2	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri in six cases.	105 00
	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.	50,000 00
	George F. Nesbitt.....	For office and dead-letter envelopes furnished March 31, 1868.	5,494 48
12	Hon. T. W. Ferry.....	For expenses to New York connected with an examination of overland mail contract.	30 00
	Hon. R. W. Clark.....	For similar expenses, same examination.	30 00

Amount paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1868.			
Apr. 12	Hon. G. V. Lawrence.....	For similar expenses, same examination.....	\$30 00
	Hon. John Hill.....	do.....do.....do.....	30 00
	Hon. W. S. Lincoln.....	For expenses to New York as member of the post office committee—two trips.	70 00
13	J. P. M. Epping.....	For services as marshal of the United States for the district of South Carolina in three cases.	125 73
21	Fairbanks & Co.....	For letter balances furnished April 11, 1868.....	150 00
25	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.	50,000 00
May 5	Dempsey & O'Toole.....	For twine furnished May 4, 1868.....	2,310 00
21	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.	50,000 00
25	R. Leachman.....	For services as attorney of the United States for the southern district of Mississippi, in six cases.	55 00
June 12	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.	50,000 00
15	National Bank Note Co.....	For printing and binding draft and warrant books, furnishing stock, &c., June 12, 1868.	860 00
July 3	D. McClelland.....	For engraving, printing, and coloring post-route maps of the States of New York, Pennsylvania, New Jersey, Delaware, and Maryland.	4,666 10
	George F. Nesbitt.....	For envelopes furnished during the months of March, April, May, and June, 1868.	11,065 39
	R. T. Bryan.....	For use and right to use, revise and reprint, his monthly and daily pay tables of salaries, &c.	500 00
	J. P. M. Epping.....	For services as marshal of the United States for the district of South Carolina, in thirty-two cases.	331 61
8	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
9	E. B. Olmsted.....	Disbursing clerk, Post Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, and salaries of draughtsman for April, May and June, 1868.	1,718 61
10	John Whytock.....	For services as attorney of the United States for the eastern district of Arkansas, in five cases.	100 00
14	E. D. Ham.....	For services as attorney of the United States for the district of Arkansas, in four cases.	80 00
20	D. H. Starbuck.....	For services as attorney of the United States for the district of North Carolina, in fifteen cases.	300 00
21	D. R. Goodloe.....	For services as marshal of the United States for the district of North Carolina, in twelve cases.	628 70
24	Isaac C. Mills.....	For services as marshal of the United States for the eastern district of Arkansas, in eight cases.	130 20
Aug. 3	Daniel Horibeck.....	For services as clerk of the United States courts for the district of South Carolina, in three cases.	27 00
4	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.	50,000 00
5	Levi Jones.....	For services as clerk of the United States courts for the eastern district of Texas, in seven cases.	44 00
11	Dempsey & O'Toole.....	For twine furnished July 9, 1868.....	1,050 00
17	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.	50,000 00
Sept. 2	George McRae.....	For twine furnished June 8, May 30, and July 31, 1868..	2,250 00
4	Dempsey & O'Toole.....	For twine furnished September 4, 1868.....	1,050 00
14	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.	50,000 00
15	J. O. Churchill.....	For services as clerk of the United States courts for the western district of Arkansas, in six cases.	34 05
16	Dempsey & O'Toole.....	For twine furnished September 16, 1868.....	1,050 00
17	Albert Zeiber.....	For services as marshal of the United States for the district of Oregon, in one case.	26 56
17	National Bank Note Co.....	For printing drafts, furnishing paper and binding same, September 10, 1868.	54 00
24	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.	80,000 00
30	Dempsey & O'Toole.....	For twine furnished September 21, 1868.....	1,050 00

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

Date.	To whom paid.	For what object.	Amount.
1867.			
Oct. 23	Charles C. Ricketts	For services as attorney of the U. S. for the district of Missouri, in prosecution of violation of postal laws.	\$100 00
24	Hon. Alex. W. Randall	Postmaster General, for expenses to New York and Boston upon official business.	57 00
Nov. 6	Fairbanks & Co.	For letter balances furnished October 15, 1867.....	78 00
12	A. F. Lee	For amount paid C. F. S. Thomas for stationery furnished blank agency at Buffalo, N. Y.	11 75
20	M. D. Browning	For services as attorney of the United States for the district of Iowa, in two cases.	40 00
Dec. 9	Fairbanks & Co.	For letter balances furnished November 25, 1868.....	78 00
1868.			
Jan. 2	W. L. Nicholson	For preparing the manuscript and computations of tables of distances, by mail routes, to be appended to the Post Office Directory.	100 00
25	David Price	Late postmaster at Newark, N. J., for amount paid Parker & Keasbey, attorneys, for services rendered, and costs of court, in suit against the late postmaster for damages for refusing to deliver a large number of letters to a lottery swindler, the same having been returned to the dead-letter office.	65 00
Feb. 5	T. B. Peddie	For letter-carriers' pouch, (large size as sample)	4 00
Mar. 10	D. W. Middleton	Clerk of Supreme Court of the U. S., for certified copies of the transcripts of the records, in two cases.	14 00
10	J. J. Byrne	For services as marshal of the United States for the eastern district of Texas, in six cases.	122 40
10	William L. Joy	For services as attorney of the United States for the district of Dakota, in one case.	20 00
28	T. M. Atherton	For services as attorney of the U. S. for the district of Iowa, in prosecution of violation of postal laws.	20 00
April 2	George McRae	For hemp twine furnished March 9, 1868	450 00
	Hon. Alex. W. Randall	Postmaster General, for expenses to New York upon official business.	45 00
14	Charles Eaton	For services as marshal of the United States for the district of Minnesota, violation of postal laws.	635 50
18	D. J. Baldwin	For services as attorney of the United States for the eastern district of Texas, in two cases.	40 00
21	B. Chambers, jr	For letter balances furnished April 20, 1868	275 00
24	A. C. Sands	For services as marshal of the United States for the southern district of Ohio, in three cases.	60 26
28	R. C. Jackson	For fare paid from New York to New Haven while on duty as postal railway clerk.	2 25
30	Hon. Alex. W. Randall	Postmaster General, for expenses to New York, for consultation with Post Office Committee of House of Representatives.	30 00
May 1	N. J. Riddick	For services as clerk of United States court for the district of North Carolina, in five cases.	32 65
2	M. D. Browning	For services as attorney of the United States for the district of Iowa, in three cases.	60 00
9	F. J. Dickman	For services as attorney of the United States for the northern district of Ohio, in one case.	10 00
14	J. M. McGrew	Chief clerk of Auditor's office, for expenses incurred in investigating the account of the postmaster at Brooklyn, New York, May 12, 1868.	9 75
June 1	Dempsey & O'Toole	For twine furnished June 1, 1868	2,100 00
9	R. McP. Smith	For services as attorney of the United States for the middle district of Tennessee, in one case.	20 00
July 14	B. Chambers, jr	For letter balances furnished this day	370 00
21	Hiram Willey	For services as attorney of the United States for the district of Connecticut, in one case.	20 00
25	A. P. Blocker	For services as marshal of the United States for the western district of Texas, in nine cases.	260 26
Aug. 3	Alfred Kilgore	For services as attorney of the United States for the district of Indiana, in three cases.	60 00
5	Levi Jones	For services as clerk of the United States court for the district of Texas, in seven cases.	23 85
5	Earl Bill	For similar service for the northern district of Ohio, in one case.	9 60
5	D. J. Baldwin	For services as attorney of the United States for the eastern district of Texas, in one case.	10 00
12	Samuel A. Riggs	For services as attorney of the United States for the district of Kansas, in two cases.	25 00
18	G. V. N. Lothrop	For retainer in the case of U. S. vs. C. F. Thomas et al., for frauds on the revenue of the Post Office Department.	500 00
Sept. 9	Alfred Kilgore	For services as attorney of the United States for the district of Indiana, in five cases.	100 00
10	N. J. Riddick	For services as clerk of the United States court for the district of North Carolina, in 13 cases.	75 05
12	Harry Thompson	For services as marshal of the United States for the northern district of Ohio, in one case.	31 47
17	A. J. Ballard	For services as clerk of the United States court for the district of Kentucky, in two cases.	11 90

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 1867	\$73,821 47
Fourth quarter 1867	99,594 54
First quarter 1868	99,266 54
Second quarter 1868	108,335 61
	381,018 16
Total miscellaneous payments	1,340,351 19

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

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	7,591
The number of accounts of late postmasters prior to July 1, 1867	28,342
The number of accounts of present postmasters	26,481
The number of quarterly accounts of postmasters adjusted, audited, and registered	97,169
The number of accounts of mail contractors audited and reported for payment	24,646
The number of accounts of route, special, and local mail agents, &c., audited and reported for payment	9,687
The number of accounts of special contractors and mail messengers audited and reported for payment	16,756
The number of accounts of special agents audited and reported for payment	446
The number of miscellaneous accounts audited and reported for payment	404
The number of accounts of United States attorneys and marshals, and of clerks of the United States courts, adjusted and reported for payment	34
The number of accounts for advertising audited and reported for payment	144
The number of suits instituted	309
The number of judgments obtained in favor of the United States	278
The number of collection orders issued to mail contractors	75,546
The number of collection drafts issued	8,103
The number of department drafts countersigned and registered	14,506
The number of department warrants countersigned and registered	4,932
The number of certificates of deposits made by postmasters with other postmasters examined and registered	2,607
The number of letters received	145,396
The number of letters prepared, recorded, and mailed	109,055
The number of folio-post pages of correspondence recorded in the collection book	4,465
The number of pages recorded in miscellaneous book	645
The number of pages recorded in suit book	905
The number of pages recorded in report book	190
The number of accounts on the ledgers	61,291
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed	24,190
The number of letter-carriers' accounts settled	4,400
The number of money-order accounts settled	63,128
The number of letters written and mailed relating to money-order affairs	1,295
Amount collected on drafts issued on late postmasters	\$143,992 92
Amount collected on orders issued in favor of mail contractors	2,084,691 05
Amount collected on drafts issued on mail contractors	19,283 09
Amount collected from mail and special messengers' offices	337,184 82
Amount collected by suit	32,148 48
Amount of deposits made by postmasters with other postmasters	437,193 02

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

No. 7.—Statement showing the transactions of the money order

States.	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.....	8,064	\$1,452 74	\$184,980 87	\$1,327 70		\$150 00	
Arkansas.....	4,321	724 63	131,332 16	825 75		2,000 00	
California.....	24,323	44,532 52	836,019 05	4,943 85		622,284 00	
Colorado.....	1,577	1,513 98	32,234 52	243 00			
Connecticut.....	17,735	4,849 03	310,407 80	2,521 10		127,044 41	\$5 25
Dakota Territory.....	227		6,361 48	41 85			
Delaware.....	2,942	1,072 65	51,275 01	420 65		950 00	
District of Columbia.....	11,820	2,673 50	258,244 28	1,862 65		48,062 28	
Florida.....	5,702	5,240 43	212,119 15	1,208 63			
Georgia.....	9,703	2,354 13	196,981 27	1,493 00		220,752 00	
Idaho Territory.....	2,410	5,412 30	98,726 04	541 65		2,582 00	
Illinois.....	86,738	21,916 48	1,483,787 99	12,155 50		1,004,819 02	3 54
Indiana.....	50,261	13,792 09	810,181 61	6,852 45		196,375 99	303 49
Iowa.....	36,678	9,084 32	605,071 52	5,080 60	\$1 00	119,747 00	9 16
Kansas.....	9,363	4,232 50	197,751 62	1,452 85		25,480 00	71 88
Kentucky.....	10,697	1,697 95	186,842 58	1,527 50		51,342 25	
Louisiana.....	9,647	14,745 47	267,232 88	1,681 65		201,729 12	
Maine.....	12,703	5,756 32	314,178 34	2,164 95		172,101 60	
Maryland.....	12,886	5,321 59	250,146 01	1,921 75		303,251 91	
Massachusetts.....	32,792	8,947 82	695,365 48	5,107 40		1,037,398 09	28 02
Michigan.....	39,297	12,716 74	682,584 08	5,518 85	1 50	304,218 06	
Minnesota.....	15,781	2,750 09	300,042 22	2,341 05		72,299 28	
Mississippi.....	5,052	2,324 16	122,340 93	860 90		150 00	
Missouri.....	26,534	12,656 85	491,644 90	3,861 75		545,767 17	10 61
Montana Territory.....	1,272	2,894 20	46,228 69	269 25			
Nebraska.....	4,233	1,011 97	91,059 90	667 55			
Nevada.....	3,386	4,097 06	136,284 76	757 65		1,140 00	
New Hampshire.....	8,449	2,689 38	180,476 32	1,330 85		22,900 00	
New Jersey.....	15,574	5,074 70	299,983 02	2,330 05		51,600 00	104 27
New York.....	95,112	54,959 79	1,658,300 34	13,468 10		3,349,939 20	458 10
North Carolina.....	5,154	289 82	109,927 26	818 80		1,903 00	
Ohio.....	78,875	18,707 08	1,376,186 08	11,530 85		888,640 00	19 99
Oregon.....	3,614	4,317 85	112,047 49	691 25		1,482 00	
Pennsylvania.....	72,051	22,384 07	1,302,656 43	10,359 85		900,518 39	
Rhode Island.....	6,282	1,353 05	119,717 49	925 60		40,756 91	19 50
South Carolina.....	4,363	1,920 88	94,503 29	689 05	4 51	10,247 00	3 78
Tennessee.....	13,241	1,333 93	278,606 94	2,065 00	04	142,759 00	
Texas.....	4,301		140,094 44	839 50		6.0 00	
Utah.....	916	1,530 16	24,384 42	160 85			
Vermont.....	10,515	4,049 50	179,892 44	1,477 50		7,200 00	
Virginia.....	13,126	1,715 87	260,092 55	1,977 10	8 94	209,776 25	19 45
Washington Territory.....	1,133	2,245 15	45,241 90	249 00		4,000 00	
West Virginia.....	5,990	915 96	109,515 45	874 95		2,050 00	
Wisconsin.....	47,137	12,222 17	906,807 47	6,984 20	20	608,378 65	
	831,937	329,470 90	16,197,858 47	124,487 00	16 19	11,302,391 58	1,057 04

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 27, 1868.

office of the United States for the fiscal year ending June 30, 1868.

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 the United States.	Miscellaneous items.
\$693 85	2,050	\$54,321 03	\$2,157 93	\$550 00	\$126,434 00	\$87 60	\$293 91	\$4,761 69	.....
610 00	877	29,429 34	956 38	500 00	97,698 80	138 65	311 89	6,447 48	.....
1,731 00	7,019	278,574 90	8,459 73	920,119 55	255,896 00	95 74	4,663 12	41,691 38	.....
.....	354	10,849 39	272 75	.....	20,345 00	10 00	.....	2,514 36	.....
16,733 56	14,951	323,056 26	2,737 71	5,000 00	123,870 31	62 65	1,341 15	5,493 07	.....
.....	32	1,160 30	57 40	.....	4,690 00	.....	15 39	480 24	.....
2,335 00	1,687	37,099 65	661 53	.....	17,069 00	81	186 54	1,036 81	.....
200 00	12,661	251,157 79	2,058 60	.....	54,056 00	81 97	1,935 17	1,753 18	.....
.....	582	20,697 92	1,059 58	.....	186,185 37	66 35	428 50	10,139 53	.....
7,250 00	5,429	123,370 47	2,347 89	650 00	289,963 00	134 05	451 22	11,913 77	.....
8 00	442	19,912 49	341 00	.....	75,685 00	.....	205 43	11,126 07	.....
45,356 83	77,663	1,508,514 20	12,543 78	470 00	994,309 61	834 94	5,954 54	45,395 93	\$15 37
12,232 37	22,847	433,293 84	5,473 51	3,597 45	572,211 43	46 24	2,912 53	22,160 04	32 96
27,431 85	29,053	430,336 45	5,307 87	300 00	314,085 67	363 05	2,110 35	13,922 06	.....
6,898 20	4,779	129,641 70	1,891 28	.....	88,739 11	28 90	519 75	15,063 31	.....
6,740 00	7,381	156,319 53	1,664 81	2,060 00	83,392 00	27 70	395 56	4,290 68	.....
275 00	6,219	199,611 32	3,357 87	195,102 00	74,506 90	222 75	486 37	12,376 91	.....
23,814 00	11,117	321,765 76	1,802 00	2,700 00	181,029 60	.....	815 16	9,902 69	.....
1,893 44	16,949	366,155 89	2,033 93	37 00	179,468 50	88 00	469 34	14,285 04	.....
35,914 86	95,860	1,621,653 12	5,911 06	801 16	131,825 65	420 51	4,368 98	17,778 99	2 20
14,123 00	37,063	497,375 22	5,687 65	400 00	487,770 19	88 06	2,072 91	25,768 20	.....
11,181 49	8,766	211,387 59	3,064 06	142 00	162,782 97	12 00	891 62	10,324 68	9 21
1,800 00	1,332	37,254 32	710 86	.....	87,636 01	148 75	264 92	1,471 13	.....
9,279 28	23,712	565,462 33	4,782 48	20 00	474,904 13	166 60	2,617 77	15,267 25	.....
.....	404	17,837 62	115 50	.....	28,457 00	.....	112 00	2,870 02	.....
656 00	1,617	43,509 59	1,026 12	.....	46,817 65	5 00	277 08	1,759 98	.....
.....	533	23,828 50	811 09	.....	112,012 00	152 90	282 37	5,192 70	.....
11,950 00	6,450	155,100 46	991 45	.....	58,772 74	.....	637 20	3,843 87	83
17,601 98	12,581	281,338 78	2,269 76	450 00	84,293 88	40 02	1,128 22	7,145 99	27 37
823,209 61	197,615	3,389,734 41	19,300 54	48,381 40	2,339,624 39	935 28	9,968 60	91,932 94	458 58
3,205 00	2,163	39,638 93	504 84	805 00	70,716 78	11 53	319 22	4,144 58	.....
41,181 86	90,676	1,451,622 13	12,115 69	5,195 00	828,513 39	190 60	5,324 57	33,356 79	7 69
5,535 00	1,553	61,378 06	219 00	.....	55,752 00	12 33	307 14	6,405 06	.....
21,577 00	80,730	1,448,250 27	11,765 31	100 00	760,669 51	97 55	5,851 33	30,761 77	.....
3,525 00	4,360	106,481 77	1,656 83	.....	55,357 91	25 70	620 73	2,154 61	.....
4,500 00	2,691	66,609 59	635 03	.....	42,390 00	12 75	139 09	2,082 05	.....
700 00	6,114	146,072 68	2,793 26	.....	266,225 00	18 50	1,274 42	9,081 05	.....
7,534 54	1,099	38,420 25	971 89	28,548 00	71,716 21	30 46	233 55	9,148 12	.....
400 00	232	7,765 76	45 00	400 00	15,838 00	.....	63 33	2,363 34	.....
15,515 00	5,632	128,879 40	1,054 40	.....	72,894 57	.....	653 63	4,644 52	7 92
12,573 89	8,827	196,070 87	2,354 97	163 89	281,152 01	117 73	597 90	5,706 68	.....
.....	546	25,908 13	948 00	.....	23,153 00	.....	115 34	1,611 58	.....
697 00	2,140	47,186 39	777 24	100 00	62,485 75	.....	350 30	3,149 13	4 55
8,409 40	31,152	672,467 31	6,344 43	800 00	830,071 00	298 44	3,304 22	29,516 69	.....
1,205,253 01	836,940	15,976,501 11	142,035 92	1,217,392 45	11,191,457 04	5,073 68	65,271 36	562,235 95	566 68

H. J. ANDERSON, Auditor.

No. 8.—*Statement showing the revenue accruing to the money order department for the fiscal year ending June 30, 1868.*

Total amount of fees received.....	\$124,457 00	
Total amount received for premium on drafts.....	16 19	
Commissions and clerk hire allowed postmasters.....		\$65,271 36
Lost remittances.....		1,769 00
Incidental expenses.....		3,304 68
Net revenue.....		54,158 15
Total.....	124,503 19	124,503 19

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

No. 9.—*Statement showing the receipts and expenditures of the money order department for the fiscal year ending June 30, 1868.*

RECEIPTS.

Balance in hands of postmasters, June 30, 1867.....	\$329,470 90*
Amount received for money orders issued.....	16,197,858 47
Amount received for fees.....	124,487 00
Amount received for premium on drafts.....	16 19
Amount received on deposit and drafts.....	11,302,391 58
Amount due postmasters.....	1,057 04
Amount transferred from postage fund.....	1,205,253 01

DISBURSEMENTS.

Amount of money orders paid.....	\$15,976,501 11
Amount of money orders repaid.....	142,035 92
Amount transferred to postage fund.....	1,217,392 45
Amount deposited at first-class offices.....	11,191,457 04
Amount of incidental expenses.....	3,304 68
Amount allowed for lost remittance.....	1,769 00
Amount allowed for clerk hire and commissions.....	65,271 36
Miscellaneous items.....	566 68
Balance in hands of postmasters June 30, 1868.....	562,235 95
Total.....	29,160,534 19

H. J. ANDERSON, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 27, 1868.*

*The discrepancy between the balance in hands of postmasters June 30, 1867, and the balance as shown by this statement, is occasioned by not including certain offices on the Pacific coast in this report, in consequence of the non-receipt of statements from said offices.

No. 10.—Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$20,808 81	\$33,482 81	\$114,271 45	90 00	\$168,653 07
Miscellaneous line	12,102 94	36,354 57	81,766 55	82 32	130,306 38
Canadian line	2,928 73	13,396 47	16,612 73	10,735 63	43,673 56
German Lloyd	4,262 55	12,268 81	23,966 09	41 52	40,478 97
Hamburg line	1,449 74	4,419 66	10,962 98	12 24	16,844 62
New York and Havre line	768 20	3,022 91	6,844 16	12 64	10,647 91
Baltimore and Liverpool St'ship Co	101 47	806 56	86 08	1,483 16	2,531 27
Totals.....	42,422 44	103,805 77	254,450 04	12,457 51	413,135 78
Amount received	\$146,228 23		\$266,907 55		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$470 01	\$143,734 40	\$6,780 41	\$26,781 94	\$177,766 79
Miscellaneous line	582 65	99,058 15	3,163 63	16,624 10	119,488 53
Canadian line	31 26	13,611 71	1,364 84	1,259 04	16,266 85
German Lloyd	235 08	56,496 22	2,639 93	14,346 63	73,717 86
Hamburg line	171 18	40,805 08	666 23	7,205 54	48,848 03
New York and Havre line	20 49	7,480 22	267 23	1,669 34	9,437 28
Baltimore and Liverpool St'ship Co		53 40	89 28	16 68	159 36
Totals.....	1,510 67	361,239 18	14,971 58	67,963 27	445,684 70
Amount sent	\$377,721 43			\$67,963 27	

Amount collected in the United States	\$533,949 66
Amount collected in the United Kingdom	334,870 82
Total.....	858,820 48
Excess collected in the United States	\$189,078 84
Compared with last fiscal year, (decrease)	241,449 10

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1868.

No. 11.—Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$7,261 80	\$36,443 40	\$11,481 61	.....	\$55,186 81
Miscellaneous line	2,970 87	19,035 54	5,692 85	.....	37,699 26
German Lloyd	5,143 02	28,540 19	7,900 76	.....	41,583 97
Hamburg line	1,356 40	8,860 21	2,350 01	.....	12,567 12
New York and Havre line	412 12	2,764 58	722 90	.....	3,899 60
Canadian line	3 29	.....	3 08	.....	6 37
Totals	17,147 50	95,644 42	28,151 21	.....	140,943 13
Amount received	\$112,791 92	.....	\$28,151 21	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$67 62	\$30,847 23	.....	\$13,483 68	\$44,398 53
Miscellaneous line	62 24	23,096 89	.....	5,873 83	29,032 96
German Lloyd .....	.....	14,655 34	.....	2,361 85	17,017 19
Hamburg line .....	.....	12,859 44	.....	1,382 68	14,242 12
New York and Havre line .....	.....	2,137 81	.....	442 80	2,580 61
Totals	129 86	83,596 71	.....	23,544 84	107,271 41
Amount sent	\$83,726 57	.....	.....	\$23,544 84	.....

Amount collected in the United States	\$196,518 49
Amount collected in Prussia	51,696 06
Total	248,214 54
Excess collected in the United States	\$144,822 44
Compared with the last fiscal year	53,999 72

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No. 12.—Amount of letter postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$6,502 15	\$7,834 63	\$24,976 35	\$48 57	\$39,211 70
Miscellaneous line.....	3,658 64	5,295 53	14,233 27	135 45	22,722 89
Canadian line.....	961 20	1,942 86	2,921 95	1,706 75	7,532 76
German Lloyd.....	3,861 25	7,707 76	17,141 62	32 03	28,742 66
Hamburg line.....	1,327 01	2,243 06	5,998 71	9 40	9,578 18
French line, (direct).....	4,065 03	6,317 39	16,088 95	21 30	26,482 67
New York and Havre line.....	471 23	828 69	2,056 51	5 97	3,362 40
Baltimore and Liverpool St'ship Co	87	37 71	3 90	57 75	100 23
Totals.....	20,247 38	32,047 63	83,421 96	2,017 22	137,733 49
Amount received.....	\$52,295 01		\$85,438 48		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$36,534 60	\$218 53	\$1,540 41	\$15,904 51	\$54,198 05
Miscellaneous line.....	8,476 64	2,703 18	1,174 08	5,665 06	18,018 96
Canadian line.....	1,849 85	267 18	256 83	721 89	3,095 75
German Lloyd.....	10,474 72	4,630 26	468 33	10,793 20	25,766 51
Hamburg line.....	10,432 07	17 34	220 29	4,180 94	14,850 64
French line, (direct).....	17,334 62	81 63	655 16	7,356 45	25,427 86
New York and Havre line.....	4,198 05		210 57	2,056 39	6,465 01
Baltimore and Liverpool St'ship Co					
Totals.....	89,300 55	7,318 12	4,525 67	46,678 44	147,822 78
Amount sent.....	\$101,144 34			\$46,678 44	

Amount collected in the United States.....	\$153,439 35
Amount collected in France.....	132,116 92
Total.....	285,556 27
Excess collected in the United States.....	\$21,322 43
Compared with the last fiscal year, (decrease).....	14,566 18

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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, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$371 62	\$484 77	\$1,691 34	\$2 50	\$2,550 23
Miscellaneous line	251 44	320 14	1,089 89		1,652 47
Canadian line	51 78	73 61	260 91		386 30
German Lloyd	218 30	314 60	996 85		1,529 75
Hamburg line	74 24	110 41	402 33		586 98
New York and Havre line	63 18	75 06	224 10		362 34
Belgian line, (direct)	39 00	34 80	98 25		172 05
Totals	1,069 56	1,413 39	4,754 67	2 50	7,240 12
Amount received	\$2,482 95		\$4,757 17		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$7 65	\$1,467 97		\$1,061 63	\$2,537 25
Miscellaneous line		938 60		453 16	1,391 76
Canadian line		31 84		7 31	39 15
German Lloyd		599 70		667 65	1,267 35
Hamburg line		585 24		378 57	963 81
New York and Havre line		107 73		118 53	226 26
Belgian line, (direct)		3 90	\$2 70	6 75	13 35
Totals	7 65	3,734 98	2 70	2,693 60	6,438 93
Amount sent	\$3,745 33			\$2,693 60	

Amount collected in Belgium	\$7,450 77
Amount collected in the United States	6,228 28
Total	13,679 05
Excess collected in Belgium	\$1,222 49
Compared with the last fiscal year (decrease)	3,180 75

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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, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd	\$6,597 21	\$29,556 60	\$38,188 15	.....	\$74,341 96
North American Lloyd .....	.....	.....	.....	.....	.....
Totals	6,597 21	29,556 60	38,188 15	.....	74,341 96
Amount received	\$36,153 81	.....	\$38,188 15	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd	\$185 09	\$85,170 76	.....	\$13,300 36	\$89,656 21
North American Lloyd .....	.....	1,315 20	.....	67 70	1,382 90
Totals	185 09	86,485 96	.....	13,368 06	100,039 11
Amount sent	\$86,671 05	.....	.....	\$13,368 06	.....

Amount collected in the United States	\$122,824 86
Amount collected in Bremen	51,556 21
Total	174,381 07
Excess collected in the United States	\$71,268 65
Compared with the last fiscal year, (increase)	20,033 05

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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, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line	\$3,769 27	\$14,683 71	\$21,666 48	.....	\$40,119 46
Amount received	\$18,452 98	.....	\$21,666 48	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line	\$147 88	\$57,959 12	.....	\$9,864 87	\$67,971 87
Amount sent	\$58,107 00	.....	.....	\$9,864 87	.....

Amount collected in the United States	\$76,559 98
Amount collected in Hamburg	31,531 35
Total	108,091 33
Excess collected in the United States	\$45,028 63
Compared with the last fiscal year, (increase)	12,299 89

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No. 16.—Amount of letter postage on Netherlands mails received in and sent from the United States during the last six months of the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$81 65	\$424 51	\$448 05		\$954 21
Miscellaneous line	73 60	485 71	368 90		928 21
German Lloyd	88 80	567 91	451 05		1, 107 76
Hamburg line	41 40	302 75	248 55		592 70
Canadian line	2 70	23 20	12 00		37 90
Totals	288 15	1, 804 08	1, 528 55		3, 620 78
Amount received	\$2, 092 23		\$1, 528 55		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line		\$780 15		\$339 09	\$1, 119 24
Miscellaneous line		947 65		400 02	1, 347 67
German Lloyd		499 50		240 90	740 40
Hamburg line		462 75		187 75	650 50
Totals		2, 690 05		1, 167 76	3, 857 81
Amount sent	\$2, 690 05			\$1, 167 76	

Amount collected in the United States	\$4, 782 28
Amount collected in the Netherlands	2, 636 31
Total	7, 478 59
Excess collected in the United States	\$2, 085 97

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No. 17.—Amount of letter postage on Switzerland mails received in and sent from the United States during the last three months of the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$45 10	\$166 60	\$328 68		\$540 38
Miscellaneous line	40 95	230 60	275 05		546 60
German Lloyd	65 40	327 75	483 07		876 22
Hamburg line	67 50	319 80	477 15		864 45
Totals	218 95	1, 044 75	1, 563 95		2, 827 65
Amount received	\$1, 263 70		\$1, 563 95		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line		\$418 50		\$183 20	\$601 70
Miscellaneous line		706 50		238 70	945 20
German Lloyd		383 85		162 10	545 95
Hamburg line		569 55		200 15	769 70
Totals		2, 078 40		784 15	2, 862 55
Amount sent	\$2, 078 40			\$784 15	

Amount collected in the United States	\$3, 342 10
Amount collected in Switzerland	2, 348 10
Total	5, 690 20
Excess collected in the United States	\$994 00

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No. 18.—Amount of letter postage on Italian mails received in and sent from the United States during the last three months of the fiscal year ended June 30, 1868.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$68 65	\$305 58	\$565 35		\$939 58
Miscellaneous line	73 50	419 15	674 30		1,166 95
German Lloyd	46 25	275 80	444 20		766 25
Hamburg line	7 50	17 05	29 00		53 55
Totals	195 90	1,017 58	1,712 85		2,926 33
Amount received	\$1,213 48		\$1,712 85		

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line		\$306 15		\$72 15	\$378 30
Miscellaneous line		539 25		87 50	626 75
German Lloyd		193 05		45 90	238 95
Hamburg line		347 10		38 80	385 90
Totals		1,385 55		244 36	1,629 90
Amount sent	\$1,385 55			\$244 35	

Amount collected in the United States	\$2,599 03
Amount collected in Italy	1,957 20
Total	4,556 23
Excess collected in the United States	\$641 83

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No 19.—Number of letters exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1868.

Lines.	Number of letters.	
	Received.	Sent.
Cunard line	900,289	925,458
Miscellaneous line	715,455	750,510
Canadian line	191,976	94,287
German Lloyd	233,435	385,912
Hamburg line	100,352	289,118
New York and Havre line	43,923	38,784
Baltimore and Liverpool Steamship Company	10,461	862
Totals	2,195,891	2,484,931
Compared with last fiscal year, increase	136,360	
decrease		108,702

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No. 20.—*Number of letters exchanged between the United States and the Kingdom of Prussia in closed mails during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	210,869	200,987
Miscellaneous line.....	121,349	170,228
German Lloyd.....	163,916	84,096
Hamburg line.....	57,367	73,179
New York and Havre line.....	12,890	9,344
Canadian line.....	21	.....
Totals.....	566,412	537,834
Compared with last fiscal year, increase.....	1,797	85,690

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No. 21.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	247,414	343,648	37,501	Not given.
Miscellaneous line.....	141,962	113,542	22,467	Do.
Canadian line.....	45,910	19,429	12,660	Do.
German Lloyd.....	175,370	164,939	45,299	Do.
Hamburg line.....	59,226	93,124	11,232	Do.
French line, (direct).....	159,856	163,436	27,630	Do.
New York and Havre line.....	21,324	41,130	2,911	Do.
Baltimore and Liverpool Steamship Company.....	639	.....	.....	Do.
Totals.....	851,701	939,248	159,700	
Compared with last fiscal year, decrease.....	56,116	11,378	
increase.....	26,663	

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No. 22.—*Number of letters exchanged between the United States and Belgium during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line	11, 332	12, 156
Miscellaneous line	7, 953	8, 059
Canadian line	1, 564	233
German Lloyd	7, 149	6, 542
Hamburg line	2, 903	4, 899
New York and Havre line	1, 342	838
Belgian line, (direct)	1, 147	89
Totals	33, 390	32, 816
Compared with last fiscal year, decrease	1, 136
increase	5, 071

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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, 1868.*

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received	107, 717	47, 948	\$14, 162 51
Sent	117, 932	143, 964	22, 779 42
Totals	225, 649	191, 912	36, 941 93
Add newspaper postage, at two cents each .....	.....	.....	3, 838 24
Total postages	40, 780 17
Compared with last fiscal year, increase	48, 278	50, 775	\$7, 189 07

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No. 24.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico during the fiscal ended June 30, 1868.*

American and Mexican Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received	12,495	4,283	\$1,691 69
Sent	16,704	22,916	1,670 40
Totals	29,199	27,199	3,362 09
Add newspaper postage, at two cents each.....			543 98
Total postages			3,906 07
Compared with last fiscal year, increase	6,323	2,552	\$984 12

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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, 1868.*

The United States and Brazil Steamship Company.	Letters.	Newspapers.	Postage on letters.
Received	55,815	19,668	\$5,974 81
Sent	67,080	63,808	7,067 51
Totals	122,895	83,476	13,042 32
Add newspaper postage, at two cents each.....			1,669 52
Total postages			14,711 84
Compared with last fiscal year, increase.....	35,376	27,013	\$4,509 38

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No. 26.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Nicaragua during the fiscal year ended June 30, 1868.*

Central American Transit Company.	Letters.	Newspapers.	Postage on letters.
Received	2,161	532	\$216 10
Sent	1,364	819	136 40
Totals.....	3,525	1,351	352 50
Add newspaper postage, at two cents each.....			27 02
Total postages			379 52
Compared with the last fiscal year, increase	861	197	\$94 38

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No. 27.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Venezuela during the fiscal year ended June 30, 1868.*

Venezuela line.	Letters.	Newspapers.	Postage on letters.
Received			
Sent	520	980	\$52 00
Totals	520	980	52 00
Add newspaper postage, at two cents each			1 96
Total postages			53 96
Compared with last fiscal year, decrease	2, 284	579	207 66

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No. 28.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States and Belize, Honduras, during the fiscal year ended June 30, 1868.*

Honduras line.	Letters.	Newspapers.	Postage on letters.
Received	3, 855	Not stated.	\$385 50
Sent	1, 280	Not stated.	128 00
Totals	5, 135	Not Stated.	413 50
Add newspaper postage, at two cents each			Nil.
Total postages			413 50

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No. 29.—*Number of letters exchanged between the United States and Bremen during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
German Lloyd	627, 313	779, 560
North American Lloyd		9, 539
Totals	627, 313	789, 099
Compared with last fiscal year, increase	182, 743	92, 959

H. J. ANDERSON, *Auditor.*

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No. 30.—*Number of letters exchanged between the United States and Hamburg during the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Hamburg line	337, 440	561, 802
Compared with last fiscal year, increase.....	54, 200	134, 274

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No. 31.—*Number of letters exchanged between the United States and Netherlands during the last six months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	5, 615	7, 518
Miscellaneous line.....	5, 337	9, 048
German Lloyd.....	6, 381	5, 065
Hamburg line.....	3, 431	4, 355
Canadian line.....		212
Totals.....	20, 764	26, 198

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No. 32.—*Number of letters exchanged between the United States and Switzerland during the last three months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	3, 286	4, 013
Miscellaneous line.....	3, 235	6, 321
German Lloyd.....	5, 243	3, 663
Hamburg line.....	5, 161	5, 135
Totals.....	16, 925	19, 132

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No. 33.—*Number of letters exchanged between the United States and Italy during the last three months of the fiscal year ended June 30, 1868.*

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	5, 446	2, 522
Miscellaneous line.....	6, 667	4, 196
German Lloyd.....	4, 409	1, 626
Hamburg line.....	315	2, 582
Totals.....	16, 837	10, 926

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No. 34.—*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, 1868.*

West India steamers.	Letters.	Newspapers.	Postage on letters.
Received.....	379, 509	77, 510	\$50, 564 59
Sent.....	267, 546	124, 178	30, 388 04
Totals.....	647, 055	201, 688	80, 952 63
Add newspaper postage, at two cents each.....			4, 033 76
Total postages.....			84, 986 39
Compared with last fiscal year, increase.....	86, 629	21, 906	\$11, 833 15

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No. 35.—*Statement of letters and newspapers, with the several postages on the mails sent from the United States to China, during the fiscal year ended June 30, 1868.*

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Sent.....	16, 643	15, 881	\$1, 664, 30
Totals.....	16, 643	15, 881	1, 664 30
Add newspaper postage, at two cents each.....			317 62
Total postages.....			1, 981 92
Compared with last fiscal year, increase.....	14, 170	9, 914	\$1, 615 28

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FOR THE POST OFFICE DEPARTMENT, October 31, 1868.

No. 36.—*Statement of letters and newspapers, with the several postages on the mails sent from the United States to Honolulu, during the fiscal year ended June 30, 1868.*

Pacific Mail Steamship Company.	Letters.	Newspapers.	Postage on letters.
Sent.....	9,252	4,865	\$925 20
Totals.....	9,252	4,865	925 20
Add newspaper postags, at two cents each.....			97 30
Total postages.....			1,022 50

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No. 37.—*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, 1868.*

Nova Scotia line.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Received.....	\$252 86	\$263 67		
Sent.....			\$1,848 98	\$1,005 24

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FOR THE POST OFFICE DEPARTMENT, *October 31, 1868.*

No. 38.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1868.*

Countries.	Number of letters.	
	Received.	Sent.
Great Britain.....	2,195,891	2,484,931
Prussia.....	566,412	537,834
France.....	851,701	939,248
Belgium.....	33,390	32,816
Bremen.....	627,313	789,099
Hamburg.....	337,440	561,802
Netherlands.....	20,764	26,198
Switzerland.....	16,925	19,132
Italy.....	16,837	10,926
West Indies.....	379,509	267,546

No. 38.—*Number of letters exchanged, &c.*—Continued.

Countries.	Number of letters.	
	Received.	Sent.
Panama	107,717	117,932
Mexico	12,495	16,704
Brazil	55,815	67,080
Nicaragua	2,161	1,364
Venezuela		520
Belize, Honduras	3,855	1,280
China		16,643
Honolulu		9,252
Totals	5,228,225	5,900,307
Compared with last fiscal year, (increase)	242,392	587,906

H. J. ANDERSON, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1868.No. 39.—*Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1868.*

Amount on unpaid received	\$32,676 86	
Amount on paid received	106,086 26	
		\$138,763 12
Amount on unpaid sent	25,565 22	
Amount on paid sent	141,817 34	
		167,382 56
Total		306,145 68
Amount collected in the United States		174,494 20
Amount collected in the British Provinces		131,651 48
Excess collected in the United States		42,842 72
Compared with last fiscal year (decrease)		42,158 20

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1868.No. 40.—*Amounts reported as due the steamers of the Miscellaneous line for services rendered during the fiscal year ended June 30, 1868.*

Third quarter of 1867	\$47,225 41
Fourth quarter of 1867	57,276 79
First quarter of 1868	17,844 73
Second quarter of 1868	16,054 41
Total amount paid	138,401 34

Amounts reported as due the steamers of the German Lloyd for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867	\$38,567 97
Fourth quarter of 1867	39,603 17
First quarter of 1868	19,787 60
Second quarter of 1868	15,469 57
Total amount paid	113,428 31

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$14,893 47
Fourth quarter of 1867.....	17,918 04
First quarter of 1868.....	1,997 51
Second quarter of 1868.....	1,250 59
Total amount paid.....	<u>36,059 61</u>

Amounts reported as due the steamers of the Hamburg line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$16,979 88
Fourth quarter of 1867.....	15,131 35
First quarter of 1868.....	11,412 55
Second quarter of 1868.....	21,754 33
Total amount paid.....	<u>65,278 11</u>

Amounts reported as due the steamers of the New York and Harre line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$20,879 51
Fourth quarter of 1867.....	10,105 35
Total amount paid.....	<u>30,984 86</u>

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1868.

First quarter of 1868.....	\$21,026 42
Second quarter of 1868.....	13,110 56
Total amount paid.....	<u>34,136 98</u>

Amounts reported as due the steamers of the North American Lloyd for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$675 95
Fourth quarter of 1867.....	444 68
Total amount paid.....	<u>1,120 63</u>

Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$1,721 34
Fourth quarter of 1867.....	594 51
First quarter of 1868.....	11 02
Second quarter of 1868.....	40 73
Total amount paid.....	<u>2,367 60</u>

Amounts reported as due the steamers of the Nova Scotia line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$1,033 10
Fourth quarter of 1867.....	433 10
First quarter of 1868.....	8 74
Second quarter of 1868.....	210 41
Total amount paid.....	<u>1,685 35</u>

Amounts reported as due the steamers of the Pacific Mail Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$6,539 99
Fourth quarter of 1867.....	6,181 72
First quarter of 1868.....	6,790 64
Second quarter of 1868.....	7,821 98
Total amount paid.....	<u>27,334 33</u>

Amounts reported as due the steamers of the North American Steamship Company for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$123 52
Fourth quarter of 1867.....	135 18
First quarter of 1868.....	98 72
Second quarter of 1868.....	73 85
Total amount paid.....	<u>431 27</u>

Amounts reported as due the steamers conveying the mails between the United States and the West India islands for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$13,536 55
Fourth quarter of 1867.....	15,174 23
First quarter of 1868.....	19,697 88
Second quarter of 1868.....	19,179 82
Total amount paid.....	<u>67,588 48</u>

Amounts reported as due the steamers of the Honduras line for services rendered during the fiscal year ended June 30, 1868.

Third quarter of 1867.....	\$146 12
Fourth quarter of 1867.....	116 13
First quarter of 1868.....	151 69
Second quarter of 1868.....	168 63
Total amount paid.....	<u>582 57</u>

H. J. ANDERSON, Auditor.

[OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1868.