

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
Washington, D. C., November 15, 1869.

SIR: The ordinary revenues of this department for the fiscal year ended June 30, 1869, were \$18,344,510 72, and the expenditures \$23,698,131 50. For the year ended June 30, 1868, the ordinary revenues were \$16,292,600 80, and the expenditures \$22,730,592 65. The increase of revenue for the year 1869 over the preceding fiscal year was \$2,051,909 92, and the increase of expenditures \$967,538 85. The increase of revenue for 1868 over 1867 was \$1,055,573 93, and the increase of expenditures for 1868 over 1867 was \$3,495,109 19. The ratio of increase of revenue for the year 1869 is 12.59 per cent., and of expenditures 4.25 per cent., compared with receipts and expenditures for the year 1868. The increase of revenue for 1869 is greater than the increase for 1868 by \$996,335 99, and the increase of expenditures for 1869 is less than the increase for 1868 by \$2,527,570 34. If, therefore, the increase of receipts be compared with the increase of expenditures for the year last ended, it will appear that the increase of receipts exceeded the increase of expenditures in the sum of \$1,084,371 07; while a like comparison of the receipts and expenditures for the year 1868 will show an excess in the increase of expenditures over the increase of receipts for that year of \$2,439,535 26.

ESTIMATES FOR 1871.

The estimated expenditures for the year ending June 30, 1871, are.....	\$25,581,093
The revenues, estimated at 10 per cent. increase over last year.....	\$20,178,961
Standing appropriations for free matter.....	700,000
	20,878,961
Leaving a deficiency of.....	4,702,132

The foregoing estimates do not include the following special appropriations in the nature of subsidies:

For mail steamship service between San Francisco, Japan, and China	\$500,000
For like service between the United States and Brazil.....	150,000
For like service between San Francisco and Sandwich Islands	75,000
Total.....	725,000

Of the deficiency appropriated for the year 1869 there remains unexpended a balance of.....		\$1,500,000 00
Against which there are properly chargeable sundry unliquidated accounts, which cannot exceed the following estimates:		
For balances to foreign countries.....	\$250,000 00	
For mail service under contract and recognized.....	284,186 35	
For mail service unrecognized.....	150,000 00	
		<u>684,186 35</u>
Leaving a net balance, after settlement and payment of all liabilities, of.....		<u><u>815,813 65</u></u>

STAMPS AND STAMPED ENVELOPES.

The number of postage stamps issued during the year was 420,896,540, representing.....	\$12,706,220 00
The number of periodical stamps was 150,920, representing.....	16,348 00
Stamped envelopes, plain, 46,265,750, representing....	1,332,862 50
Stamped envelopes, request, 31,814,100, representing....	950,726 00
Newspaper wrappers, 3,595,250, representing.....	71,905 00
	<u>15,078,061 50</u>

The whole number of stamps, envelopes, and newspaper wrappers was 502,722,560, of the aggregate value of.....

The increase thereof is best exhibited by the following table:

Description.	Fiscal year ending June 30, 1868.	Fiscal year ending June 30, 1869.	Increase.	Increase per cent.
Postage stamps.....	\$11,736,264 00	\$12,706,220 00	\$969,956 00	8 26-100
Newspaper and periodical stamps.....	14,750 00	16,348 00	1,598 00	10 83-100
Plain stamped envelopes.....	1,285,218 00	1,332,862 50	47,644 50	3 70-100
Request stamped envelopes.....	759,520 00	950,726 00	191,206 00	25 17-100
Newspaper wrappers.....	67,372 00	71,935 00	4,563 00	6 72-100
Aggregate.....	13,863,124 00	15,078,061 50	1,214,937 50	8 76-100

The issue of periodical stamps was discontinued by my predecessor about February 1, 1869.

The number of packages of postage stamps lost in the mails during the year was 22, representing \$818; and of stamped envelopes 15, representing \$259 30, being much less than the losses from like delinquencies in 1868.

CONTRACTS.

There were in the service of the department on the 30th of June, 1869, 7,056 contractors for the transportation of the mails.

Of mail routes in operation there were 8,449, aggregating in length 223,731 miles, in annual transportation 90,723,403 miles, and in annual cost \$10,406,501. If the compensation of railway post office clerks, route agents, local agents, mail messengers, mail route messengers, and baggage-masters in charge of mails, amounting to \$1,275,227, be added,

the aggregate annual cost will be \$11,681,728. This service was divided as follows:

Railroad routes: Length, 39,537 miles; annual transportation, 41,399,284 miles; annual cost, \$4,723,680—about 11.41 cents per mile.

Steamboat routes: Length, 20,779 miles; annual transportation, 4,331,011 miles; annual cost, \$774,536—about 17.88 cents per mile.

“Celerity, certainty, and security”: Length, 163,415 miles; annual transportation, 44,993,108 miles; annual cost, \$4,908,285—about 10.9 cents per mile.

There was an increase over the preceding year in length of routes of 6,803 miles; in annual transportation, 6,499,078 miles; and in cost, \$140,445. To the last add increased cost for railway post office clerks, route, local, and other agents, \$160,594, and the total increase of cost will be shown to be \$301,039.

The foregoing statements of distances and costs do not include service for “special” offices. There were, at the close of the year, 1,962 of these offices, each with a mail carrier, whose pay from the department is not allowed to exceed the net postal yield of the office. “Special” routes and their carriers are included in the number of contractors and routes as given above.

OVERLAND MAIL.

The contract or agreement entered into on the 21st October, 1868, between the Post Office Department and Messrs. Wells, Fargo & Co., for the transportation of the United States mails between the western terminus of the Union Pacific railroad and the eastern terminus of the Central Pacific, for the term of one year from October 1, 1868, or until the two railroads should 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, expired on the 9th of May, 1869, the railroads having effected a junction and reported ready to carry mails through on the 10th. When the contract was entered into, it was estimated that the junction would not be formed before the 31st July, it being supposed that the severity of the weather would compel a suspension of work on the railroads during the months of January, February, and March; and it was further estimated that the cost of the mail service under Wells, Fargo & Co.’s contract would amount to \$670,144. The weather proving unusually mild, however, and the progress of the roads being uninterrupted, their completion was accelerated nearly three months, and hence the cost of the service under the contract with Wells, Fargo & Co. was reduced \$214,339 36 below the estimate. The amount actually paid to them for the whole period from 1st October, 1868, to 9th May, 1869, inclusive, (221 days in all,) after making deductions for completed sections, was \$455,804 64.

The temporary contract entered into on 31st October, 1868, with the same parties, at \$79,000 per annum, for that division of the overland mail route extending from the terminus of the Kansas Pacific railway to Denver, numbered 14,167, and known as the “Smoky Hill route,” expired by limitation on the 30th June, 1869. The route had been curtailed in the mean time so as to commence at Cheyenne Wells, being coincident that far with the daily route to Santa Fé, and \$14,149 deducted from the annual pay, for thirty-six miles decrease, reducing the pay to \$64,851 per annum. The route as thus curtailed, and numbered 17,034^a, was advertised under date of January 6, 1869, to be let from 1st July then

next, the department offering to receive proposals until the 7th April and to decide thereon by the 14th of the same month. Under this advertisement several bids were submitted, the lowest being \$34,600 per annum. It appearing, however, from the specific reports of postmasters, that the mail matter conveyed over the route had become inconsiderable, owing to the transmission of the principal mails for Denver over the Union Pacific railroad, after its completion, *via* Cheyenne City, and that there were no post offices whatever between Cheyenne Wells and Denver on route 17,034^a, the continuance of the service was not deemed to be of sufficient importance to justify the expense it would involve, and the route was consequently left out of operation from 30th June, 1869.

The contract made on the 28th October, 1868, with Wells, Fargo & Co., to carry the mails for one year from October 1, 1868, on route 17,035, from Cheyenne City to Denver, one hundred and two miles, and back, daily, at \$9,970 50 per annum, expired on the 30th September, 1869, and the route was re-let from October 1st, under the above-mentioned advertisement of January 6th, to the same parties, they being the lowest bidders, at \$8,640 per annum. This is all that remains of the old overland mail service, and this will doubtless be superseded in a few months, a railroad between Cheyenne City and Denver being now in rapid course of construction.

READJUSTMENT OF PAY ON RAILROAD ROUTES.

In anticipation of the close of the contract term in the New England States and the State of New York, and with a view to obtain data upon which to base the readjustment of the rates of pay for the transportation of mails on railroad routes in those States for the new term commencing July 1, 1869, circulars were sent out in February last to the proprietors of all such routes, requesting them to weigh the mails they conveyed for thirty days from the 1st March, and report the result to the department, and to furnish, also, descriptions of the accommodations provided for mails and agents, together with statements showing the number of times per week the mails were conveyed in each direction. The information obtained in answer to this call is comprised in table E of the report of the Second Assistant Postmaster General, hereto appended, in which there are also embraced returns from a number of routes in other States, made at various times since the publication of a similar table in the annual report for 1867. It is the purpose of the department in the future to make a similar call upon the proprietors of railroad routes near the close of the contract term in each of the four contract sections into which the country is divided, so that the readjustment of pay in every case may be made upon new and corrected returns.

The rates heretofore paid for railroad mail service in New England and New York have been carefully compared with the returns just received from those States; and in every instance in which the amount and character of the service have been found to be clearly insufficient to justify the rate allowed, a commensurate deduction has been made. On the other hand, whenever a demand for increased pay has been made which the returns appeared to warrant, such increase has been allowed. Changes have thus been made in the rates of pay on more than fifty railroad routes in that section, comprising over one-third of the whole number. These roads have been classified, and their pay readjusted and established, in strict conformity with the conditions prescribed by law, to wit: "the size of the mails, the speed with which they are con-

veyed, and the importance of the service." The details of this classification and readjustment appear in table F of the report of the Second Assistant, also hereto appended, which embraces also a number of routes in other States on which changes have been made, on application by the proprietors of the several roads, at different times, since the preparation of the last annual report. On all of these routes together, 78 in number, the former annual pay amounted to \$742,852 63. The annual pay, as readjusted, now amounts to \$803,706 58, showing an excess of the present over the former amount of annual pay of \$60,853 95.

In these tables, (E and F,) as in similar ones heretofore published, the routes are arranged, not by States, but according to the rate of pay per mile per annum, the highest being first. Each is accompanied by an alphabetical index, for easy reference.

Great complaints have been made by some of the principal railroad companies in relation to the alleged inadequacy of their compensation for carrying the mails. They assert that the rates of their pay were fixed by the act of 3d March, 1845, and have remained unchanged for nearly twenty-five years; and that although the pay thus established was, at the time of the passage of the act, just and ample, it now falls short of what they are fairly entitled to. It cannot be denied that, since the passage of the act of 1845, important changes have taken place, the most conspicuous of which are the following: a large increase in the quantity and weight of mail matter; an additional number of trips per day to meet the necessities of the service; and the introduction of railway post offices, requiring much heavier and more expensive mail cars. These changes have imposed additional duties upon the railroads constituting the great trunk lines, and have largely increased their expenses. In justice to this class of roads, I respectfully recommend a careful revision and readjustment by Congress of railroad compensation, and the establishment of such rates as will be just and equitable to all concerned.

POST-ROUTE MAPS.

During the past year, the preparation and publication of the series of post-route maps of the United States have been continued, under the supervision of the Topographer of the department.

The map, in four sheets, of the States of Pennsylvania, New Jersey, Delaware, and Maryland, and of the District of Columbia, having been completed, copies are now being furnished to such postmasters and other agents of the department as the interests of the service require.

The map of the State of Maine, which embraces portions of New Hampshire and the Dominion of Canada, and one sheet of the double-sheet map of the States of Ohio and Indiana, are nearly finished, and will be ready for issue during the coming winter.

The drawings for a double-sheet map of the States of Michigan and Wisconsin have been placed in the hands of the engraver, to be completed next summer. To continue the series as projected, there come next in order the States of Illinois, Iowa, Missouri, and Minnesota.

With a view to the future construction of accurate post-route maps of the States of Kentucky, Tennessee, Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Texas, which have not been covered by the rectangular system of land survey of the general government, nor by sufficiently precise and reliable surveys by the State or local authorities, the Topographer suggests that some provision be made beforehand for the determination of the exact position on the earth's

surface of, at least, the most important points in these States; and he inquires whether, in case the State themselves should continue indifferent to the subject, an accurate survey could not be undertaken under the joint direction of the engineer officers of the army and the astronomers of the Coast Survey and of some of the standard observatories. The subject is worthy of careful consideration.

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 last year, was \$94,193 81; and the amount remitted was \$43,950 99, leaving the net amount \$50,242 82.

MAIL BAGS, LOCKS, AND KEYS.

The number, description, and cost of mail bags, locks, and keys, purchased during the year, will appear in detail by reference to a table annexed. The amount expended for new mail bags of all kinds was \$89,420, or \$31,403 13 more than the amount expended the preceding year. The cost of mail-bag catchers, recently introduced into the service, for delivering and receiving mails from and on railway trains at full speed, was \$1,900. This amount does not appear in the table last mentioned, but is included in the item of mail bags.

THROUGH MAILS.

Since the completion of the railroad line to the Pacific, arrangements have been made to have records kept showing the time occupied in the transit of mails from Washington, New York, Boston, Chicago, Cincinnati, and St. Louis to Denver City, Salt Lake City, Sacramento City, and San Francisco, and back. The appendix contains a copy of the circular giving the necessary instructions to postmasters and others. The records of arrivals on the Atlantic side during the month of October have reached the department. They show that mails are carried through from San Francisco to Washington in 6 days, 23 hours, and 15 minutes; to New York, in 6 days, 15 hours, and 20 minutes; to Boston, in 7 days, 4 hours; to Chicago, in 5 days, 7 hours, and 30 minutes; to Cincinnati, in 5 days, 22 hours, and 30 minutes; and to St. Louis, in 5 days, 1 hour, and 30 minutes. The above figures show the time of the shortest trips. The average time was: to Washington, 7 days, 7 hours, and 11 minutes; to New York, 7 days, 2 hours, and 23 minutes; to Boston, 7 days, 19 hours, and 25 minutes; to Chicago, 5 days, 14 hours, and 55 minutes; to Cincinnati, 6 days, 8 hours, and 32 minutes; and to St. Louis, 5 days, 16 hours, and 23 minutes. Compared with the time from San Francisco, the time from Sacramento City is 6 hours and 20 minutes less; from Promontory, 2 days and 10 minutes less; from Salt Lake City, 2 days and 9 hours less; from Denver City, 1 day, 23 hours, and 30 minutes less; and from Omaha City, 4 days, 7 hours, and 30 minutes less—Salt Lake City being distant from the railroad 29 miles, and Denver City 102 miles. Under the old overland mail contracts, the time from the Missouri River to Folsom City, 23 miles east of Sacramento City, was 16 days from April 1 to December 1, and 20 days for the remainder of the year.

Mails have been transmitted twice a day each way between New York and New Orleans since the 1st of March last, once over the *South-*

western route, via Washington, D. C., Lynchburg, Va., and Knoxville, Tenn., and once over the *Western route*, via Louisville, Ky., and Humboldt, Tenn. By the latter route a portion of the trips have been made in shorter time than by the former, the shortest being 78 hours and 30 minutes going south, and 76 hours and 15 minutes going north, while the shortest by the former was 84 hours and 35 minutes going south, and 85 hours and 20 minutes going north. Greater regularity exists on the *Southwestern route*, however, on which the average time from March to September, inclusive, was 89 hours and 29 minutes going south, and 90 hours and 59 minutes going north; while the average on the *Western route* for the same period was 92 hours and 13 minutes going south, and 90 hours and 14 minutes going north. Taking both directions together, there were carried through, from March to September, inclusive, on the *Southwestern route*, 429 mails, at an average speed of 90 hours and 14 minutes; and on the *Western route*, 359 mails, at an average speed of 91 hours and 18 minutes. By comparison with the through-mail tables in the last annual report, it will be seen that the average time on both these routes is sensibly improved.

A greater expedition has recently been obtained between New York and Chicago, one of the three daily trips over the Allentown route (*via* Pittsburg) being made in less than 31 hours each way.

SPECIAL AGENTS.

The number of special agents in the employ of the department during the last fiscal year was forty-eight, at an aggregate compensation of \$134,342. Under the impression that this force was excessive, Congress, in the appropriation act for the current year, appropriated \$100,000 "for detecting and preventing mail depredations, and for special agents," and then restricted the action of the department by declaring that "no greater sum shall be paid special agents than is hereby provided." The department, desiring to conform to the law, and at the same time to render the force of special agents as efficient as possible, deemed it necessary to reorganize this branch of the service. The following plan was adopted and promulgated, to take effect July 1, 1869, viz:

The Union is divided into six divisions, which are subdivided into districts.

To each of *five* of these divisions is assigned one special agent, with the designation of "Assistant Superintendent of Railway Mail Service."

These six divisions are as follows:

I. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut.

II. New York, Pennsylvania, New Jersey, Delaware, Maryland, and the Eastern Shore of Virginia.

III. Virginia, (excluding the Eastern Shore.) North Carolina, South Carolina, Georgia, Florida, Alabama, and Mississippi.

IV. Ohio, West Virginia, Michigan, (excluding the upper peninsula,) Indiana, Kentucky, and Tennessee.

V. Illinois, Iowa, Missouri, Arkansas, Minnesota, Wisconsin, and the upper peninsula of Michigan.

VI. Embraces all that territory west of the 96th meridian, and Louisiana.

The districts of these six divisions are as follows:

First Division.—First district, Maine, New Hampshire, and Vermont; second district, Massachusetts, Rhode Island, and Connecticut.

Second Division.—First district, New York; second district, Pennsylvania; third district, New Jersey, Delaware, Maryland, and the Eastern Shore of Virginia.

Third Division.—First district, Virginia, (excluding the Eastern Shore,) and North Carolina; second district, South Carolina, Georgia, and Florida; third district, Alabama and Mississippi.

Fourth Division.—First district, Ohio and West Virginia; second district, Indiana and Michigan, (excluding the upper peninsula;) third district, Kentucky and Tennessee.

Fifth Division.—First district, Illinois and Iowa; second district, Minnesota, Wisconsin, and the upper peninsula of Michigan; third district, Missouri and Arkansas.

Sixth Division.—First district, Nebraska, Kansas, and Dakota; second district, Colorado, New Mexico, and Arizona; third district, Utah, Wyoming, Montana, and Idaho; fourth district, California and Nevada; fifth district, Oregon and Washington; sixth district, Louisiana and Texas.

To each of the districts in the first five divisions is assigned one special agent with the designation of "*Post Office Inspector.*"

And to each of the districts in the sixth division is assigned one special agent, without any designation other than that in the original text of his letter of appointment.

It will be observed that the foregoing arrangement divides the force in manner following: Five assistant superintendents of railway mail service, charged with the supervision of the transportation of the mails; fourteen inspectors, authorized to inquire into the management and expenditures of post-offices; and six agents with general powers in the sixth division. In addition to the foregoing, the department has in its service one agent engaged on the free delivery, one agent on the money-order system, and eight agents in detecting and preventing mail depredations; making in all thirty-five men, all of whom are under the general direction of a Superintendent of Railway Mail Service, appointed under the act of March 3, 1865, section 5. By this division of labor it is believed that much more satisfactory results will be attained. But as the field of operations of these officers has been much enlarged, and their duties made more specific and exacting, it is respectfully submitted that the amount of the appropriation for the current year is too small to meet the wants of the service. It is therefore recommended either that the appropriation be increased to \$125,000 per annum, or that the department be permitted to charge the expense of the five "*Assistant Superintendents of Railway Mail Service*" to the transportation fund, and the expense of the special agents in charge of the free delivery and of the money-order system to the account of the free delivery and the money-order system, respectively. It is further submitted that a sum should be placed at the disposal of the department to defray the expenses of such temporary special agents as the extraordinary emergencies of the service may demand.

RAILWAY POST OFFICES.

On the 30th June last, there were in operation 37 lines of railway post offices, extending in the aggregate over 7,201 miles of railroad and steamboat lines—being an increase of 3 lines and 182 miles of service over the year 1868. The number of clerks employed during the last year was 324, at an annual cost of \$384,300. During the previous year, the number of clerks employed was 297, and the amount expended in compensation \$329,700. No increase was made during the last year in the twice-daily service, except by interchangeable pouches between the principal post offices and between the several lines. The railway post office, by reason of the additional facilities it affords in mailing important letters up to the moment of the departure of the trains, and in receiving, assorting, and distributing the mails during their transit, thus saving many hours, and in some instances days, in the communication between important points, has become an essential part of the service. It is in fact indispensable, and, as the population and wealth of the country shall increase, it will be necessary to extend it to keep pace with the wants and demands of the people.

A list of railway post office lines in operation on the 30th June, 1869, is appended hereto.

FOREIGN MAIL SERVICE.

The total number of letters passing between the United States and foreign countries (Canada excepted) during the last year was 12,596,654, of which 6,638,858 were sent from, and 5,957,796 received in, the United States. The increase over the number exchanged in 1868 is 1,468,122. Estimating the number exchanged with the dominion of Canada, of which no accurate account is reported, at 3,000,000, the whole number of letters exchanged in the mails with foreign countries exceeded 15,500,000. The total postages on letters exchanged with foreign countries, estimating the postage on letters to and from Canada at \$350,000, amounted to \$2,014,183 15.

The aggregate amount of postage, inland, sea, and foreign, upon the letter correspondence exchanged with Great Britain and other European countries, during the year 1869, was \$1,503,773 05, being \$202,694 71 less than the postage receipts of the previous fiscal year. The number of letters (single rates) exchanged in the mails with the same countries was 11,428,551, an increase of 1,359,892 over the number exchanged in the previous year. Notwithstanding the recent reductions of postage to all the countries of Europe, except France, amounting in most instances to fifty per cent., the increased correspondence has produced a revenue only twelve per cent. less than that derived from the higher rates of the preceding year.

The postages upon letters sent to European countries exceeded the postages upon letters received from Europe in the sum of \$44,968 13, the excess of letters sent being about six per cent. This very small excess of postage on correspondence sent over that on correspondence received is a convincing argument in favor of simplifying our postal arrangements with other countries by dispensing with the present complicated and expensive international postage accounts. This can be readily accomplished by adopting the rule of compulsory prepayment of postage, and by providing (upon the general principle, now well established, that every letter brings a reply) that the postages collected on all international correspondence shall belong wholly to the dispatching office; that no charge whatever shall be made at the office of destination in the country wherein the correspondence may be delivered; and that in all cases the dispatching office shall defray the expense of intermediate transmission. The inconsiderable pecuniary disadvantages which might result to either post department under the practical working of such a system would be more than compensated by the convenience of the arrangement and the abolition of intricate and vexatious accounts. This principle has already been adopted in the conventions with some of the countries with which the United States has direct postal relations, and it is hoped that the post departments of others will also see the propriety of adopting it, as a means of simplifying and promoting international postal exchanges.

The excess of collections in the United States over the postages collected in Europe upon the letter correspondence exchanged with Great Britain, the North German Union, France, Belgium, the Netherlands, Switzerland, and Italy, was \$374,924 85, sixty-two per cent. of the entire international postage charges having been collected in this country. This result is owing, mainly, to a failure to prepay postages abroad. The excess of like collections during the previous year was \$474,020 30. These excessive collections of postage in the United States cause heavy balances against this department on settlement of the quarterly ac-

counts with the respective foreign post departments. During the last fiscal year, the aggregate of such balances amounted to \$185,385 07.

The steamship lines employed by this department in the transportation of the mails to Great Britain and the continent of Europe performed four weekly services from New York, a weekly service from Quebec in summer and Portland in winter, and three outward trips from Baltimore, receiving as compensation the sea postages on the mails conveyed.

The earnings of the respective lines amounted to the sum of \$336,207 49, as follows:

The North German Lloyd line, for fifty-two trips from New York to Southampton.....	\$80,432 71
The Cunard line, for fifty-two trips from New York to Queenstown.....	71,578 08
The Hamburg-American Packet Company, for fifty-two trips to Southampton, &c., (estimating fourth quarter at \$20,000).....	103,839 10
The Inman line, for fifty-two trips from New York to Queenstown.....	74,563 32
The Canadian line, for fifty-two trips to Liverpool.....	5,750 03
The Baltimore and Liverpool Steamship Company, for three trips from Baltimore to Liverpool.....	44 25
	<hr/>
Making a total of.....	336,207 49
	<hr/> <hr/>

The cost of the United States transatlantic mail steamship service for the fiscal year 1867 was \$551,338 01; and for the year 1868, \$421,774 44—the reduced rates of sea postage established by the present postal convention with Great Britain having been in operation during the last six months of the year 1868.

The United States postages on the mails conveyed to and from the West Indies amounted to \$88,984 24, and the compensation paid for their transportation was \$69,862 09.

There was also paid to the owners of steamships conveying mails to and from Central America, Mexico, Nova Scotia, &c., under the provisions of the general law limiting the compensation to the postages, the sum of \$12,272 20, making an aggregate expenditure for ocean mail transportation under the general law of \$418,341 78. Adding the special appropriations for the mail steamship service to Japan and China, to Brazil, and to the Hawaiian Islands, which amount to \$725,000, the total cost of the United States ocean mail service for the year 1869 was \$1,143,341 78. The tabular statements in the appendix furnish detailed information of the operations of the foreign mail service during the year.

The appointments of government agents in charge of the United States mails on board of the mail steamers plying between San Francisco, Japan, and China, and between San Francisco and Honolulu, were revoked in the month of April last, and notice was given to the respective steamship companies that thenceforth they would be required to securely transport and safely deliver the mails at each terminal and intermediate port according to the stipulations of their contracts. As the employment of mail agents on board of these steamers appeared to be of little practical benefit, I considered it my duty to discontinue their services. The duties which they discharged are now performed without charge by the pursers of the steamers.

I have not considered it expedient, in the present condition of the service, to establish a general postal agency at Shanghai, with branch agencies at other ports in China and Japan, as authorized by the 7th section of the act of July 27, 1868. The United States consuls at Shanghai and Kanagawa still continue to act, with the consent of the Department of State, as resident mail agents at those ports, in connection with their consular duties.

Regular monthly trips have been performed, according to contract, on the United States steamship routes between New York and Rio de Janeiro, (Brazil,) and between San Francisco and Honolulu.

Eleven round trips were performed during the year by the steamers of the Japan and China line, the regular monthly service required by law having been commenced in the month of August, 1868, and subsequently maintained without interruption. The attention of Congress was called by my predecessor, in his last annual report, to the expediency of providing for an increase of service on this line on the completion of the Pacific railway across our continent. This great national highway has been opened during the last year to the Pacific Ocean, placing San Francisco in direct, speedy, and certain communication by rail with the commercial cities of the Atlantic seaboard; and the period is not distant when our rapidly increasing commerce with Japan and China will require the employment of additional steamers on this route. The question of providing for an increase of mail service to semi-monthly, on such terms as will, under the circumstances, be just, as well to the contractors as to the government, is respectfully submitted to the discretion of Congress.

The necessity of some legislation to encourage the re-establishment of American lines of transatlantic steamers is apparent from the fact that, of the many lines of steamships now profitably employed in the carrying trade between this country and Europe, there is not one steamer bearing the American flag. It is humiliating to our national pride to find not only that our vast commerce with Europe is monopolized by foreign steamship lines, but that even the mails we send abroad have to be transported under the protection of foreign governments.

The experience of the last few years clearly demonstrates that sailing vessels can no longer successfully compete in the carrying trade of the world with vessels propelled by steam. This fact admitted, it follows that some legislation is required to encourage American ocean steam navigation, and to revive the great maritime interests of the country. The subject occupied the attention of Congress at the last session; but the multiplicity of steamship projects presented, and the rivalry of opposing interests seeking government aid, prevented any appropriate action.

Propositions have been made to this department by parties represented as responsible and experienced in ocean steam navigation to contract for the conveyance of the United States mails to European ports by American steamships of the first class and of equal speed to the fastest steamers now carrying the mails, at a compensation limited to the amount of sea postages, upon condition that the department should bind itself for a long term of years, *subject to the approval of Congress*: and some have offered in this connection to fix the rate of sea postage at two cents per half ounce. But, as the general law relating to contracts for carrying the mails on the seas expressly limits the authority of the department to a term not exceeding two years, I have declined all proposals to contract for a longer time, not desiring in any

manner to forestall the action of Congress upon a subject of so much importance.

If it be possible, I should greatly prefer such legislation by Congress as would so far revive and encourage our own ship-building interests as to enable American builders and mechanics to enter into active competition in the construction and equipment of steam vessels with the builders and mechanics of other countries. If, however, it should be decided that this cannot be done, then I would respectfully suggest the propriety of so modifying our navigation laws as to authorize the issuing of American registers to such foreign-built steamers as may be purchased and employed by citizens of the United States under contracts with this department in the transportation of our foreign mails.

Should either of these recommendations be adopted, and authority given to the Postmaster General to contract for the conveyance of mails by sea for a term of ten or fifteen years, at a compensation not to exceed the ocean postages, it is believed that lines of first-class American steamers would be speedily established for the conveyance of our mails and freights across the Atlantic, and that thereby great benefits would inure to the commercial and other interests of the United States.

An additional article to our postal conventions with Switzerland and Italy, respectively, has been executed, which modifies the rule of accounting on unpaid and insufficiently prepaid correspondence exchanged in the mails with each of those countries. Copies thereof are annexed.

The efforts of this department to conclude a postal convention with Brazil, regulating the reciprocal exchange of correspondence with that empire by means of the subsidized line of mail steamships plying between New York and Rio de Janeiro, have not been attended with the success anticipated. A modified *projet* of articles has recently been submitted by this department, through the Department of State, which it is hoped will be accepted by the government of Brazil.

A proposition is under consideration for a postal convention establishing a direct exchange of correspondence between the United States and the Argentine Republic.

Preliminary steps have also been taken towards a direct postal arrangement with Denmark, including Sweden and Norway, with the purpose of reducing the existing postage rates on correspondence exchanged between the United States and those countries.

The present postal convention between the United States and France was concluded on March 2, 1857. It establishes a combined rate of international postage at fifteen cents per quarter ounce, equal to thirty cents per half ounce, a higher rate than is charged upon correspondence between the United States and any other civilized nation with which we are in direct communication. It is incomplete in that it makes no provision for the exchange of mailable articles other than letters. It adopts an exceptional standard weight of one-quarter ounce for the single rate of letters, differing from the uniform standard of one-half ounce established with all other countries. The postage charge for letters is exorbitantly high, compared with the cheaper rates recently adopted with all other countries of Europe. In its details and practical operation it is very unequal, giving unfair advantages to the French post department, and fails utterly to meet the advanced opinions of the times in regard to international postal intercourse, and to afford the public benefits that postal conventions are intended to secure.

The necessity of a revision of this convention on a more liberal basis was made known to the general post department of France in Decem-

ber, 1866; and on the 4th of February, 1867, official intelligence was communicated by the French minister, M. Berthemy, through the Department of State, that the government of the Emperor was also of the belief that a new convention would be of advantage to the two countries, accompanied with the request that a special delegate or employé of the American post office should be sent to Paris with complete instructions to confer with the Director General of the French Posts upon the conditions of agreement between the two post departments. This invitation was promptly accepted, and Hon. John A. Kasson was appointed on the 5th April, 1867, a special commissioner on behalf of this department to proceed to Paris, and there negotiate and arrange the conditions of a more liberal postal convention, subject to the approval of the Postmaster General of the United States. Mr. Kasson left immediately for Paris, and entered upon the negotiations intrusted to him. He remained in that city several months, laboring faithfully and perseveringly to accomplish the object of his mission, but failed to obtain any amelioration of our postal relations with France, although he succeeded, during the same visit to Europe, in negotiating liberal postal conventions, establishing greatly reduced postage rates, with Great Britain, the North German Union, Belgium, the Netherlands, Switzerland, and Italy.

The apparent unwillingness of the French post department to modify the provisions of the present convention in conformity with the more liberal principles adopted in our postal intercourse with other countries of Europe induced my predecessor, on the 8th of January, 1868, to give the required notice to terminate that convention on the 1st February, 1869, and at the same time to request the French post department to send an agent to Washington authorized to enter upon the negotiation of a new convention. This invitation was declined by the French administration. Afterwards, on the application of the French office, the duration of the convention was prolonged until the 1st of April, 1869.

Soon after assuming charge of the department, I learned that no progress had been made in adjusting the basis of a new convention, and that, unless a second extension could be had, the subsisting convention would expire before any further action could be taken for its reformation. Impelled by an earnest desire to maintain our direct postal relations with France on an improved basis of liberality, mutually advantageous to the public of both countries, I proposed to the French office, under date of 10th March, to further prolong the duration of the present convention until 1st January, 1870. A letter from the French Director General of Posts, dated 3d March, making the same proposition, crossed my own in transit, and was received at this department on the 14th of the same month. A second extension having been thus effected, I immediately reopened negotiations. Being fully satisfied, from an exchange of letters, that there was no prospect of harmonizing the conflicting views and propositions of the two departments through the ordinary medium of epistolary correspondence, I decided to make another effort to adjust the points of disagreement by direct personal negotiations at Paris. I very fortunately had it in my power to avail myself of the services of Hon. Alexander Ramsey, chairman of the Senate Committee on Post Offices and Post Roads, who, at my solicitation, consented to undertake these difficult negotiations. He was accordingly designated a special commissioner on behalf of this department to negotiate with the general post office at Paris the basis of a new postal convention with France.

Governor Ramsey arrived in Paris on the 23d July, 1869, and immediately entered upon the important duties intrusted to him. Since that

date several proposals and counter proposals have been submitted and considered, personal interviews had with the French Director General of Posts and the Minister of Finance, for mutual interchange of opinions and explanations, and yet no progress has been made towards the conclusion of a new convention, on account of the persistent adherence of the French postal administration to impossible propositions and conditions, so illiberal and unjust towards the United States that considerations of national self-respect would alone forbid their acceptance by this department. The negotiations of Governor Ramsey at Paris, which have been conducted with great ability, patience, and perseverance on his part, have, I regret to state, been terminated, after three months' efforts, without any reasonable hope of an agreement on the leading provisions of the proposed new arrangement; and it seems probable, therefore, that our direct postal relations with France will cease on the 1st January next.

Passing without comment other unreasonable and illiberal propositions, the following may be mentioned as among the impossible conditions persistently insisted upon by the French post department:

First. That France shall have a *double share* of the interior rates of postage—a demand so extraordinary and so manifestly unjust as to require no argument to demonstrate its unfairness, in view of the well-known fact that the expense of our interior service is not only greater than that of France, but its extent vastly larger, embracing a territory (exclusive of Alaska) fourteen times greater than that of France.

Second. That the United States shall establish a line of mail packets between New York and Brest for the performance of a regular semi-monthly service similar to the service performed by the subsidized line of French packets between these ports, or else pay the entire expense of the sea and British inland transportation of all mails conveyed by way of England, which constitute at present more than four-fifths of the entire correspondence exchanged with France.

A postal convention has been concluded with Great Britain, establishing a reciprocal exchange of correspondence between the United States and the colony of British Honduras, a copy of which is annexed.

The provisions of our postal convention with the colony of Hong Kong have been extended to book-packets, subject to the same conditions as newspapers and prices-current, and to the regulations governing the transmission of book-packets between this country and the United Kingdom.

Negotiations have also been opened with the British post department for a further reduction of the international letter postage between the United States and Great Britain. The existing postal convention with Great Britain, which went into operation on the 1st January, 1868, established a reduced international letter rate of sixpence, (twelve cents,) and provided that the question of a further reduction should be considered at the expiration of twelve months from that date. Agreeing with the very general expression of opinion on both sides of the Atlantic in favor of the establishment of ocean penny postage between the two countries, I made a proposal, under date of 8th October last, to the general post office in London, to further reduce the postage on letters to threepence (six cents) on the 1st January, 1870, of which one penny (two cents) should be the sea postage, and one penny (two cents) the inland postage of each country. Intelligence has lately been communicated by the British minister, through the Department of State, of the readiness of the British government to reduce the single rate of postage for prepaid letters to the sum above mentioned. It may, therefore, be safely announced

that this important measure, so long and so earnestly desired by the people of the United States and the United Kingdom, as a means of further promoting their mutual prosperity and happiness, has been virtually accomplished.

The contrast between the policies of the postal administrations of Great Britain and France is most striking. Considering the probabilities of the future, I cannot refrain from an expression, on the one hand, of my great satisfaction that, on the 1st January next, the people of the United States and Great Britain will be enabled to enjoy more cordial and intimate relations by means of their enlarged postal facilities, and, on the other, of my profound regret that, on the same day, all direct postal communication between the United States and France will cease, because of the unwillingness of the latter to unite in any arrangement that will afford equal facilities and reciprocal advantages to both contracting parties, and at the same time keep pace with the liberal sentiments of the day in relation to postal intercourse between enterprising and enlightened nations.

APPOINTMENTS.

The report of the appointment office shows the following:

Number of post offices established during the year	1, 653
Number discontinued.....	1, 028
Increase.....	625
Number in operation on June 30, 1868	26, 481
Number in operation on June 30, 1869.....	27, 106
Number of offices to be filled by appointments of the President	980
Number to be filled by appointments of the Postmaster General	26, 126

Appointments were made during the year—

On resignations.....	3, 994
On removals.....	2, 691
On changes of names and sites	166
On deaths of postmasters	230
On establishment of new offices	1, 653

Total appointments..... 8, 734

Number of cases acted upon during the year..... 9, 996

The number and aggregate compensation of special agents, route agents, mail-route messengers, postal railway clerks, local agents, and baggage-masters in service during the year ended June 30, 1869, were:

48 special agents.....	\$134, 342
503 route agents	494, 160
74 mail-route messengers	40, 350
324 postal railway clerks.....	384, 300
67 local agents.....	45, 090
161 baggage-masters	9, 660

Total..... 1, 107, 902

Full particulars of the operations of the appointment office are exhibited in the appendix.

FREE DELIVERY.

The free delivery system has been in operation during the year in forty-eight of the principal cities, with the following aggregate results:

Number of letter carriers	1, 246
Mail letters delivered.....	80, 071, 052
Local letters delivered.....	18, 380, 627
Newspapers delivered.....	21, 954, 898
Letters collected.....	89, 885, 009
Amount paid carriers, including incidental expenses...	\$1, 183, 915 31
Postage on local matter.....	666, 167 42

This shows an increase over last year of—

Letter carriers	48
Mail letters delivered.....	15, 730, 566
Local letters delivered.....	4, 298, 721
Newspapers delivered.....	5, 044, 183
Letters collected.....	26, 720, 384
Amount paid carriers, including incidental expenses....	\$187, 980 72
Postages on local matter.....	190, 185 06

The free delivery system, though rapidly improving, has not attained such a degree of efficiency as to command the universal confidence of the public. Much can yet be done to promote the celerity and precision of the collection and delivery of mail matter, and thereby commend it to popular favor. For some time to come, the attention of the department should be directed to the attainment of more thorough organization and more satisfactory results in the cities wherein the system has already been established, rather than in seeking its further extension.

DEAD LETTERS.

The number of the several classes of letters, domestic and foreign, received at the dead letter office during the last fiscal year was as follows:

Domestic letters, classed as—

Ordinary.....	2, 837, 472
Drop.....	450, 000
Unmailable.....	361, 984
Hotel.....	26, 528
Fictitious.....	17, 417
Registered.....	3, 672
Returned from foreign countries.....	62, 603
Total domestic letters.....	3, 759, 676
Foreign letters.....	193, 186
Whole number.....	3, 952, 862

Of domestic letters, 18,227 contained money amounting to \$94,710 95, in sums of one dollar and upwards. Of these, 16,187, containing

§82,570 90, were delivered to the writers or persons addressed, and 2,040, containing §12,140 05, were filed for reclamation by the owners or were outstanding. The number inclosing sums less than one dollar was 14,323, containing §3,472 77, of which 11,566, containing §2,788 29, were delivered to the writers, and 2,757, containing §684 48, were filed for reclamation by the owners.

The number of letters containing bank checks, drafts, deeds, &c., was 16,925, of the nominal value of §3,011,354 71, of which 15,286, of the nominal value of §2,799,114 51, were delivered to the owners, and 1,639, of the nominal value of §212,240 20, were outstanding or were filed for reclamation.

The number of letters and packages containing jewelry, books, and other property was 9,071, of which 6,337 were delivered and 2,734 were filed for reclamation. The number containing photographs, postage stamps, and articles of small value was 114,185, of which 103,529 were delivered and 10,656 were filed for reclamation or destroyed.

The number of letters classed as ordinary domestic, without inclosures, remailed to the writers, was 2,398,252, of which 2,003,524 were delivered and 394,728 were returned to the office and destroyed. The number of letters not signed by the writers, illegible, or containing circulars, &c., and consequently destroyed, was 1,188,693.

Of the unmailable letters, 286,307 were detained for postage, not being prepaid as required by law. They were either wholly unpaid, not prepaid one full rate, or were stamped with illegal or revenue stamps; 70,429 were misdirected, the post office, State, or some necessary part of the address being omitted; 2,678 had no address whatever, and 2,570 were addressed to places where there was no mail service.

The number of applications for dead letters was 5,763, and in 1,266 cases the letters were found and forwarded to their owners.

The amounts deposited in the treasury were:

For unclaimed dead letter money	\$14, 585 63
For proceeds of sales of waste paper	2, 067 05
	<hr/>
Total	16, 652 68
	<hr/> <hr/>

The largely increased use of stamped envelopes bearing "return requests," that is, requests that they be returned to the writers after a stated number of days, has operated to decrease in a considerable degree the number of dead letters. While the number and value of money letters received are about the same as of those of the preceding year, the percentage of decrease in letters containing other valuables ranges as follows:

	Per cent.
Letters containing bills of exchange, drafts, checks, deeds, and other valuable papers	19 . 5
Letters containing jewelry and other property	53 .94
Letters containing articles of small value, postage stamps, photographs, &c	9 .66
Ordinary letters without inclosures	11 .92
Ordinary letters and circulars destroyed	74 .14
	<hr/> <hr/>

These figures demonstrate conclusively the great utility of the "return request" system. If generally used, the force now employed in the dead letter office could be largely reduced, if not altogether dispensed with.

The department would thus be relieved from a very heavy expense, while, at the same time, the vexation and loss to correspondents caused by the delay and uncertainty incident to the present system would be almost entirely obviated. At first it was required that there should be a formal request, printed or written on the envelope, for the return of the letter to the writer, if unclaimed. For the greater convenience of the public, it is now provided by law that any writer of a letter on which the postage is prepaid may secure a return thereof, without additional postage, after remaining uncalled for thirty days, by merely indorsing his name and address thereon. This appearing to be the simplest expedient that can be devised, compatible with safety and accuracy, the department urges its universal adoption, with a caution, however, that every writer should indorse his own address, and not trust to the business card of a hotel or firm with which he is not connected. Letters returned to one address cannot be remailed, even if the residence of the writer be known, without additional postage.

POSTAL MONEY-ORDER SYSTEM.

The whole number of money-order post offices in operation during the last fiscal year was 1,468. Two of these, Roxbury, Mass., and Fort Leavenworth, Kan., were discontinued, circumstances having rendered them unnecessary; and 219 new money-order offices were established July 12, 1869, making the present whole number 1,685.

The number of orders issued during the year was		
1,264,143, of the aggregate value of.....	\$24,848,058	93
The number paid was 1,248,874, amount-		
ing in value to.....	\$24,447,376	66
To which should be added the amount		
of orders repaid to purchasers.....	206,746	80
	<hr/>	<hr/>
		24,654,123
		46
Excess of issues over payments.....		193,935
		47

The amount received by postmasters as fees for the issue of orders was \$176,190 90. During the previous fiscal year, ended June 30, 1868, the aggregate amount of orders issued was \$16,197,858 47; of orders paid and repaid, \$16,118,537 03; and of fees, \$124,487.

It appears, upon comparison of these sums with the corresponding transactions of the last fiscal year, as above stated, that there has been an increase over the year 1868 of \$8,650,200 46, or of 53 $\frac{3}{4}$ per cent., in the amount of issues; of \$8,535,586 43, or of 53 per cent., in the amount of payments; and of \$51,703 90, or of 41 $\frac{1}{2}$ per cent., in the amount of fees received. The smaller percentage of increase in the fees, as compared with the issues, is to be attributed to the fact that by the act of July 27, 1868, the fees for issuing money-orders were diminished. Before that time the fee for an order not exceeding twenty dollars was ten cents, and for an order exceeding twenty dollars twenty-five cents; but by the act last mentioned the fee for an order for one dollar or any sum not exceeding twenty dollars was fixed at ten cents; for an order exceeding twenty dollars and not exceeding thirty dollars, at fifteen cents; for an order exceeding thirty dollars and not exceeding forty dollars, at twenty cents; and for an order exceeding forty dollars, at twenty-five cents. No change was made in the maximum amount for which an order can be issued, which is limited to fifty dollars.

The average amount of the money-orders issued during the last year was \$19 65; during the year 1868 it was \$19 47; and during the year 1867 it was \$19 45—showing that there has been but a slight variation in this amount for the last three years.

The tendency of capital towards the centers of trade and commerce is well illustrated by the operations of the money-order system. The smaller offices almost invariably issue more orders than they pay, while at the larger ones the payments largely exceed the issues. Upon a comparison of the money-order business in the new States with that of the older States, a like condition of things will be found to exist. For example: In California, which has 51 money-order offices, the number of money-orders issued was 30,355, amounting to \$1,034,789 54; the number paid was 8,688, amounting to \$345,574 67. In Massachusetts, which has 54 offices, the number of orders issued was 45,927, of the aggregate amount of \$963,539 25; the number paid was 142,545, amounting to \$2,270,967 45. In the city of New York, the payments during the year were \$3,062,805 32, while the issues were but \$513,290 89.

The whole number of duplicate orders for the fiscal year 1869 was 5,530. Of these, 5,461 were issued to replace originals lost in the mails or otherwise; 56 were in lieu of orders rendered invalid because not presented for payment until more than one year after date, and 13 were in lieu of orders made invalid by more than one indorsement.

During the previous year, 3,873 duplicates were issued. There has been, therefore, an increase during the last year of 1,657, or nearly 43 per cent., in the number of duplicates, which is, however, ten per cent. less than the ratio of increase in the orders issued.

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

Fees received for money-orders issued.....	\$176,190 90	
Amount received for premium on drafts.....	56 97	
		<hr/>
		176,247 87
Commissions to postmasters and allowances for clerk hire.....	\$101,062 19	
Allowances for remittances lost in transmis- sion by mail.....	5,797 00	
Incidental expenses for stationery and fixtures	3,834 81	
		<hr/>
		110,694 00
Excess of receipts over expenditures, being the amount of profit to the department from money-order business.....		<hr/> <hr/>
		65,553 87

The sum of \$16,392,818 13, being surplus funds which had accumulated at the smaller offices in excess of what was required to meet payments, was transmitted, by means of either national bank drafts or registered packages, to first class offices used as depositories. The loss by registered packages during the year amounted to \$3,186 84, of which the sum of \$532 was allowed, before the end of the year, to postmasters who had remitted the same; the sum of \$823 84 was allowed after the close of the year, and is not, therefore, included in the present annual statement of expenditures, but will be entered in the next report; and the remaining sum of \$1,831 is covered by claims still pending. The total of allowances made during the year for lost remittances was \$5,797; but of this the sum of \$5,265 was on account of five lost remittances sent by the postmaster at Austin, Texas, to the post-

master at New Orleans, Louisiana, in the first quarter of 1868, which were stolen in the office of the latter, but credit for which was not allowed to the remitting postmaster until after the commencement of the last fiscal year. Hence this allowance constitutes a part of the expenditures of the year 1869, and is included in the above statement thereof.

In the transmission of these surplus funds in registered packages by mail, the department, in consideration of the fees received from the sale of orders, assumes the risk of loss. Such losses, however, rarely occur in any but sparsely settled localities, that have not yet entirely recovered from the effects of violence and disorder during the rebellion.

During the year, payment of six money-orders was obtained fraudulently by forgery of the payee's signature, or by means of false pretenses. In four of these cases, the amount of the order was refunded to the remitter by the issuing postmaster, in compliance with instructions from the department. In one, the postmaster who had erroneously paid the order was directed to pay a like sum to the true payee. In the remaining case, the person who improperly obtained payment of the order was compelled to pay over the amount thereof to the rightful owner.

The transfers made by postmasters from the postage to the money-order account, for the purpose of meeting orders presented for payment, amounted to \$1,326,077 41, and the transfers from the money-order to the postage account to \$1,461,078 77, leaving at the close of the year a balance in favor of the latter account of \$135,001 36.

I cannot better illustrate the great success and rapid extension of the domestic money-order system than by a presentation of its operations from its establishment on the 1st November, 1864, to the present time, a summary of which is contained in the following table :

	1865.	1866.	1867.	1868.	1869.
No. of money-order offices.....	141	473	832	1,223	1,468
Issues.....	\$1,360,122 52	\$3,977,259 28	\$9,229,327 72	\$16,197,858 47	\$24,848,058 93
Payments.....	1,313,577 08	3,903,890 22	9,071,240 73	16,118,537 03	24,654,123 46
Receipts from fees.....	11,536 40	35,803 06	70,889 57	124,503 19	176,247 87
Expenses.....	18,584 37	28,664 27	44,628 96	70,345 04	110,694 00
Deficit.....	7,047 97				
Surplus.....		7,138 79	26,260 61	54,158 15	65,553 87

The great and constant increase, from year to year, in the transactions of the money-order system, clearly indicates its utility as a safe, convenient, and expeditious mode of making small remittances, and shows that it is steadily increasing in favor with the public, as practical experience demonstrates its advantages. I regard it as thoroughly established, and recommend its universal use by the people wherever practicable.

With a view to its further efficiency, I respectfully recommend additional legislation to authorize its extension to the stations, or sub-post offices, in the large cities. This cannot be done at present, because the postmaster, who has the control and supervision of subordinate stations, is not empowered by law to issue money orders payable by himself or by his assistants. In the opinion of the department, the establishment of the money-order business at stations would be a substantial advantage, as well as a great convenience, to residents in their vicinity. They would thus be enabled to purchase orders and receive payments without being compelled to resort to the main office. They would furthermore be furnished with a convenient and secure mode of transmitting small

sums of money from one part of the city to another. This arrangement would not only tend to exclude money from local letters, but would facilitate the transaction of business at the main office, by relieving it, to some extent, of a constantly increasing crowd of applicants for the purchase or payment of orders. It has been for years in successful operation in the large cities of other countries, and there appears to be no valid reason against its introduction here.

Detailed regulations for the execution of the convention of October 12, 1867, for an exchange of postal orders between the United States and Switzerland, were finally agreed upon and signed at Washington July 2, 1869, by the Postmaster General, under the authority given by the act of July 27, 1868, and at Berne on the 26th July, 1869, by the chief of the federal post department of Switzerland. This first attempt to establish an international money-order system by this department was put into operation, by mutual agreement, on the 1st September, 1869, and, notwithstanding frequent and considerable fluctuations in the value of currency, it has been conducted without difficulty, and thus far has worked satisfactorily in all its details. The number of offices at present authorized to issue orders for sums to be remitted to Switzerland, and to pay orders for sums remitted from that country, is 150. The amount of orders remitted from this country to Switzerland from the 1st September to the 16th October was \$2,619 63, gold value, equivalent to \$3,515 97 in our currency at the time of transmission; and the amount of orders sent during the same time to the United States was \$3,191 in gold, or \$4,200 20 in currency. A copy of the convention, with the detailed regulations, and of the "instructions relative to the international system" issued to postmasters by this department, will be found in the appendix.

MISCELLANEOUS.

When I accepted at your hands the position of Postmaster General, I propounded to myself two questions: How can the postal service of the country be made most efficient? and, How can it be relieved from the heavy deficiencies annually charged against it? Knowing it to be your desire that the department should be restored to a self-sustaining condition as rapidly as a faithful discharge of its duties would permit, I have diligently sought the true answers to the above questions. As far as lay in my power, during my short administration, I have reduced the expenditures and increased the revenues of the department; but, notwithstanding my efforts, I found myself, at the end of the fiscal year, confronted with a deficit of \$5,353,620 80. Though this amount is less than the deficit provided for by appropriations, it is yet large enough to stimulate me to inquire carefully into the causes of such enormous arrears.

The principal causes operating to prevent the department from becoming self-sustaining are three, to-wit:

- 1st. The depreciation of the paper currency.
- 2d. Unpaid postages on printed matter.
- 3d. The franking privilege.

The first of these is temporary, and will, in a short time, it is hoped, cease to operate. While it continues, however, it greatly affects the proportion between the receipts and expenditures of the department. The truth of this will be admitted when it is stated that the postages are fixed by law, and remain the same nominally, no matter what may be the fluctuations in the value of the currency; while, on the other hand,

all contracts made by the department, except those for railroad transportation, are based on current rates, whatever they may be. Hence, when paper currency is depreciated, the postages are reduced in effect by the exact amount of the depreciation; so that, when gold is quoted at 133 $\frac{1}{3}$, the single rate of letter postage is no longer three cents, but, in reality, only two-and-a-quarter cents.

Again, the department is defrauded out of a large amount of postage on newspapers by parties who, while professing to be sending out papers from known offices of publication to regular and *bona fide* subscribers, are, in fact, loading the mails with "specimen" papers and mere business circulars, disguised in the form of newspapers. The act of March 3, 1863, and the regulations made in pursuance thereof, require that all such matter, if sworn through the mailing office, shall be sent to the office of delivery, and that the postages, whether charged at newspaper rates or at letter rates by way of fine for fraud, shall be collected by the office of delivery. If not paid for and delivered, it often happens that no other disposition of this matter can be made than to return it to the mailing office for the prosecution of the offender. The double transit thus encouraged is frequently attended with no result, except that the matter is left in the office and ultimately sold for waste paper. For this mischief there is but one adequate remedy, and that is, to require prepayment on all printed matter. A due regard to the convenience of the publishers of newspapers would require that postage on newspapers should be charged according to the weight of packages. To accomplish this reform, a considerable reduction on present rates might be conceded by the department. To make the remedy of prepayment complete, it would be necessary, furthermore, to confer ample power on postmasters at mailing offices to open and inspect suspected packages of newspapers, and to impose upon them, if found to be vitiated by fraud, full letter postage, to be paid invariably in advance. This summary proceeding should not relieve the offender from liability to prosecution and punishment by the imposition of the fine already provided by law.

The foregoing are evils which, doubtless, ought to be corrected. It is possible, however, for the department to endure them, and yet retain a fair degree of efficiency. But the remaining cause of complaint has become intolerable, and must be removed, if the department is to be saved from utter demoralization. The franking privilege has grown to be an abuse so monstrous that it now threatens the very life of the service.

The post office was established in Great Britain to promote "trade and commerce." If its purpose is so comprehensive under a monarchy, how much more should it be made to contribute to the general good in a republic! Our early legislation on this subject breathes the most generous spirit throughout. The convention of 1787, seeing the impotency of the post office establishment under the confederation, and anxious to provide for the future necessities of the people, enlarged the power of Congress so as to authorize that body to establish "post routes" as well as "post offices," and thus granted to the national legislature full and absolute control over the whole subject of the mails. The United States, having assumed the exercise of the exclusive power thus conferred, designated the Post Office Department as the sole agent of government in postal matters, and, to make its authority more complete, prohibited all private individuals, under heavy penalties, from interfering with its duties. Government has thus become the trustee of the people, and has placed the Post Office Department in direct contact with the people. Under the laws establishing the department, its revenues are not drawn from the public treasury, but are collected directly from all alike, whether high or low,

rich or poor, who claim its assistance. Congress having excluded all competition by law, every principle of fair dealing requires that government shall give to the people the most ample and satisfactory recompense for the postage they are obliged to pay. The people expect, as of right they may, that the department will provide for an exchange of correspondence, and for the general dissemination of news, by the most speedy, certain, and secure means that the best and most skillful use of its revenues can procure; and when it fails to fully meet so just an expectation, it falls short of its high duty. The people should be content with no less than the best and cheapest service; and government, having undertaken the duty of providing for their wants in this respect, and prevented all others from attempting to do so, is bound to see that its agent is provided with every reasonable facility, and that no obstacle susceptible of removal shall continue to stand in the way. Government may, and should, aid the operations of its agent, but it cannot rightfully fetter or burden them. It is clear, therefore, that all special privileges, to whomsoever granted, at the expense of the postal system, are hostile to the established theory upon which that system was founded and has ever since been conducted, and that government itself cannot justly claim such privileges, unless they can be shown to be essential to the discharge of other obligations which are paramount to the duty of providing a cheap and efficient mail service. On the contrary, the enlightened opinion of the age demands that the postal service shall be administered in a spirit of the broadest beneficence, and for the equal advantage of all the people.

Holding these views as to the respective duties of government and the department, I approach the discussion of the franking privilege.

The first objection that presents itself is, that it is a special privilege granted to a favored class at the expense of the many. To this it is no sufficient answer to say that it is exercised solely in the interest of government. If the views already presented are correct, government has no right to appropriate to itself, in part or in whole, the benefits of a trust the administration of which has been committed to it for the advantage of others; and, to show that I am not singular in this opinion, I introduce the following from the admirable report, dated December 3, 1859, of my distinguished predecessor, Hon. Joseph Holt:

“There is no more reason why the Post Office Department, through its contractors, should perform this service (the conveyance of government correspondence) gratuitously for the government, than there is that the steamboats and railroad companies of the country should transport its troops, munitions of war, and stores without compensation. What shall be the character and amount of written or printed documents forwarded on behalf of the government, and under what safeguards against abuse, are questions whose solution belongs exclusively to Congress, and which it is not my purpose at present to discuss. I desire to maintain only the general proposition that whether the written and printed matter be great or small, if it be dispatched in the name and in the interest of the government and by its agents accredited for the purpose, it should be charged with precisely the same rates of postage to which it would have been subjected had it been forwarded by private citizens. The franking privilege, as accorded to various officers of the government, was from the beginning, and still is, an anomaly in the postal system, and in direct conflict with the true theory of its creation. Had this department, like the others, been placed as a charge upon the treasury, and were it essentially a political instrumentality and the property of the nation, it would be as incongruous for it to demand remuneration for its services to the government as it would be for the army and

navy to do so; but this is not and never has been its actual or theoretical status. Beyond its political authority in establishing the department and its revisory power over its administration, the relations of the government to it are precisely those of the private citizen. This has been distinctly recognized in the several acts permanently appropriating \$700,000 per annum for the transportation of 'free matter.' This is not, in the language or spirit of the act of 1836, a provision made for the support of the department from its own revenues, but is an appropriation from the public treasury, and is, in its terms, a specific compensation for the transmission of the correspondence and documents connected with the administration of the government."

At this point it may be asked, is it not better for the department that government should make good all deficiencies, rather than simply pay its own postages? To this question the answer should be an emphatic negative. It is not better that government should continue to blindly pay all deficiencies. No policy could be more unwise, both for itself and the department. It is unjust to government, because it thereby assumes to pay postages not only on its own matter, but also on all fraudulent matter that may in its name and under cover of the counterfeit franks of its officials be foisted into the mails—thus doubling the necessary expenditure. It is unjust to the department, because in so dealing with it government does not respond to its call as to the claim of a creditor who has rendered important services, and who, in consideration thereof, is entitled to demand a just compensation, but rather as to an imbecile at its gates appealing in his helplessness for charity. This is a great moral and political wrong. It reduces the department to a state of hopeless dependence, and destroys to a great extent its usefulness. It makes it the packhorse of every other branch of the public service, and compels it to assume, without a question, whatever burdens may be laid upon its back. Work as steadily and as skillfully as they may, the managers of the department know that at the end of the year their accounts must show the inevitable deficiency. Is this just? Will this encourage activity and vigilance? Will this promote economy and efficiency? When the department, with its forty thousand or more employés, has labored to discharge every duty faithfully, has carried its mails ninety-one millions of miles and distributed them according to order among forty millions of people, and, to accomplish this, has fought every inch of its way against frauds which government itself has licensed, it is at least entitled to a respectful recognition of its services, instead of being consigned to everlasting insolvency.

Turning from a subject the consideration of which discourages every man connected with the service, it may be added that there can never be an intelligent administration of the department until an accurate knowledge can be obtained of its resources and liabilities, its revenues and expenditures. This is impossible so long as the franking privilege shall be allowed to obstruct so many of the important avenues to information.

So much for the "special privilege" claimed for government.

But much more can be said in favor of extirpating this evil. The cost of "free matter" has been increasing from year to year, until at last it weighs down the department into continuous insolvency. The additional expense to which it subjects the service is counted by millions, whilst there is provided to meet it only the standing annual appropriation of \$700,000. It was stated ten years ago that the department actually expended, at that time, in the performance of the duties which the franking privilege imposed, little, if anything, short of \$3,000,000.

Since that time the expense has largely increased; and I am convinced that it now exceeds the enormous sum of \$5,000,000, of which about one-half is paid on fraudulent matter. That this is not an exaggeration will appear from an examination of the weight of mail matter sent and received at the Washington City post office from the 11th to the 31st January, 1869, as officially reported to the department. By this return it appears that the weight of free letters sent was 15,385 pounds, and of free letters received 16,995 pounds, making for twenty days 32,380 pounds. Hence an estimate for one month is 48,570 pounds, and an aggregate for one year 582,840 pounds. It appears, further, that the weight of public documents for twenty days was 207,891 pounds, making for one month 311,837 pounds, and an aggregate for one year of 3,742,044 pounds. If, therefore, the postage value of this free matter be computed at the minimum estimates of \$1 25 per pound for letters and 16 cents per pound for documents, we have a postage value for free letters of \$738,550, and for public documents \$598,727, being an aggregate of \$1,337,277, as indicated by the returns made at a period when the mails were almost entirely relieved of the burden of the heavy departmental reports. All this from the Washington City post office alone.

There is no sound reason for believing that, estimating by weight, the present basis of the postage rates, the proportion of free matter is really *less* than thirty per centum, as ascertained by the careful investigations of a committee of the British Parliament; but, even if we adopt the results of the imperfect information attainable in this country, and assume twenty-five per cent. of the ordinary annual expenditures as the just equivalent for the unpaid services of the Post Office Department, it will appear that the government is bound in honor and justice to appropriate \$5,000,000, instead of \$700,000, for this service.

But the most potential reason of all for the abolition of the franking privilege is found in the incurable abuses and frauds which seem to be inseparable from its exercise. When the number of persons who are clothed with the franking privilege, and of judges who are expected to pass upon the genuineness of franks, is considered, the opportunity for boundless frauds will appear to be almost infinite. The following statement, made up from official sources, will show how far the privilege is extended under existing laws:

Statement of officials exercising the franking privilege.

President of the United States and his secretary.....	2
Vice-President.....	1
Members of the Cabinet.....	7
United States senators.....	74
Members of Congress.....	241
Delegates in Congress.....	5
Secretary of Senate and Clerk of House of Representatives....	2
Assistant Secretaries, chief clerk, &c., State Department....	4
Assistant Attorney General and chief clerk.....	2
Assistant Secretary, Commissioners, chief clerk, &c., Interior Department.....	13
Chiefs of bureaus, chief clerk, &c., of Navy Department.....	17
Chiefs of bureaus, chief clerk, &c., of War Department.....	21

Assistant Secretaries, chief clerks, &c., of the Treasury Department.....	42
Assistant Postmasters General, superintendents of foreign mails and money-order system, and chief clerks Post Office Department.....	9
	<hr/>
	440
Add internal revenue officers, (assessors and assistant collectors and deputies).....	4, 115
Postmasters on 1st November, 1869.....	27, 378
	<hr/>
Total.....	31, 933
	<hr/> <hr/>

In this statement alone is an army of 31,933, who, generally speaking, load the mails at will with whatever matter they please. Some of them, to be sure, are granted only a limited privilege, yet, practically, the restrictions are no longer operative. To these should be added the countless host who address communications to members of Congress, delegates, the Clerk of the House of Representatives, the Secretary of the Senate, heads of departments, heads of bureaus, chief clerks, and all others authorized to frank official matter. How is it possible that any checks whatever can be imposed and enforced against a privilege so widely extended?

But the difficulties increase when it is further considered that the judges who decide upon the genuineness of franks are the entire corps of 27,378 postmasters, scattered all over the country, none of whom, with the utmost diligence, can hope to acquire a tolerable familiarity with the signatures of more than a few of the privileged. In the larger offices, where one hour is the longest time that can be allowed for making up the mails, and where it is necessary to receive and manipulate thousands of letters daily, it is impossible, even if the genuine signatures were known, to make a systematic attempt to exclude matter improperly franked. What is the result? Boundless frauds, of course, without a possibility of detecting them, or even a hope of preventing their further increase. In fact, every frank, counterfeit or genuine, is equally effective, and the extent of the evil is limited only by the wants of those who desire to impose upon the service.

It has been well said that "there is no middle ground between boundless franking and no franking." The truth of this observation will be perfectly manifest to all who will take the trouble to inquire into the subject. With the appliances now at the command of the department, or that can be devised in its interest, it would be a sheer impossibility to eliminate fraud from the exercise of the franking privilege. The privilege itself is the fruitful mother of frauds, and cannot be reformed. Estimating the frauds and evasions perpetrated under cover of this system to be equal in amount to the postages upon matter bearing genuine signatures, (and this is no exaggeration,) the total expense is swelled to an amount equal to the entire deficit of the department for the last fiscal year. Certainly, these stupendous frauds should be prevented; and, as they cannot be separated from the practice of the system, the only remedy is to abolish the system itself.

How is it possible for the department to escape from the slough into which it has been cast, so long as government fastens inextricably about its neck an ever-increasing weight? Under the frightful burden imposed by the franking privilege, no further reforms can ever be made

in the way of reducing domestic postages. An appalling deficit will be a perpetual bar to all progress—all substantial improvement.

In England, the postal service was rescued from pitiable imbecility and inefficiency by the illustrious Rowland Hill and his associates, in 1839; but it was necessary first to destroy this badge of subserviency to rank and class, although in that country it was limited both in the number of privileged persons and in the number of letters each could frank per day. So here, as the initial step to reform, I earnestly urge the total abolition of the franking privilege.

The objection that Congress may desire to print and disseminate public documents should not avail against the appeal of the department for deliverance from the frauds that are fast overwhelming it. If the privilege be abolished, official publications may still be forwarded in the mails. It is only asked that they, like all private matter, may be chargeable with postage. If it be urged that this would prevent or impede the diffusion of the knowledge of public affairs among the people, then it may be said, in reply, that if it be the purpose of Congress to give information to the people, a far more telling expedient may be resorted to. An unburdened press, managed and directed by private enterprise, can do more than Congress to enlighten the masses. Better far that the franking privilege should be abolished, and that all newspapers sent to regular and *bona fide* subscribers from a known office of publication should be carried free, without regard to weight, throughout the United States, as now throughout the county wherein printed and published. The receipts of the department for the last year from "newspapers and pamphlets" amounted to \$778,882 30. This portion of its receipts the department can forego, provided it can be protected against the frauds, more than three times in amount, inseparable from the franking privilege.

It is not proposed or desired that government officials should be personally taxed for the transmission of their public correspondence. It is asked, on the other hand, that every department, every member of Congress, and every other public officer, shall have a liberal allowance of stamps for postages, subject to a proper accountability, and that the sum necessary therefor shall be appropriated out of the general treasury.

Should Congress conform to my recommendations in this respect, I confidently predict that millions will be saved annually to the government, that the department will be at once redeemed from its present condition of chronic bankruptcy, and that the postal service will speedily become the potent coadjutor of the people in developing and adorning our great country.

My predecessor addressed to the Speaker of the House of Representatives a letter, under date of 9th January last, in relation to the postal telegraph, inclosing an elaborate communication on the same subject from Gardiner G. Hubbard, esq., of Boston. This is a subject of great importance, and deserves the most careful consideration. Several European nations have adopted the system with apparent success. I shall defer making any recommendation concerning it until a greater degree of efficiency can be attained in the service as at present constituted.

The commission heretofore appointed by Congress has submitted to me a codification of the statutes relating to the postal service, which has been referred to a committee of competent gentlemen of long experience in the practical working of the department for careful revision. Their report will be presented to Congress at an early day. The codification, when perfected and adopted by Congress, will greatly facilitate the public business.

Regarding the present as a favorable opportunity, I call the attention of Congress to the penal laws providing for the punishment of offenses against the postal service. The penalties prescribed are in many cases too severe, and, by reason of their apparent harshness, have tended to create a sympathy in the minds of jurors and others in behalf of this class of offenders. Experience has shown that the certainty of punishment, more than its severity, deters from crime. I recommend that the terms of imprisonment in most cases be shortened and graduated, with a more careful regard to the nature and character of the offenses which the framers of the laws designed to punish and prevent.

A reorganization of the department has become a necessity. The recommendation of my predecessor in that regard is cordially approved.

It would be unjust to close this report without making a proper recognition of the important services of the heads of the respective bureaus of the department, including the superintendents of foreign mails and of the money-order office. They are all gentlemen of singular fitness for their several positions. In all things they have come up to the full measure of my expectations, and I esteem myself most fortunate in having secured their valuable aid. In consideration of the ability, integrity, industry, and zeal they have continually exhibited, I earnestly recommend such an increase in their salaries as will afford them the means of a respectable livelihood, their present compensation being inadequate for that purpose.

I have the honor to be, with great respect, your obedient servant,

JNO. A. J. CRESWELL,

Postmaster General.

The PRESIDENT.

APPENDIX.

No. 1.—*Estimates for expenditures (out of the revenue) for the fiscal year ending June 30, 1871.*

For inland mail transportation, including sea mail to California, and pay of railway postal clerks, route agents, local agents, mail messengers, mail-route messengers, and baggage-masters in charge of through mails.....	\$13,506,893 00
For foreign mail transportation.....	480,000 00
For ship, steamboat, and way letters.....	8,200 00
For compensation to postmasters.....	5,000,000 00
For clerks for post offices.....	2,500,000 00
For payments to letter-carriers.....	1,250,000 00
For wrapping paper.....	50,000 00
For twine.....	35,000 00
For letter-balances.....	3,500 00
For compensation to blank agent and assistants.....	10,000 00
For office furniture.....	2,500 00
For advertising.....	40,000 00
For postage stamps and stamped envelopes.....	520,000 00
For mail depreations and special agents.....	125,000 00
For mail bags and mail-bag catchers.....	140,000 00
For mail locks, keys, and office stamps.....	40,000 00
For miscellaneous payments, including balances due foreign countries; preparation and publication of post-route maps; rent, light, fuel, and miscellaneous expenses of post offices; registered package envelopes; office envelopes for postmasters; services of United States marshals and attorneys, &c.....	870,000 00
For re-transfer to money-order account, being money transferred by postmasters and deposited in the treasury as postage receipts.....	1,000,000 00
Total.....	<u>25,581,093 00</u>

Expenditures under special appropriations to be provided from the treasury.

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

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 2.—Statement exhibiting the receipts and expenditures, under appropriate heads, by quarters, for the fiscal year ended June 30, 1869, compared with the fiscal year ended June 30, 1868.

	Sept. 30, 1868.	Dec. 31, 1868.	Mar. 31, 1869.	June 30, 1869.	Total.	Year ended June 30, 1868.	Increase.	Decrease.
RECEIPTS.								
Letter postage	\$99,298 67	\$96,140 08	\$111,001 68	\$112,842 42	\$419,282 85	\$559,588 33	.....	\$140,303 48
Newspapers and pamphlets	198,336 88	192,724 19	190,566 14	197,255 09	778,882 30	724,862 90	\$54,019 40	.....
Registered letters	453 60	350 75	40	23 40	828 15	6,159 95	.....	5,331 80
Emoluments. (Box rent, &c.)	214,751 39	206,695 08	210,355 16	211,537 94	843,339 57	825,407 39	17,932 18	.....
Fines	7 50	.....	.....	50 00	57 50	778 60	.....	721 10
Stamps sold	3,546,502 18	3,668,761 38	3,919,770 09	4,036,687 71	15,171,721 36	14,066,139 64	1,105,581 72	.....
Dead letters. (Deposited in United States treasury.)	4,277 00	2,555 00	1,986 00	.....	8,818 00	30,502 08	.....	21,684 08
Internal revenue from postmasters	15,835 27	15,894 68	15,383 53	16,415 71	63,529 19	60,452 64	3,076 55	.....
Miscellaneous	11,911 71	4,101 57	2,624 80	9,078 72	27,716 80	18,709 27	9,007 53	.....
Money order funds deposited	276,743 00	256,079 00	248,228 00	249,285 00	1,030,335 00	.....	1,030,335 00	.....
	4,368,117 20	4,443,301 73	4,699,915 80	4,833,175 99	18,344,510 72	16,292,600 80	2,219,952 38	168,042 46
Deduct .....	.....	.....	.....	.....	16,292,600 80	.....	168,042 46	.....
Net increase, 12.56 per cent. ....	.....	.....	.....	.....	2,051,909 92	.....	2,051,909 92	.....
EXPENDITURES.								
Compensation to postmasters	1,131,000 64	1,129,111 43	1,119,791 35	1,167,055 01	4,546,958 43	4,255,310 98	291,647 45	.....
Ship, steamboat, and way letters	2,315 74	2,010 29	1,331 41	2,418 91	8,076 35	7,914 64	161 71	.....
Transportation of the mails	3,218,232 70	3,617,890 44	3,327,816 55	3,321,466 46	13,485,406 15	12,647,949 61	837,456 54	.....
Wrapping paper	4,612 50	7,843 50	10,750 00	6,995 00	30,201 00	42,781 81	.....	12,580 81
Office furniture	561 48	585 90	740 57	396 70	2,284 65	2,099 81	184 84	.....
Advertising	4,957 68	15,801 80	54,927 84	3,878 09	79,565 41	36,908 01	42,657 40	.....
Mail bags	38,639 74	38,103 60	26,943 87	26,502 47	130,189 68	114,981 22	15,208 46	.....
Blank agents and assistants	1,942 50	1,942 50	1,977 77	1,977 50	7,840 27	7,751 12	89 15	.....
Mail locks, keys, and stamps	8,631 79	7,064 89	4,065 32	3,005 77	22,767 77	12,073 39	10,694 38	.....
Mail deprecations and special agents	34,601 98	37,745 50	33,186 77	28,807 53	134,341 78	138,905 16	.....	4,563 38
Clerks for offices	557,758 80	578,145 29	565,333 42	594,115 95	2,295,353 46	2,270,090 66	25,262 80	.....
Postage stamps and stamped envelopes	108,398 20	113,454 92	124,742 42	126,616 77	473,212 31	391,487 37	81,724 94	.....
Letter carriers	289,673 99	291,691 34	300,559 47	301,990 51	1,183,915 31	996,370 77	187,544 54	.....
Dead letters .....	.....	.....	5 00	.....	5 00	.....	5 00	.....
Miscellaneous	250,781 00	237,842 25	333,471 93	251,596 54	1,073,691 72	1,340,351 19	.....	266,659 47
Account North German Union mails .....	.....	.....	60,847 09	.....	60,847 09	.....	60,847 09	.....
Account Bremen mails .....	.....	.....	40,045 07	.....	40,045 07	98,066 85	.....	58,021 78
Account French mails .....	.....	.....	7,196 39	20,256 99	55,020 28	76,841 91	.....	21,821 63
Account British mails	27,566 90	.....	.....	52,993 19	52,993 19	228,230 04	.....	175,236 85
Account Hamburg mails .....	.....	.....	.....	.....	.....	61,202 66	.....	61,202 66
Account Prussian mails .....	.....	.....	.....	.....	.....	1,275 45	.....	1,275 45
Account Belgium mails .....	.....	.....	.....	15,416 58	15,416 58	.....	15,416 58	.....
	5,679,675 64	6,079,233 65	6,013,732 24	5,925,489 97	23,698,131 50	22,730,592 65	1,568,900 88	601,362 03
Deduct .....	.....	.....	.....	.....	.....	.....	601,362 03	.....
Net increase, 4.25 per cent. ....	.....	.....	.....	.....	967,538 85	.....	967,538 85	.....

No. 3.—Statement of receipts and disbursements at treasury depositories on account, fiscal year ended June 30, 1869.

3
P
M
G

Depository.	Deposits.	Appropriation.	Aggregate accumulation.	Warrants drawn.	Balance June 30, 1869.	Transfer accounts.	
						From.	To.
Assistant treasurer United States, Boston, Mass.	\$432,940 08	\$250,000 00	\$682,940 08	\$741,161 30	\$99,911 80		
Assistant treasurer United States, Charleston, S. C.	54,103 74	225,000 00	279,103 74	288,328 02	80,566 55		
Assistant treasurer United States, New Orleans, La.	260,905 50	200,000 00	460,905 50	449,305 80	68,545 72		
Assistant treasurer United States, New York, N. Y.	1,111,068 67	4,108,010 28	5,219,078 95	6,027,297 04	370,164 56	\$50,000 00	\$550,000 00
Assistant treasurer United States, Philadelphia, Pa.	355,607 28	325,000 00	680,607 28	664,183 68	68,788 88		
Assistant treasurer United States, St. Louis, Mo.	119,195 75	400,000 00	519,195 75	535,041 17	140,011 84		50,000 00
Assistant treasurer United States, San Francisco, Cal.	1,304,888 81		1,304,888 81	384,293 35	110,663 75	900,000 00	
Assistant treasurer United States, Denver, Col.	3,658 66		3,658 66	7,023 74	1,018 57		
Treasurer United States.	37,103 67	132,500 00	169,603 67	214,385 66	44,743 64		50,000 00
Designated depository, Baltimore, Md.	39 67		39 67	34 57	39 67		
Designated depository, Buffalo, N. Y.				229 66	500 00		
Designated depository, Chicago, Ill.*				4,948 61			
Designated depository, Cincinnati, Ohio.	99 15		99 15	674 82	99 15		
Designated depository, Mobile, Ala.	980 50		980 50	1,146 01	181 41		
Designated depository, Olympia, W. T.	21 25		21 25	18 00	21 25		
Designated depository, Pittsburg, Pa.	935 02		935 02	441 43	935 02		
Designated depository, Sante Fe, N. M.	496 45		496 45		496 45		
Designated depository, St. Paul, Minn.†							
First National Bank of Memphis, Tenn.	1,544 10		1,544 10	1 44	1,544 10		
First National Bank of Burlington, Vt.‡				44 69	18 83		
First National Bank of Dubuque, Iowa*				58 84			
First National Bank of Galveston, Texas*				44 00			
First National Bank of Nashville, Tenn.	743 42		743 42	1,007 35	305 75		
First National Bank of Concord, N. H.*				20 00			
First National Bank of Washington, D. C.					223 45		
First National Bank of Portland, Oregon.	25 00		25 00	638 15	25 00		
First National Bank of Knoxville, Tenn.*				177 69			
First National Bank of Richmond, Va.*				28 67			
First National Bank of West Chester, Pa.*				45 00			
First National Bank of Springfield, Ill.	510 81		510 81		510 81		
First National Bank of New Bern, N. C.	1,326 75		1,326 75	1,151 49	175 26		
First National Bank of Salem, Mass.	479 07		479 07		479 07		
Second National Bank of Detroit, Mich.	4,016 58		4,016 58	3,938 29	78 29		
Second National Bank of Leavenworth, Kan.*				491 50			
Second National Bank of St. Paul, Minn.	126 99		126 99		126 99		
Exchange National Bank of Norfolk, Va.*				769 71			
Merchants' National Bank of Savannah, Geo.*				784 79			

* Account closed.

† Ceased to be a depository, and balance transferred to designated depository at Chicago, July 26, 1868.

‡ Balance transferred to Merchants' National Bank, same place, June 2, 1869.

REPORT OF THE POSTMASTER GENERAL.

No. 3.—Statement of receipts and disbursements at treasury depositories, &c.—Continued.

Depository.	Deposits.	Appropriation.	Aggregate accumulation.	Warrants drawn.	Balance June 30, 1869.	Transfer accounts.	
						From.	To.
Merchants' National Bank of West Virginia, Mt. Pleasant, West Va.*				\$285 05			
Merchants' National Bank of Little Rock, Ark.	\$976 91		\$976 91	1,564 34	\$443 00		
Merchants' National Bank of Cleveland, Ohio	235 00		235 00	381 50	47 93		
Raleigh National Bank, Raleigh, N. C.	109 75		109 75	2,133 19	109 75		
The San Antonio National Bank, San Antonio, Texas*				104 00			
Indianapolis National Bank of Indianapolis, Ind.*				75 00			
Omaha National Bank, Omaha, Neb.	118 45		118 45		118 45		
Central National Bank, of Boonville, Mo.	324 20		324 20		324 20		
National State Bank of Des Moines, Iowa	1,057 76		1,057 76		1,057 76		
Grand total	3,693,639 08	\$5,640,510 28	9,334,149 36	9,332,258 15	922,276 90	\$950,000 00	\$950,000 00

* Account closed.

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 4.—*Depository post offices, September 30, 1869.*

Name.	Postmaster.	Name.	Postmaster.
Albany, N. Y.	M. L. Filkins.	Louisville, Ky	Mrs. L. M. Porter.
Atlanta, Ga	J. L. Dunning.	Lowell, Mass.	J. A. Goodwin.
Baltimore, Md.	A. W. Dennison.	Madison, Wis.	E. W. Keyes.
Bangor, Me	Geo. Fuller.	Meadville, Pa.	D. O. Derickson.
Batavia, N. Y.	M. Taggart.	Milwaukee, Wis.	H. A. Starr.
Binghamton, N. Y.	Wm. Stewart.	Montpelier, Vt.	J. W. Clark.
Buffalo, N. Y.	Thos. Blossom.	Newark, N. J.	Wm. Ward.
Chicago, Ill.	F. A. Eastman.	New Haven, Conn.	N. D. Sperry.
Cincinnati, Ohio.	T. H. Foulds.	Olean, N. Y.	R. L. Page.
Cleveland, Ohio.	G. A. Benedict.	Ogdensburg, N. Y.	R. G. Pettibone.
Columbus, Ohio.	J. J. Wood.	Pittsburg, Pa.	J. H. McClelland.
Concord, N. H.	J. E. Larkin.	Plattsburg, N. Y.	H. S. Ransom.
Davenport, Iowa.	E. Russell.	Portland, Me.	W. Davis.
Des Moines, Iowa.	G. C. Tichenor.	Portsmouth, Ohio.	O. Wood.
Detroit, Mich.	F. W. Swift.	Providence, R. I.	E. S. Jackson.
Dover, Del.	J. B. Smith.	Quincy, Ill.	M. Piggott.
Dubuque, Iowa.	V. J. Williams.	Ripon, Wis.	D. McKeicher.
Easton, Pa.	J. L. Mingle.	Rochester, N. Y.	J. W. Stebbins.
Evansville, Ind.	J. W. Foster.	Rutland, Vt.	M. G. Everts.
Fort Wayne, Ind.	J. J. Kamm.	Sandusky, Ohio.	E. B. Saddler.
Geneva, N. Y.	S. N. Anthony.	Scranton, Pa.	J. S. Slocum.
Grand Rapids, Mich.	A. B. Turner.	Springfield, Ill.	J. L. Crane.
Harrisburg, Pa.	Geo. Bergner.	Springfield, Mass.	W. Stowe.
Hartford, Conn.	E. W. Whitaker.	Steuenville, Ohio.	J. M. Reeds.
Huntsville, Ala.	G. M. L. Johnson.	Syracuse, N. Y.	G. L. Maynard.
Indianapolis, Ind.	W. R. Holloway.	Urbana, Ohio.	D. C. Hill.
Kalamazoo, Mich.	J. A. Walter.	Utica, N. Y.	C. H. Hopkins.
Keene, N. H.	T. E. Hatch.	Vincennes, Ind.	W. N. Denny.
La Fayette, Ind.	J. L. Miller.	Wheeling, W. Va.	C. J. Rowlings.
Lancaster, N. H.	O. Nutter.	Williamsport, Pa.	— Late.
Lexington, Ky.	S. W. Price.	Wooster, Ohio.	A. S. McClure.
Lima, Ohio.	C. Parmenter.	Worcester, Mass.	J. Pickett.
Leavenworth, Kan.	Mrs. K. B. Johnson.	Zanesville, Ohio.	J. J. Douglas.

Sixty-six in number.

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 5.—*Estimate of indebtedness of Post Office Department on June 30, 1869, and not yet adjusted.*

Balances to foreign countries.....	\$250,000 00
Mail service under contract and recognized.....	284,186 35
Mail service unrecognized.....	150,000 00
	684,186 35

To meet which there is available in the treasury, being the undrawn balance of the appropriation for deficiency in fiscal year ended June 30, 1869.....	\$1,500,000 00
---	----------------

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 6.—*Postage stamps, stamped envelopes and newspaper wrappers, issued during the fiscal year ended June 30, 1869.*

POSTAGE STAMPS.

Quarter ended—	1-cent.	2-cent.	3-cent.	5-cent.	6-cent.	10-cent.
September 30, 1868.....	2, 814, 600	14, 558, 400	76, 486, 200	168, 820	.....	854, 150
December 31, 1868.....	3, 004, 200	16, 405, 700	80, 855, 700	174, 960	.....	940, 200
March 31, 1869.....	3, 736, 600	18, 111, 900	84, 327, 500	290, 520	60, 200	1, 007, 560
June 30, 1869.....	4, 043, 400	18, 115, 450	87, 008, 600	149, 180	1, 085, 750	928, 270
Total.....	13, 598, 800	67, 191, 450	328, 677, 400	783, 480	1, 145, 950	3, 730, 180

Quarter ended—	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	Amount.
September 30, 1868.....	624, 800	233, 240	54, 850	55, 890	10, 880	\$2, 857, 456 00
December 31, 1868.....	703, 600	428, 420	68, 675	74, 210	8, 360	3, 081, 559 00
March 31, 1869.....	917, 050	784, 160	93, 225	86, 650	16, 330	3, 339, 059 00
June 30, 1869.....	817, 900	606, 700	77, 650	89, 980	16, 310	3, 428, 146 00
Total.....	3, 063, 350	2, 052, 620	294, 400	306, 730	52, 180	12, 706, 220 00

STAMPED ENVELOPES.

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.
September 30, 1868.....	10, 500	1, 736, 250	9, 419, 650	62, 700	3, 200	8, 000
December 31, 1868.....	16, 500	1, 397, 250	9, 067, 750	32, 150	2, 100	8, 750
March 31, 1869.....	8, 000	1, 869, 500	11, 147, 400	36, 200	250	4, 250
June 30, 1869.....	15, 500	1, 534, 500	9, 770, 400	78, 350	10, 100	6, 750
Total.....	50, 500	6, 537, 500	39, 405, 200	209, 400	15, 650	27, 750

Quarter ended—	12-cent.	18-cent.	24-cent.	30-cent.	40-cent.	Newspaper wrappers.	Amount.
September 30, 1868.....	1, 600	600	.....	100	1, 000	815, 000	\$339, 299 50
December 31, 1868.....	1, 600	.....	.....	.....	.....	698, 750	317, 302 50
March 31, 1869.....	3, 750	.....	.....	.....	.....	1, 012, 750	395, 216 50
June 30, 1869.....	11, 100	.....	.....	.....	.....	1, 058, 750	352, 749 00
Total.....	18, 050	600	.....	100	1, 000	3, 585, 250	1, 404, 567 50

ENVELOPES AND WRAPPERS BEARING REQUEST FOR RETURN OF UNCLAIMED LETTERS, ETC.

Quarter ended—	1-cent.	2-cent.	3-cent.	6-cent.	9-cent.	10-cent.	12-cent.	Newspaper wrappers.	Amount.
September 30, 1868.....	5, 000	118, 500	6, 739, 000	15, 600	500	.....	500	.....	\$205, 631 00
December 31, 1868.....	7, 000	140, 500	7, 683, 250	40, 500	.....	500	.....	.....	235, 857 50
March 31, 1869.....	7, 500	162, 500	8, 386, 000	21, 500	.....	.....	.....	.....	256, 135 00
June 30, 1869.....	9, 000	190, 500	8, 269, 750	16, 000	1, 000	.....	500	10, 000	253, 302 50
Total.....	28, 500	612, 000	31,078,000	92, 600	1, 500	500	1, 000	10, 000	950, 926 00

NEWSPAPER AND PERIODICAL STAMPS.

Quarter ended—	5-cent.	10-cent.	25-cent.	Amount.
September 30, 1868.....	15, 200	45, 100	15, 060	\$9, 035 00
December 31, 1868.....	10, 020	25, 020	5, 020	4, 258 00
March 31, 1869.....	10, 200	25, 200	100	3, 055 00
June 30, 1869.....	.....	.....	.....	.....
Total.....	35, 420	95, 320	20, 180	16, 348 00

RECAPITULATION.

	Whole number.	Value.
Postage stamps	420,896,540	\$12,706,220 00
Periodical stamps.....	150,920	16,348 00
Stamped envelopes.....	78,079,850	2,283,588 50
Newspaper wrappers.....	3,595,250	71,905 00
Total.....	502,722,560	15,078,061 50

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 7.—Postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year ended June 30, 1869.

	Quarter ended Sept. 30, 1868.	Quarter ended Dec. 31, 1868.	Quarter ended Mar. 31, 1869.	Quarter ended June 30, 1869.	Total number.
POSTAGE STAMPS.					
One-cent	2,814,600	3,004,200	3,736,600	4,043,400	13,598,800
Two-cent	14,558,400	16,405,700	18,111,900	18,115,450	67,191,450
Three-cent.....	76,486,200	80,855,700	84,327,500	87,008,000	328,677,400
Five-cent.....	168,820	174,960	290,520	149,180	783,480
Six-cent.....			60,200	1,055,750	1,145,950
Ten-cent.....	854,150	940,200	1,007,560	928,270	3,730,180
Twelve-cent.....	624,800	703,600	917,050	817,900	3,063,350
Fifteen-cent.....	233,340	428,420	724,160	606,700	2,052,620
Twenty-four-cent.....	54,850	68,675	93,225	77,650	294,400
Thirty-cent.....	55,890	74,210	86,650	89,980	306,730
Ninety-cent.....	10,880	8,360	16,330	16,610	52,180
Total value.....	\$2,837,456	\$3,081,559	\$3,339,059	\$3,428,146	\$12,706,220
STAMPED ENVELOPES AND NEWS- PAPER WRAPPERS.					
One-cent	10,500	16,500	8,000	15,500	50,500
Two-cent.....	1,736,250	1,397,250	1,869,500	1,534,500	6,537,500
Three-cent.....	9,419,650	9,067,750	11,147,400	9,770,400	39,405,200
Six-cent.....	62,700	32,150	36,200	78,350	209,400
Nine-cent.....	3,200	2,100	250	10,100	15,650
Ten-cent.....	8,000	8,750	4,250	6,750	27,750
Twelve-cent.....	1,600	1,600	3,750	11,100	18,050
Eighteen-cent.....	600				600
Twenty-four-cent.....					
Thirty-cent.....	100				100
Forty-cent.....	1,000				1,000
Newspaper wrappers.....	815,000	698,750	1,012,750	1,058,750	3,585,250
Total value.....	\$339,299 50	\$317,302 50	\$395,216 50	\$352,749 00	\$1,404,567 50
NEWSPAPER AND PERIODICAL STAMPS.					
Five-cent.....	15,200	10,020	10,200		35,420
Ten-cent.....	45,100	25,020	25,200		95,320
Twenty-five-cent.....	15,000	5,029	100		20,180
Total value.....	\$9,035	\$4,258	\$3,055		\$16,348
STAMPED ENVELOPES BEARING RETURN REQUEST.					
One-cent	5,600	7,000	7,500	9,000	28,500
Two-cent.....	118,500	140,500	162,500	190,500	612,000
Three-cent.....	6,739,000	7,683,250	8,386,000	8,269,750	31,078,000
Six-cent.....	15,600	40,500	20,500	16,000	92,600
Nine-cent.....	500			1,000	1,500
Ten-cent.....		500			500
Twelve-cent.....	500			500	1,000
Newspaper wrappers.....				10,000	10,000
Total value.....	\$205,631 00	\$235,857 50	\$256,135 00	\$253,302 50	\$950,926 00

RECAPITULATION.

	Number.	Value.
Whole number of stamps, postage.....	420, 896, 540	\$12, 706, 220 00
periodical.....	150, 920	16, 348 00
	421, 047, 460	12, 722, 568 00
Whole number of stamped envelopes, plain.....	46, 265, 750	\$1, 332, 862 50
request.....	31, 814, 100	950, 726 00
	78, 079, 850	2, 283, 588 50
Whole number of newspaper wrappers.....	3, 595, 250	\$71, 905 00
	3, 595, 250	71, 905 00
Whole number and value of postage stamps, periodical stamps, plain and request envelopes, and newspaper wrappers.....	502, 722, 560	\$15, 078, 061 50

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 8.—Statement showing the increase in issue of postage stamps, stamped envelopes, and newspaper wrappers.

Description.	Fiscal year ended June 30, 1868.	Fiscal year ended June 30, 1869.	Increase per cent.
Postage stamps.....	\$11, 736, 264 00	\$12, 706, 220 00	8.26
Newspaper and periodical stamps*.....	14, 750 00	16, 348 00	10.83
Plain stamped envelopes.....	1, 285, 218 00	1, 332, 862 50	3.70
Request stamped envelopes.....	759, 520 00	950, 726 00	25.17
Newspaper wrappers.....	67, 372 00	71, 905 00	6.72
Aggregate of stamps, envelopes, and wrappers issued...	13, 863, 124 00	15, 078, 061 50	8.76

* The issue of periodical stamps was discontinued about February 1, 1869.

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 9.—General statement of postage stamps, stamped envelopes, and newspaper wrappers issued during the fiscal year, and remaining unsold in the hands of postmasters July 1, 1869.

Value of postage stamps, stamped envelopes, and newspaper wrappers unsold in the hands of postmasters on July 1, 1868.....	\$2, 826, 189 58
Value of same issued to postmasters during year ended June 30, 1869...	15, 078, 061 50
	17, 904, 251 08
Sales reported by Auditor during year ended June 30, 1869.....	15, 171, 721 36
Amount remaining unsold in hands of postmasters on July 1, 1869.....	2, 732, 529 72

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 10.—*Statement of payments under various heads charged to miscellaneous account for the fiscal year ended June 30, 1869.*

Allowances to postmasters for rent, light, fuel, and miscellaneous expenses of post offices.....	\$403,068 13
Preparing and publishing post-route maps.....	11,778 43
Registered package envelopes, official envelopes for postmasters and for the dead letter office.....	60,719 75
Twine.....	28,901 58
Fees to United States marshals.....	2,746 87
Fees to United States attorneys.....	3,065 30
Fees to clerks of United States courts.....	946 57
Printing and binding drafts and warrants.....	494 00
Allowances to postmasters for expenses incurred in depositing funds...	104 78
Expenses incurred in closing post office at Canaper, Indiana.....	11 50
Allowances to postmasters for expenses incurred in collecting drafts....	243 69
Expenses incurred in arresting mail robbers and recovering lost mail-bag	203 28
Allowances for telegrams, special cases.....	14 50
Allowance to postmaster St. John's, Michigan, for money stolen on night of June 11, 1866. Private resolution No. 6, approved March 3, 1869...	470 00
Expenses of Postmaster General and Second Assistant visiting New York on business of department.....	52 15
Purchase of mail-boxes.....	132 00
Internal revenue tax withheld from certain salaries.....	31 65
Investigation and legal opinion as to patent for lamp-post letter-boxes..	300 00
Stationery for Post Office Department.....	407 54
Re-transfers to money-order account, being money transferred by postmasters and deposited in the treasury as postage receipts.....	560,000 00
	<hr/>
	1,073,691 72
	<hr/> <hr/>

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 11.—Comparative statement of the disposition of dead letters during the fiscal years 1868 and 1869.

Character of letters.	1868.		1869.		Increase.		Decrease.	
	Number.	Amount or nominal value.	Number.	Amount or nominal value.	Number.	Amount or nominal value.	Number.	Amount or nominal value.
Money letters containing one dollar and upward	18,340	\$95,196 52	18,227	\$94,710 95	.....	.....	113	\$485 57
Number delivered to owners	16,061	86,638 66	16,187	82,570 90	126	.....	.....	4,067 76
Number filed for reclamation and outstanding	2,279	8,557 86	2,040	12,140 05	.....	\$3,582 19	239	.....
Money letters containing sums less than one dollar	14,082	3,436 68	14,323	3,472 77	241	36 09	.....	.....
Number delivered to owners	12,513	3,120 70	11,566	2,788 29	.....	.....	947	332 41
Number held for reclamation	1,569	315 98	2,757	684 48	1,188	368 50	.....	.....
Letters containing bills of exchange, deeds, &c	17,750	3,609,271 80	16,925	3,011,354 71	.....	.....	825	597,917 09
Number delivered to owners	16,809	3,248,344 62	15,286	2,799,114 51	.....	.....	1,523	449,230 11
Number filed for reclamation	941	360,927 18	1,639	212,240 20	698	.....	.....	148,686 98
Letters containing jewelry and other property	13,964	.....	9,071	.....	.....	.....	4,893	.....
Number delivered to owners	9,911	.....	6,337	.....	.....	.....	3,574	.....
Number held for reclamation	4,053	.....	2,734	.....	.....	.....	1,319	.....
Letters containing articles of small value, postage stamps, photographs, &c	125,221	.....	114,185	.....	.....	.....	11,036	.....
Number delivered to owners	114,666	.....	103,529	.....	.....	.....	11,137	.....
Number filed for reclamation	10,555	.....	10,656	.....	101	.....	.....	.....
Ordinary letters, without inclosures	3,822,266	.....	3,414,214	.....	.....	.....	408,052	.....
Number sent out for delivery	2,085,399	.....	2,398,252	.....	312,853	.....	.....	.....
Number delivered	1,762,668	.....	2,003,524	.....	240,856	.....	.....	.....
Ordinary letters, circulars, &c., destroyed	2,070,153	.....	1,188,693	.....	.....	.....	881,460	.....
Domestic letters returned from foreign countries	66,558	.....	62,603	.....	.....	.....	3,955	.....
Foreign letters returned to countries where they originated	184,183	.....	193,186	.....	9,003	.....	.....	.....
Total	10,369,941	7,415,810 00	9,605,934	6,219,076 86	565,066	3,986 78	1,329,073	1,200,719 92

W. H. H. TERRELL,
Third Assistant Postmaster General.

No. 12.

POST OFFICE DEPARTMENT,
Contract Office, October 27, 1869.

SIR: For a statement of the mail service for the contract year ended June 30, 1869, 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, 1869; also the cost per mile in each State.

Table C exhibits the steamboat service as in operation on the 30th of June, 1869, 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, 1869.

Table E shows the weights of the mails, the accommodations for mails and agents, the trips per week, and the rates of pay per mile per annum on railroad routes in States chiefly in which the contract term expired 30th of June, 1869.

Table F 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.

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

GILES A. SMITH,

Second Assistant Postmaster General.

Hon. J. A. J. CRESWELL,

Postmaster General.

A.—Table of mail service for the year ended June 30, 1869, as exhibited by the state of the arrangements at the close of the year.

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

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual 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.	Dollars.	Dollars.	Miles.	Dollars.	Miles.						Dollars.
Maine	4,492	3,921	17,540			571	56,549	1,577,754		118,860	1,996,614	128,089	
New Hampshire	1,916	1,430	27,517	63	1,150	423	37,485	549,172	22,776	377,208	949,156	66,152	
Vermont	2,219	1,706	35,196			513	67,892	811,492		444,082	1,255,574	103,088	
Massachusetts	2,632	1,076	42,350	68	3,975	1,488	209,861	781,326	42,432	1,682,405	2,506,163	256,186	
Rhode Island	532	242	6,091	160	2,500	130	19,217	110,240	99,840	199,290	409,370	27,808	
Connecticut	1,649	673	24,773			776	107,303	458,016		849,228	1,307,244	132,076	
New York	17,110	7,474	202,171	6,292	157,163	3,344	504,907	3,335,618	566,061	4,799,729	8,702,008	864,241	
New Jersey	2,108	1,143	37,622	72	3,873	893	117,149	540,956	61,776	1,181,939	1,784,671	158,644	
Pennsylvania	13,499	10,623	235,939	94	6,300	2,782	258,787	3,462,697	58,656	4,102,689	7,624,042	501,026	
Delaware	505	306	9,620			199	15,030	142,640		238,292	380,932	24,650	
Maryland	3,057	2,238	57,922	40	750		†179,428	803,795	12,480	1,417,617	2,233,892	238,100	
Ohio	11,593	6,924	132,695	251	8,440	4,418	574,550	2,147,054	101,400	4,700,592	6,949,046	715,685	
West Virginia	4,417	4,025	49,911	250	12,149	142	13,840	700,700	156,312	88,920	945,932	75,900	
Virginia	8,712	6,789	116,456	517	33,825	1,406	116,612	1,461,724	281,334	1,072,127	2,815,185	266,893	
North Carolina	6,673	5,533	75,207	227	3,847	913	62,595	892,398	52,624	657,372	1,602,394	141,649	
South Carolina	3,194	1,964	27,801	86	1,324	1,144	96,605	271,414	8,944	1,027,119	1,307,477	125,730	
Georgia	4,603	2,528	45,975	584	8,679	1,491	115,814	425,568	60,736	1,177,291	1,663,595	170,468	
Florida	5,265	1,772	34,017	3,120	111,600	373	28,390	263,322	273,528	232,936	769,786	174,007	
Michigan	9,062	5,842	113,836	1,708	27,058	1,512	145,829	1,677,889	366,782	1,443,596	3,488,267	286,723	
Indiana	7,151	5,302	77,848			1,849	224,200	1,237,754		1,843,754	3,081,496	302,048	
Illinois	9,888	6,662	137,148			3,226	402,364	2,009,268		3,494,148	5,503,416	539,512	
Wisconsin	7,775	6,288	100,469	259	12,580	1,228	126,050	1,277,522	91,130	1,277,522	2,966,115	239,099	
Iowa	8,326	7,491	138,618			835	49,698	2,269,800		618,662	2,888,462	188,316	
Missouri	9,495	7,856	148,335	232	8,000	1,407	183,411	1,949,773	144,768	1,949,514	3,444,055	339,746	
Minnesota	6,672	5,721	109,068	370	16,287	581	46,560	1,224,238	134,680	610,315	1,969,233	171,915	
Kentucky	6,490	4,948	86,209	882	40,468	660	69,795	1,329,188	425,472	498,801	2,253,461	196,562	
Tennessee	5,309	4,163	62,269			1,146	89,306	742,924		888,403	1,631,327	151,575	
Alabama	6,527	5,073	110,563	409	24,178	1,045	88,100	868,400	156,936	652,408	1,677,384	222,841	
Mississippi	3,855	2,863	66,109			992	91,791	535,444		619,286	1,154,730	157,900	
Arkansas	7,178	6,263	187,785	827	33,000	88	10,600	1,442,194	172,016	54,912	1,669,122	231,385	
Louisiana	4,676	2,398	91,075	1,941	104,500	337	30,160	553,030	518,544	189,332	1,260,906	225,735	
Texas	11,141	9,921	514,895	778	52,500	442	30,697	2,066,740	149,136	248,516	2,464,392	598,092	
California	7,384	5,744	414,803	865	62,000	775	196,555	2,026,936	208,560	967,823	3,203,319	673,358	

Oregon	1,294	975	26,723	319	22,590			137,956	125,528		263,484	49,313
Kansas	4,019	3,474	242,060			545	77,950	1,316,172		621,696	1,937,868	320,010
Nevada	1,730	1,730	200,486					602,580			602,580	200,486
Nebraska	2,540	1,456	38,568			1,084	278,600	445,484		1,353,331	1,798,815	317,168
New Mexico Territory	1,506	1,506	317,282					528,944			528,944	317,282
Utah Territory	1,215	1,215	47,677					278,408			278,408	47,677
Washington Territory	1,618	1,253	99,009	365	15,800			249,548	37,960		287,508	114,809
Colorado Territory	1,189	1,189	36,595					196,352			196,352	36,595
Dakota Territory	499	499	8,646					100,204			100,204	8,646
Arizona Territory	1,380	1,380	142,562					270,400			270,400	142,562
Idaho Territory	589	589	63,300					285,890			285,890	63,300
Montana Territory	1,047	1,047	93,454					314,184			314,184	93,454
Total	223,731	163,415	4,908,285	20,779	774,536	39,537	4,723,680	44,993,108	4,331,011	41,399,284	90,723,403	10,406,501
Route agents												494,160
Postal railway clerks												384,300
Mail-route messengers												40,350
Local agents												45,090
Mail messengers												300,765
Baggage-masters in charge of mails												10,562
												11,681,728

* Embraces the steamship service from New York via Panama to San Francisco, Cal., heretofore set down to California,

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

‡ This includes steamboat service from Louisville to Cincinnati, Ohio; and from Evansville, Ind., to Cairo, Ill.

GILES A. SMITH,
Second Assistant Postmaster General.

B.—Railroad service as in operation on June 30, 1869.

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.	
MAINE.									
1	Augusta to Skowhegan	Portland and Kennebec	39		6	3,900 00		100 00	
8	Danville 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 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	
116	Portland to Bar Mills	York and Cumberland	117		6	1,000 00		160 00	
161	Mechanics' Falls to Hartford	Portland and Oxford Central.....	18		6	974 60		55 55	
			21½		6			45 33	
				571½			56,549 60		
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 } Branch to Bristol	Northern	{ 69		{ 12	{ 11,160 00		{ 140 00	} Includes \$850 for side service.
			{ 13		{ 6			{ 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 Crossing to Union	Portsmouth, Great Falls and Conway.	26		6	1,300 00		50 00	
331	Littleton to Wells River	Boston, Concord and Montreal	21		6	1,050 00		50 00	
				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	

463	Windsor to Burlington.....	Vermont Central.....	119	.....	12	16,660 00	.....	140 00
477	Rutland to State Line, with branch to Bennington.....	Bennington and Rutland.....	59	.....	6	5,900 00	.....	100 00
483	Bellows Falls to Windsor.....	Sullivan.....	25	.....	6	3,125 00	.....	125 00
484	Bellows Falls to Burlington.....	Rutland and Burlington.....	52 } 67½ }	.....	6	19,405 00	.....	140 00 150 00
489	Brattleboro to Bellows Falls.....	Vermont Valley.....	24	.....	12	3,360 00	.....	140 00
				513.17			67,892 00		
MASSACHUSETTS.									
601	Boston to Portsmouth.....	Eastern.....	56½	.....	12	11,300 00	.....	200 00
602	Boston to Berwick Junction.....	Boston and Maine.....	75 } 3 }	.....	12 } 6 }	11,400 00	.....	150 00 50 00
603	Branch to Great Falls.....	Boston and Lowell, and Nashua and Lowell.....	42	.....	18	6,300 00	.....	150 00
603	Boston to Nashua.....	Fitchburg.....	52	.....	12	8,000 00	.....	153 84
604	Boston to Fitchburg.....	Boston and Worcester.....	45	.....	18	16,875 00	.....	175 00
605a	Boston to Worcester.....	do.....	4.20	.....	12	200 00	.....	50 00
605	Grafton Depot to Millbury.....	do.....	39.68	.....	6	1,984 00	.....	50 00
606	Boston to Woonsocket Falls.....	Boston, Hartford and Erie.....	70	.....	6	5,214 00	.....	74 48
607	Boston to Southbridge.....	Boston and Providence.....	44	.....	19	8,910 00	.....	202 50
608	Boston to Providence.....	Old Colony and Newport.....	37½	.....	12	5,400 00	.....	144 00
609	Boston to Plymouth.....	Boston and Maine.....	52	.....	6	275 00	.....	50 00
610	Boston to Medford.....	Metropolitan.....	11-16	.....	36	600 00	.....	
612	Boston to Charlestown.....	Union.....	3½ } 3½ }	.....	25 } 12 }	1,200 00	.....	
613	Boston to Watertown.....	Metropolitan.....	3 } 6 }	.....	37 } 18 }	1,430 00	.....	
614	Boston to Jamaica Plains.....	Old Colony and Newport.....	8½	.....	6	450 00	.....	52 94
615	Boston to Mattapan.....	Eastern.....	10	.....	12	500 00	.....	50 00
616	Boston to West Lynn Depot.....	Boston and Providence.....	11	.....	12	550 00	.....	50 00
617	Boston to Dedham.....	Eastern.....	16	.....	12	800 00	.....	50 00
619	Salem to Gloucester.....	do.....	4	.....	12	200 00	.....	50 00
620	Salem to Marblehead.....	Concord, Manchester and Lawrence.....	28	.....	12	2,800 00	.....	100 00
627	Lawrence to Manchester.....	Boston and Lowell, and Nashua and Lowell.....	14	.....	12	1,050 00	.....	75 00
629	Lowell to Lawrence.....	do.....	3	.....	6	150 00	.....	50 00
631	Winchester to Woburn.....	Lexington and West Cambridge.....	8	.....	12	409 00	.....	51 12
632	Porter's Station to Lexington.....	do.....	4	.....	6	165 00	.....	41 25
633	Lexington Depot to Bedford.....	Fitchburg.....	9	.....	6	500 00	.....	55 55
635	South Acton Depot to Hudson.....	Boston and Lowell, and Nashua and Lowell.....	17	.....	12	1,100 00	.....	52 94
636	Groton Junction to Lowell.....	Fitchburg.....	23	.....	6	1,500 00	.....	65 22
637	Groton Junction to Mason Village.....	Boston and Worcester.....	2	.....	6	100 00	.....	50 00
638	Auburndale Station to Newton Lower Falls.....	do.....	4	.....	6	200 00	.....	50 00
639	Natick to Saxonville.....	Boston, Clinton and Fitchburg.....	15	.....	12	1,125 00	.....	75 00
640	South Framingham to Northboro.....	do.....	14	.....	12	1,050 00	.....	75 00
640a	Northboro to Pratt's Junction.....	Boston and Worcester.....	12	.....	12	900 00	.....	75 00
641	South Framingham to Millford.....	Stoughton and Easton Branch.....	4 } 5 }	.....	12 } 6 }	420 00	.....	46 66
651	Canton Depot to North Easton.....								

} Includes \$2,000 for side service.

} Includes \$25 per mile per annum for postal cars.

Includes postal car service.

Horse railroad.

Do.

Do.

Includes \$200 for route agent.

B.—Railroad service as in operation on June 30, 1869—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.	
MASSACHUSETTS—Continued.									
655	South Braintree Junction to Newport	Old Colony and Newport	61 ³ / ₄		12	7,498 00		121 42	
656	South Abington to Bridgewater	do.	7 ³ / ₄		6	300 00		38 70	
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	16 ¹ / ₂		12	2,031 25		125 00	
679	Taunton to Middleboro	Middleboro and Taunton	9 ³ / ₄		6	600 00		63 16	
680	Taunton to Mansfield Junction	Taunton Branch	12		19	1,800 00		150 00	
681	Taunton to New Bedford	New Bedford and Taunton	20 ³ / ₄		19	3,075 00		150 00	
687	Worcester to Nashua	Worcester and Nashua	46 ¹ / ₂		6	4,625 00		109 00	
688	Worcester to Albany	Western	56		18	51,600 00		375 00	
692	Sterling Junction to Fitchburg	Fitchburg and Worcester	102		12	1,400 00		300 00	
693	Fitchburg to Bellows Falls	Cheshire	14		12	7,500 00		100 00	
694	Fitchburg to Brattleboro, with branch to Hoosac Tunnel.	Vermont and Massachusetts	64		6	7,500 00		117 18	
700	Palmer to Grout's Corner	New London Northern	108		6	10,800 00		100 00	
706	Springfield to South Vernon Junction.	Connecticut River	35		6	2,625 00		75 00	
707	South Vernon Junction to Keene	Cheshire	50		12	6,250 00		125 00	
708	Chicopee to Chicopee Falls	Connecticut River	24		6	1,200 00		50 00	
725	Pittsfield to North Adams	Pittsfield and North Adams	2		12	100 00		50 00	
730	Yarmouth to Orleans	Pittsfield and North Adams	21		6	1,575 00		75 00	
		Cape Cod	19		12	4,000 00		100 00	
737	Gloucester to Pigeon Cove	Eastern	6 ¹ / ₂		6	450 00		69 23	
739	Salem to Lawrence	Eastern	20		6	1,000 00		50 00	
740	Wakefield to Newburyport	Boston and Maine	30 ¹ / ₂		6	1,525 00		50 00	
RHODE ISLAND.									
801	Providence to Worcester	Providence and Worcester	44		12	5,900 00		134 00	
802	Providence to New London	New York, Providence and Boston	63 ³ / ₄		19	12,112 50		190 00	
803	Providence to Bristol	Providence, Warren and Bristol	15 ¹ / ₂		6	855 00		55 16	
803a	Warren to Fall River	Fall River, Warren and Providence	7		12	350 00		50 00	
			<u>1,487 15-16</u>				<u>209,861 25</u>		
\$1,900 for side service, and \$200 for an additional mail to South Yarmouth and Harwich Port.									

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	{ 85 83	
			{ 36	6 }		{ 75 00	
933	Middletown to Berlin Depot	Hartford and New Haven	10	12	1,400 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	20,745 83	325 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 46	
941	New Haven to New York	New York and New Haven.....	76½	19	28,625 00	375 00	
943	Bridgeport to Winsted.....	Naugatuck.....	62	12	4,650 00	75 00	
944	Bridgeport to State Line, with branch to Pittsfield.....	Housatonic.....	121	6	7,186 00	59 39	
946	South Norwalk to Danbury.....	Danbury and Norwalk.....	23½	6	2,000 00	85 11	
949	Stamford to Ridgefield.....	New Canaan.....	{ 8	12 }	500 00	{ 27 77	
			{ 10	2 }		{	
955	Waterbury to Providence.....	Hartford, Providence and Fishkill.....	122½	6	12,250 00	100 00	
973	Vernon Depot to Rockville.....	Rockville.....	4 5-8	18	500 00	86 48	Includes \$100 for side supply of Vernon.
					776 19-24	107,303 83	
NEW YORK.							
1001	New York to Dunkirk	Erie.....	{ 67	25 }	128,175 00	{ 300 00	
			{ 393	19 }		{ 275 00	
1002	New York to Albany and Troy	Hudson River	150	25	52,500 00	350 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	Including side service. Includes eight miles of side service.
1010	Stapleton to Tottenville.....	Staten Island.....	21	12	1,400 00	66 66	
1011	New York to Greenport	Long Island	{ 67½	12 }	11,650 00	{ 115 92	
			{ 33	6 }		{	
1013	Mineola to Glen Cove.....	Long Island.....	10	6	750 00	75 00	
1014a	Hicksville to Northport.....	Long Island.....	16½	12	1,250 00	75 76	
1022	Sufferns to Piermont.....	Erie.....	18	6	772 00	42 89	
1035	Newburgh to Chester.....	Erie.....	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.....	298	25	89,400 00	300 00	
1080	Albany to Junction.....	Rensselaer and Saratoga.....	12	12	1,029 00	85 75	
1086	Albany to Binghamton.....	Albany and Susquehanna.....	142	12	10,650 00	75 00	
1088a	Central Bridge to Schoharie.....	Schoharie Valley.....	5	12	250 00	50 00	
1091	Schenectady to Ballston.....	Rensselaer and Saratoga.....	6	6	800 00	50 00	
1094	Troy to Schenectady.....	New York Central.....	22	12	1,650 00	75 00	
1095	Troy to North Adams.....	Troy and Boston.....	{ 24	18 }	7,350 00	{ 150 00	Includes \$600 per annum for mail messenger service.
	Branch to North Bennington.....		{ 26	12 }		{ 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.....	Rensselaer and Saratoga.....	62½	12	9,375 00	150 00	
1109	Saratoga Springs to Castleton.....	Rensselaer and Saratoga.....	54	12	8,100 00	150 00	
1136	Plattsburg to Canada Line.....	Montreal and Plattsburg.....	23	6	986 00	42 87	
1137	Rouse's Point to Ogdensburg.....	Northern (Ogdensburg).....	119	12	10,710 00	90 00	

B.—Railroad service as in operation on June 30, 1869—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.	
NEW YORK—Continued.									
1138	Rouse's Point to Canada Line.....	Champlain and St. Lawrence.....	2½		6	262 50		116 66	
1159	Watertown to Cape Vincent.....	Rome, Watertown and Ogdensburg.	26		12	2,600 00		100 00	
1206	Utica to Lowville.....	Utica and Black River.....	59		6	2,950 00		50 00	
1212	Rome to Ogdensburg.....	Rome, Watertown and Ogdensburg. }	142		12	16,700 00		100 00	
	Branch to Potsdam 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	
1242	Skaneateles Junction to Skaneateles.	Skaneateles.....	5½		12	224 00		40 72	
1277	Canandaigua to Niagara Falls.....	New York Central.....	50		12	6,100 00		62 89	
			47		6				
1278	Canandaigua to Elmira.....	Northern Central.....	68½		12	5,137 50		75 00	
1282	Rochester to Niagara Falls.....	New York Central.....	76		12	19,000 00		250 00	
1283	Rochester to Avon.....	Erie.....	18		6	800 00		44 44	
1286	Avon to Mount Morris.....	Buffalo, New York and Erie.....	10		12	800 00		50 00	
			6		6				
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	22,250 00		250 00	
1387	Owego to Ithaca.....	Delaware, Lackawan'a 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.....	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 50		79 54	
1513	New York to Sayville.....	South Side.....	49		12	3,000 00		61 22	Includes side service.
1514	Goshen to Montgomery.....	Montgomery and Erie.....	10		6	300 00		30 00	Includes side service.
1518	Buffalo to East Aurora.....	Buffalo and Washington.....	17.74		6	887 00		50 00	
1519	Schoharie to Middleburg.....	Middleburg and Schoharie.....	5½		12	275 00		50 00	
					3,344 10		504,907 00		
NEW JERSEY.									
1602	New York to Piermont.....	Northern Railroad of New Jersey.	26½		6	2,081 00		78 52	Includes side service.
1603	New York to Hackensack.....	Hackensack and New York.....	15		12	750 00		50 00	

1604	New York to Easton	Morris and Essex	{ 63 24.40	12 } 7,520 00	{ 100 00 50 00
1605	New York to Harrisburg	Central Railroad of New Jersey	183	18 36,600 00	200 00
1606	New York to New Brunswick	New Jersey Railroad and Transportation Company	36	25 13,500 00	375 00
1608	Port Monmouth to Tom's River, with branch to Branch Shore	Raritan and Delaware Bay	{ 42 ³ 5	6 } 2,387 50	50 00
1613	Newark to Mount Clair	Newark and Bloomfield	5.67	12 275 00	48 60
1628	Waterlooto Newton	Sussex	12	12 900 00	75 00
1654	Lambertsville to Flemington	Belvidere Delaware	12.13	6 606 50	50 00
1661	Trenton to Belvidere	do	68.70	12 5,152 50	75 00
1666	New Brunswick to Philadelphia	Philadelphia and Trenton	54	25 20,250 00	375 00
1670	Jamesburg to Freehold	Freehold, Jamesburg and Agricultural	11.45	6 860 00	67 37
1692	Philadelphia to So. Amboy, with branch to Trenton	Camden and Amboy	{ 66 6	12 } 7,462 00	103 63
1693	Philadelphia to Hightstown, with branch to Mount Holly	Camden and Burlington County, and Pemberton and Hightstown	{ 25 27 ³ 7	12 } 4,000 00	{ 75 00 50 00 50 00
1694	Philadelphia to Bridgeton	West Jersey	38.40	12 4,440 00	100 00
1698	Camden to Atlantic City	Camden and Atlantic	60	(*) 3,000 00	50 00
1702	Glassboro' to Millville	West Jersey	32	12 2,200 00	100 00
1703	Elmer to Salem	Salem	16.35	6 1,000 00	60 24
1709	Millville to Cape May	West Jersey	41	6 3,075 00	75 00
1721	Somerville to Flemington	Central Railroad of New Jersey	16.06	6 690 00	43 00
1725	Rocky Hill to Monmouth Junction	Rocky Hill	8	6 400 00	50 00
			893.16	117,149 50	

PENNSYLVANIA.

1801	Philadelphia to Pittsburg	Pennsylvania	354	37 106,200 00	300 00
1802	Philadelphia to Pottsville	Philadelphia and Reading	93	12 9,300 00	100 00
1803	Philadelphia to West Chester	West Chester and Philadelphia	27 ¹ ₂	12 2,062 50	75 00
1804	Philadelphia to Bethlehem	North Pennsylvania	54	6 } 4,800 00	75 00
	Branch to Doylestown		10		
1805	Philadelphia to Norristown	Philadelphia, Germantown and Norristown	17	6 680 00	40 00
1806	Philadelphia to Darby	Philadelphia and Darby	8	6 500 00	62 50
1807	Bridgeton to Downingtown	Philadelphia and Reading, (lessees)	21 ¹ ₂	6 537 50	25 00
1808	Chester to Port Deposit	Philadelphia and Balt. Central	59 ¹ ₂	18 2,962 50	50 00
1809	Hawley to Lackawaxen	Eric	15 ¹ ₂	6 762 50	50 00
1810	Allentown to Tunkhannock	Lehigh Valley	114.24	12 5,712 00	50 00
1811	Penn Haven to Mount Carmel	do	49.7	6 1,242 50	25 00
1812	Penn Haven to Audemried	do	17 ¹ ₂	6 525 00	30 00
	Branch to Tresckow				
1813	Pottsville to Tamaqua	Philadelphia and Reading, (lessees)	17 ¹ ₂	6 875 00	50 00
1814	Port Clinton to Milton	Catawissa	92.43	12 6,932 25	75 00
1815	Tamaqua to Ashland	Philadelphia and Reading, (lessees)	22	6 880 00	40 00

Includes \$100 for mail messenger service.

Includes \$400 for mail messenger service.

Includes \$600 for mail messenger service.
* 4 months 12 times, 8 months 6 times.

B.—Railroad service as in operation on June 30, 1869—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.					
PENNSYLVANIA—Continued.									
1816	Hazleton to Junction	Lehigh Valley, (lessees)	5.5-6		6	423 33		40 00	
	Branch to Eckley		3 $\frac{1}{2}$		6				
	Branch to Jeddo		1 $\frac{1}{2}$		6				
1817	Seranton to Northumberland	Lackawanna & Bloomsburg	80.1		12	6,007 50		75 00	
1818	Seranton to Carbondale	Delaware and Hudson Canal and Railroad.	17		12	850 00		50 00	
1819	Great Bend to New Hampton	Delaware, Lackawanna and Wes'n.	130.4		6	9,780 00		75 00	
1820	Blossburg to Corning	Tioga	40		12	3,925 00		75 00	
	Branch to Fall Brook		7		12			75 00	
	Branch to Morris Run		4		6			50 00	
	Branch to Arnot		4		6			30 00	
1821	Williamsport to Elmira	Northern Central, (lessees)	78		12	7,800 00		100 00	
1822	Sunbury to Erie	Pennsylvania, (lessees)	248		18	24,600 00		75 00	
1823	Sunbury to Mount Carmel	Northern Central, (lessees)	40		18			150 00	
1824	Alton to Carrollton	Erie, (lessees)	28		6	1,400 00		50 09	
1825	Shawmut Junction to Shawmut	Shawmut Coal Company	25		6	1,250 00		50 00	
1826	Irvin to Corry	Oil Creek and Alleghany River	14		6	100 00		7 14	
			26.8		12	75 00			
1827	Strasburg to Leaman Place	Herr & Co	67.8		6	5,400 00		50 00	
1828	Lancaster to Middletown	Pennsylvania	5		6	250 00		50 00	
1829	Harrisburg to Auburn	Schuylkill and Susquehanna	31.3		6	2,347 50		75 00	
	Branch to Tremont		59		12	30 00			
1830	Harrisburg to Hagerstown	Cumberland Valley	7		6	1,980 00		30 00	
1831	Columbia to Sinking Springs	Reading & Columbia	52		12	6,300 00		100 00	
	Branch to Lancaster		22		6	50 00			
			39.49		6	30 00			
1832	York to Columbia	Northern Central	8		6			30 00	
1833	Hanover Junction to Littlestown	Hanover Branch	14		7	700 00		50 00	
1834	Hanover to Gettysburg	Gettysburg	20.4		12	1,020 00		50 00	
1836	Huntingdon to Mount Dallas, with branch to Broad Top.	Huntingdon and Broad Top	17.5		12	875 00		50 00	
1837	Tyrone to Clearfield	Tyrone and Clearfield, (Pennsylvania lessees.)	49.35		6	2,466 00		50 00	
1838	Altoona to Hollidaysburg and Newry.	Pennsylvania, (lessees)	40.73		6	2,036 50		50 00	
			10.77		7	538 50		50 00	

1839	Cresson to Ebensburg	do	11.30	12	565 00	50 00	
1840	Tyrone to Lock Haven	do	57.6	6	2,880 00	50 00	
1841	Blairsville to Pittsburg	do	63.7	6	3,185 00	50 00	
1842	Washington to Wheeling	Hempfield	32	6	1,977 00	50 00	
1843	Pittsburg to Uniontown	Pittsburg and Connellsville	72	6	3,600 00	50 00	
1844	Pittsburg to Latonia	Alleghany Valley	131.4	12	6,570 00	50 00	
1845	Branch Junction to Indiana	Pennsylvania	19	6	950 00	50 00	
1846	Meadville to Oil City	Erie, (lessees)	36.29	6	1,814 50	50 00	
1849	Newcastle to Homewood	Newcastle and Beaver Valley	15	15	1,125 00	75 00	
1850	Miles Grove to Newcastle	Erie and Pittsburg	83	6	6,225 00	75 00	
1852	Towanda to Waverly	Pennsylvania and New York Central.	20	12	1,000 00	50 00	
1853	Jamestown to Franklin	Lake Shore, (lessees)	42	6	2,100 00	50 00	
1854	Bethlehem to Chapman Quarry	Lehigh and Lackawanna	15	6	750 00	50 00	
2047	Herndon to Trevorton	John Cummings	14	6	600 00	42 85	
					2,782 $\frac{1}{3}$	258,787 28	
DELAWARE.							
2801	Wilmington to Crisfield	Philadelphia, Wilmington & Baltimore, (lessees.)	47.67	18 }	12,812 50	125 00	
2802	Harrington to Georgetown	Junction and Breakwater	87.26	12 }		62 50	
2803	Clayton to Easton	Maryland and Delaware	24.35	6	1,217 50	50 00	
			40	6	1,000 00	25 00	
					199.28	15,030 00	
MARYLAND.							
2901	Baltimore to Philadelphia } Branch to Port Deposit }	Philadelphia, Wilmington, and Baltimore.	28	31 }		375 00	
			72	25 }	37,700 00	375 00	
			4	6 }		50 00	
2902	Baltimore to Sumbury	Northern Central	84.4	25 }	25,345 00	200 00	
2903	Baltimore to Washington	Baltimore and Ohio	55.9	14 }		150 00	
2904	Baltimore to Wheeling	do	40	26 }	15,000 00	375 00	
			179	19 }	93,900 00	247 10	
			201	13 }		247 10	
2906	Araby to Frederick	do	3	6	300 00	100 00	
2907	Intersection to Middleburg	Western Maryland	443	6	2,215 00	50 00	
2908	Annapolis to Junction	Annapolis and Elk Ridge	20	13	2,000 00	100 00	
2909	Salisbury to Berlin	Wienmoco and Pokomoke	23	6	1,150 00	50 00	
2910	Weverton to Hagerstown	Baltimore and Ohio	24 $\frac{1}{2}$	12	1,818 75	75 00	
					779 $\frac{1}{2}$	179,428 75	
OHIO.							
9001	Bell Air to Columbus	Central Ohio	1377 $\frac{5}{8}$	14	27,575 00	200 00	
9002	Pittsburg to Chicago	Pittsburg, Ft. Wayne, and Chicago	469 $\frac{1}{2}$	12	93,900 00	200 00	
9003	Pittsburg to Bell Air	Cleveland and Pittsburg	95	18	7,125 00	75 00	
9004	Erie to Cleveland	Lake Shore	96	13	21,600 00	225 00	
9005	Hudson to Millersburg	Cleveland, Zanesville and Cincinnati.	62	6	3,100 00	50 00	
9006	Cleveland to Youngstown	Erie	67	6	3,350 00	50 00	
9007	Cleveland to Wellsville	Cleveland and Pittsburg	59 $\frac{3}{4}$	18 }	13,087 50	150 00	
			41 $\frac{1}{2}$	12 }		100 00	

\$377 for mail messenger service included.

Includes \$1,400 for mail between Philadelphia and Wilmington.

B.—Railroad service as in operation on June 30, 1869—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.	
OHIO—Continued.									
9008	Cleveland to Sandusky.....	Lake Shore.....	61		6	3,050 00		50 00	
9009	Bayard to New Philadelphia.....	Cleveland and Pittsburg.....	32		6	1,372 00		42 87	
9010	Oncida Mills to Carrollton.....	Carrollton and Oncida.....	12		6	500 00		41 66	
9011	Sandusky to Newark.....	Sandusky, Mansfield and Newark.....	116		6	11,600 00		100 00	
9012	Xenia to Dayton.....	Columbus and Xenia.....	17		12	1,275 00		75 00	
9013	Dayton to Sandusky.....	Cincinnati, Sandusky and Clevel'd.....	156		12	19,509 00		125 00	
9014	Springfield to Delaware.....	Clevel'd, Columbus and Cincinnati.....	50		6	2,143 00		42 86	
9015	Columbus to Cleveland.....	Cleveland, Columbus, Cincinnati and Indianapolis.....	138		24	24,150 00		175 00	
9016	Columbus to Xenia.....	Columbus and Xenia.....	55		13	12,375 00		225 00	
9017	Columbus to Indianapolis.....	Columbus, Chicago and Indiana Central.....	188		12	37,600 00		200 00	
9018	Galion to Indianapolis.....	Cleveland, Columbus, Cincinnati and Indianapolis.....	204		12	35,700 00		175 00	
9019	Blanchester to Hillsborough.....	Marietta and Cincinnati.....	21		6	787 00		37 48	
9020	Portsmouth to Reed's Mills.....	do.....	56		6	2,800 00		50 00	
9021	Toledo to Cleveland.....	Lake Shore.....	114		12	22,800 00		200 00	
9022	Toledo to Quincy; with branch, Bluff City to Naples; and branch, Clayton to Keokuk.....	Toledo, Wabash and Western.....	524		6	65,500 00		125 00	
9024	Fremont to Findlay.....	Lake Erie and Louisville.....	37		6	1,480 00		40 00	
9025	Carey to Findlay.....	Cincinnati, Sandusky and Clevel'd.....	16		6	800 00		50 00	
9026	Dayton to Union City.....	Dayton and Union.....	48		6	3,600 00		75 00	
9027	Dayton to Toledo.....	Dayton and Michigan.....	149		12	14,900 00		100 00	
9028	Hamilton to Indianapolis; with branch, Connersville to New-castle.....	Cincinnati and Indianapolis Junction.....	124		6	6,200 00		50 00	
9029	Hamilton to Richmond.....	Cincinnati, Richmond and Chicago.....	48		6	3,600 00		75 00	
9030	Cincinnati to Dayton.....	Cincinnati, Hamilton and Dayton.....	25		12	8,750 00		175 00	
			35		12			125 00	
9031	Cincinnati to Springfield.....	Little Miami.....	65		13	16,525 00		225 00	
			19		6			100 00	
9032	Cincinnati to Parkersburg.....	Marietta and Cincinnati.....	197		6	20,150 00		100 00	
			9		6			50 00	
9033	Morrow to Zanesville.....	Cincinnati and Zanesville.....	132.9		6	9,975 00		75 00	
9034	Dayton to Richmond.....	Columbus and Xenia.....	42		6	2,100 00		50 00	

9035	Harrison Junction to Hagerstown.	Indianapolis, Cincinnati and La Fayette.	69.7	6	8,712 50	125 00	
9036	Columbus to Pittsburg	Pittsb'g, Columbus and Cincinnati Branch, Means to Cadiz	160	12	32,400 00	230 00	
9037	Springfield to London.						Cincinnati, Sandusky and Clevel'd	8	12	50 00
9038	Salamanca to Dayton	Eric	61½	12	30,600 00	100 00	
9039	Youngstown to Cross Cut.						Pittsb'g, Fort Wayne and Chicago	326	12	75 00
9040	Columbus to Lancaster	Columbus and Hocking Valley	20.8	6	1,040 00	50 00	
			32.57	6	1,628 50	50 00	
					4,417.84	574,350 50	
WEST VIRGINIA.							
4169	Laurel Junction to Volcano.	Laurel Fork and Sand Hill.	6½	6	240 00	30 00	
4253	Harper's Ferry to Winchester	Baltimore and Ohio	32	6	3,200 00	100 00	
4269	Grafton to Parkersburg.	do.	104	6	10,400 00	100 00	
					142½	13,840 00	
VIRGINIA.							
4401	Washington, D. C., to Lynchburg.	Orange and Alexandria	178½	7	18,300 00	100 00	
4402	Game Point to Richmond	Richmond, Fredericksburg, and Potomac.	9	7	50 00	50 00	
4403	Alexandria to Hamilton	Alexand'a, London and Hampshire.	75½	14	11,325 00	150 00	
4404	Manassas to Harrisonburg	Orange, Alexandria and Manassas Branch.	45	6	2,250 00	50 00	
			111	6	5,550 00	50 00	
4405	Richmond to Covington	Virginia Central	136½		14,150 00	100 00	
			70			50 00	
4406	Richmond to Greensburg, N. C.	Richmond and Danville	190½	6	14,287 50	75 00	
4407	Richmond to Petersburg	Richmond and Petersburg	24½	14	3,675 00	150 00	
4408	Petersburg to Norfolk	Norfolk and Petersburg	81½	7	4,075 00	50 00	
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, N. C.	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	
					1,406.00	116,612 50	
NORTH CAROLINA.							
5001	Weldon to Wilmington	Wilmington and Weldon.	162½	7	24,337 00	150 00	
	Branch, Rocky Mount to Tawboro'		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	
50 6	Salisbury to Morgantown	Western North Carolina.	89½	6	2,400 00	30 00	
50 7	Wilmington to Wadesboro'	Wilmington, Charlotte and Rutherfordton.	138½	3	4,230 00	30 00	
50 8	Fayetteville to Egypt Depot.	Western	45	2	920 00	20 50	
5196	Charlotte to Cherryville.	Western Division Wilmington, Charlotte and Rutherfordton.	45½	3	1,350 00	30 00	
					912½	62,595 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, 1869—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.	
SOUTH CAROLINA.									
5601	Kingsville to Wilmington.....	Wilmington and Manchester.....	171		14	25,650 00		150 00	
5602	Kingsville to Augusta.....		119		7	11,900 00		100 00	
	Branch, Kingsville to Camden.....	South Carolina.....	37½		3	1,125 00		30 00	
	Branch, Kingsville to Columbia.....		27		6	1,350 00		50 0 0	
	Branch, Branchville to Charleston.....		62		12	6,200 00		100 00	
5603	Florence to Cheraw.....	Cheraw and Darlington.....	40½		7	1,200 00		30 00	
5604	Charleston to Florence.....	Northeastern.....	104		14	15,600 00		150 00	
5605	Charleston to Salkhatchie.....	Savannah and Charleston.....	61		3	1,830 00		30 00	
5606	Columbia to Charlotte.....	Charlotte and South Carolina.....	110		12	8,250 00		75 00	
5607	Columbia to Greenville.....		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.....		10½		6	292 00		30 00	
	Chester C. H. to Yorkville.....		23½		6	705 00		30 00	
5608	Alston to Spartanburg C. H.....	Kings Mountain.....	70		6	2,800 00		40 0 0	
5610	Newberry C. H. to Laurens C. H.....	Spartanburg and Union.....	32		3	1,200 00		30 00	
5682	Anderson C. H. to Wallhalla.....	Laurens.....	34		6	1,020 00		30 00	
5712	Columbia to Augusta.....	Blue Ridge.....	85		6	6,375 00		75 00	
		Columbia and Augusta.....							
				1,143½			96,605 00		
GEORGIA.									
6001	Augusta to Atlanta.....	Georgia.....	171½		7	17,916 00		100 00	
	Branch, Camak to Mayfield.....		15		7			50 00	
6002	Atlanta to Chattanooga.....	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 R. R. and Banking Co.....	53½		7	5,313 00		100 00	
6005	Washington to Double Wells.....	Georgia.....	18½		6	925 00		50 00	
6 06	Union Point to Athens.....	do.....	41		6	2,050 00		50 00	
6 08	Kingston to Rome.....	Rome.....	20½		7	1,025 00		50 00	
60 9	Savannah to Live Oak.....	Atlantic and Gulf.....	180½		7	13,556 00		75 00	
	Branch, Lawton to Bainbridge.....		105½		7	5,275 00		50 00	
6010	Savannah to Macon.....	Central R. R. and Banking Co.....	192½		7	19,212 00		100 00	
6011	Macon to Columbus.....	Southwestern and Muscogee.....	100½		7	5,000 00		50 00	
6 12	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 R. R. 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 Enfauka.....	} Southwestern.....	115 $\frac{1}{2}$	7	5,783 00	50 00
	Branch, Renwick to Albany.....		22 $\frac{1}{2}$	7	1,125 00	50 00
	Branch, Cuthbert to Fort Gaines.....		24	6	1,201 00	50 00
6143	Trenton to Wauhatchie.....	Alabam and Chattanooga.....	12	6	360 00	30 00
FLORIDA.						
					1,491 1-6	115,814 00
6402	Fernandina to Cedar Keys.....	Florida.....	154.8	6	7,740 00	59 00
6403	Jacksonville to Lake City.....	Pensacola and Georgia.....	61	6	6,101 00	101 00
6454	Quincy to Lake City.....	} do.....	131 $\frac{1}{2}$	6	13,125 00	100 00
	Branch, Station No. 3 to Monticello.....		4 $\frac{1}{2}$	6	337 50	75 00
	Branch, Tallahassee to St. Mark's.....		21 $\frac{1}{4}$	6	1,087 50	50 00
MICHIGAN.					373.3	28,390 00
12501	Detroit to Chicago, Ill.....	Illinois, Michigan Southern and Northern Indiana.....	248	12	36,300 00	150 00
12501 $\frac{1}{2}$	Toledo, Ohio, to Elkhart, Ind.....	do.....	133	6	6,650 00	50 00
12502	Toledo, Ohio, to Detroit, Mich.....	do.....	65	6	6,500 00	100 00
12533	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
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 Winona.....	Jackson, Lansing and Saginaw.....	114.12	12	8,559 00	75 00
12745	Escouawba to Marquette, (part).....	Chicago and Northwestern.....	69	6	4,600 00	66 66
12807	East Saginaw to Averill's Station.....	Flint and Pere Marquette.....	26.47	6	1,323 50	50 00
12808	Grand Rapids to Cedar Springs, (part).....	J. M. Cook.....	20	6	750 00	37 50
12810	Jackson to Hastings.....	Grand River Valley.....	62 $\frac{1}{2}$	6	3,125 00	50 00
12831	Kalamazoo to Grand Rapids.....	Kalamazoo, Allegan and Grand Rapids.....	58 $\frac{7}{8}$	6	2,355 00	40 00
INDIANA.					1,512 $\frac{1}{2}$	145,829 00
12001	Indianapolis to Lafayette.....	Indianapolis and Cincinnati.....	65 $\frac{5}{8}$	12	6,562 50	100 00
12302	Indianapolis to Peru.....	Indianapolis, Peru and Chicago.....	54	12	6,600 00	100 00
12003	Indianapolis to Cincinnati.....	} Indianapolis and Cincinnati.....	24	6	50 00	50 00
12004	Columbus to Madison.....		Jeffersonville, Madison and Indianapolis.....	113 $\frac{1}{2}$	12	14,187 50	125 00
12105	Indianapolis to Terre Haute.....	Jeffersonville, Madison and Indianapolis.....	46	6	2,300 00	50 00
12103	New Albany to Indianapolis.....	Terre Haute and Indianapolis.....	73	12	14,600 00	200 00
12049	Rushville to Columbus.....	do.....	114	12	22,800 00	200 00
12051	Richmond to Chicago, Ill.....	do.....	46	6	1,840 00	40 00
12090	Cincinnati to East St. Louis.....	Chicago and Great Eastern.....	225 $\frac{1}{2}$	12	33,825 00	150 00
		Ohio and Mississippi.....	341	13	68,200 00	200 00

Six times a week, six mo. hs.

B.—Railroad service as in operation on June 30, 1869—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.	
INDIANA—Continued.									
12105	New Albany to Michigan City....	Louisville, New Albany & Chicago.	62		12	28,800 00		100 00	
12132	Evansville to Rockville.....	Evansville and Crawfordsville	227		6			50 00	
12222	State Line to Logansport.....	Columbus and Indiana Central.....	23		6	9,400 00		75 00	
12302	Rochester to Laporte.....	Chicago, Cincinnati and Louisville.	110		6	3,050 00		50 00	
12310	Fairland to Martinsville.....	Indianapolis and Cincinnati.....	50		6	1,500 00		30 00	
12359	Bradford to Logansport.....	Columbus and Indiana Central.....	38½		6	1,732 50		45 00	
12394	Indianapolis to Freedom.....	Indianapolis and Vincennes.....	114.60		6	5,730 50		50 00	
			61.44	1,849.33	6	3,072 00	224,200 00	50 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	
11403	Chicago to Council Bluffs, Iowa.....	do.....	489.06		12	97,812 00		200 00	
11404	Chicago to Davenport.....	Chicago and Rock Island.....	183		12	18,300 00		100 00	
11405	Chicago to Burlington.....	Chicago, Burlington and Quincy.....	207.70		12	34,342 50		150 00	
	Branch to Turner.....		13		6		50 00		
	Branch to New Boston.....		50.75		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.....	Chicago and Northwestern.....	112		12			150 00	
11409	Caledonia Station to Madison, Wis.....	do.....	33		6	1,650 00		50 00	
11410	Courtland Station to Sycamore.....	Sycamore and Courtland.....	60		6	4,500 00		75 00	
11411	Rock Island to Coal Valley.....	Rock Island and Peoria.....	5		6	250 00		50 00	
11412	Bureau Junction to Peoria.....	Chicago and Rock Island.....	12		6	600 00		50 00	
11413	Joliet to Lake Station.....	Michigan Central.....	47		6	2,350 00		50 00	
11414	Peoria to State Line.....	Toledo, Peoria and Warsaw.....	45		6	2,250 00		50 00	
11415	Peoria to Galesburg.....	Chicago, Burlington and Quincy.....	111		6	11,100 00		100 00	
11416	Peoria to Virginia.....	Peoria, Pekin and Jacksonville.....	55		6	5,500 00		100 00	
11417	Lewistown to Yates City.....	Chicago, Burlington and Quincy.....	71.65		6	3,582 50		50 00	
11418	Bloomington to Jacksonville.....	St. Louis, Jacksonville & Chicago.....	31		6	1,550 00		50 00	
11419	Jacksonville to Godfrey.....	do.....	89.60		6	4,480 00		50 00	
11420	Galesburg to Quincy.....	Chicago, Burlington and Quincy.....	61½		6	4,612 50		75 00	
11421	Dunleith to Centralia.....	Illinois Central.....	100		12	15,000 00		150 00	
			344		12	34,400 00		100 00	

11422	Terre Haute, Ind., to E. St. Louis } Branch, Belleville to East St. Louis }	St. Louis, Alton and Terre Haute.	193	12	38,600 00	200 00	
11452	Peoria to Warsaw.	Toledo, Peoria and Warsaw	13	6	300 00	23 07	
11456	Wenona to Streator	Ottawa, Oswego and Fox River	116½	6	11,675 00	100 00	
11461	Carbondale to Grand Tour.	Mount Carbon Coal and Railroad Company.	12½	6	510 00	40 00	
			25	6	625 00	25 00	
					3,225 76	402,364 50	
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 00	50 00	
13003	Racine to Port Byron, Ill.	Western Union	180	12	18,000 00	100 00	
13004	Milwaukee to North McGregor, Iowa.	Milwaukee and Prairie du Chien.	197.20	12	19,720 00	100 00	
13005	Milwaukee to La Crosse	Milwaukee and St. Paul	198	12	29,700 00	150 00	
13006	Milwaukee to Portage City	do	97½		7,312 50	75 00	
13007	West Milton to Monroe	Milwaukee and Prairie du Chien.	42.80		1,712 00	40 00	
13-08	Watertown to Sun Prairie	Milwaukee and St. Paul	25.80		1,032 00	40 00	
13009	Horicon to Berlin	do	43½		2,175 00	50 00	
13010	Nepesunum to Winneconne	do	16½		650 00	40 00	
13011	Warren to Mineral Point	Mineral Point	33		1,650 00	50 00	
13012	Sheboygan to Fond du Lac	Sheboygan and Fond du Lac	44.65		2,232 50	50 00	
13328	Tomah to Black River Falls	Milwaukee and St. Paul	32		1,600 00	50 00	
					1,228 02	126,050 00	
IOWA.							
11003	Dubuque to Iowa Falls	Dubuque and Sioux City	143½	6	7,500 00	50 00	
11004	Waterloo to Charles City	do	48.02	6	2,401 00	50 00	
11005	Farley to Cedar Rapids	Dubuque and Southwestern	55.76	6	2,788 00	50 00	
11007	Davenport to Des Moines } Branch, Wilton Junction to Mus- catine }	Chicago, Rock Island and Pacific.	175½ 13.20	6 } 6 }	9,447 50	50 00	
11008	Muscatine to Washington	do	37.77	6	1,888 50	50 00	
11009	Burlington to Osceola	Burlington and Missouri River	156½	12	11,737 50	75 00	
11010	Keokuk to Fort Madison	Keokuk, Mt. 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	
11313	Edora to Ackley	Iowa River	16.20	6	486 00	30 00	
					834 95	49,698 50	
MISSOURI.							
10501	St. Louis to Leavenworth City, } Kansas }	Pacific	37 245½ 26	19 } 13 } 6 }	52,037 50	175 00 175 00 100 00	
10502	St. Louis to Pilot Knob } Branch, Mineral Point to Potosi }	St. Louis and Iron Mountain	87.10 4	6 } 6 }	6,732 50	75 00 50 00	
10503	Pacific to Arlington	Southwestern Branch Pacific	89½	6	8,975 00	100 00	
10504	St. Louis to Bloomfield, Iowa	North Missouri	170 87	12 } 6 }	34,200 00	150 00 100 00	
10505	Quincy to St. Joseph } Branch, Palmyra to Hannibal... }	Hannibal and St. Joseph	203½ 15	12 } 12 }	35,506 25	162 50	
10506	Savannah to Harlem	Missouri Valley	85	6	8,500 00	100 00	

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

Do.
Do.
Do.
Do.
Do.
Do.

Distance decreased 6½ miles.

B.—Railroad service as in operation on June 30, 1869—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.	
MISSOURI—Continued.									
10611a	Moberly to Kansas City.....	North Missouri.....	125½		6	12,575 00		100 00	
10656	Tipton to Booneville.....	Osage Valley & Southern Kansas.....	35		6	625 00		25 00	
10872	Centralia to Columbia.....	North Missouri.....	32		6	1,100 00		50 00	
10873	Kansas City to Cameron.....	Hannibal and St. Joseph.....	54		6	6,130 00		100 00	
10874	St. Joseph to Council Bluffs, Iowa.....	St. Joseph and Council Bluffs.....	131		6	17,030 00		130 00	Includes \$730 for ferriage of Missouri River.
				1,407.60			183,411 25		
MINNESOTA.									
13533	Winona to Waseca.....	Winona and St. Peter.....	104.83			7,862 25		75 00	Six times a week, or as much oftener as cars may run, if required.
13606	St. Paul to Mankato.....	Minnesota Valley.....	87½		12	6,543 25		75 00	
13608	Minneapolis to North McGregor, Iowa.....	Milwaukee and St. Paul.....	215.72		12	21,572 00		100 00	
13621	St. Paul to Sauk Rapids.....	St. Paul and Pacific.....	80.90		12	6,067 50		75 00	
13659	LaCrosse, Wis., to Lanesborough, Minn.....	Southern Union.....	51½			2,440 00		47 38	Do.
13740	St. Paul to Crow River.....	St. Paul and Pacific.....	12½ 29		12 } 6 }	2,075 00		50 00	
				581.70			46,560 00		
KENTUCKY.									
9605	Ashland to Coalton.....	Lexington and Big Sandy.....	11		6	250 00		22 73	
9636	Covington to Nicholasville.....	Kentucky Central.....	99 13		12 } 6 }	10,550 00		100 00 50 00	
9607	Louisville to Lexington.....	Louisville and Frankfort.....	94		6	9,400 00		100 00	
96.8	Louisville to Nashville, Tenn.....	Louisville and Nashville.....	186.60		7	32,565 00		175 00	
96.9	Junction to Bardstown.....	do.....	17.3		6	540 00		31 21	
9610	Lebanon Junction to Mount Vernon Branch, Richmond Junction to Richmond.....	do.....	92.3 33.8		6 } 6 }	7,445 00 845 00		75 00 25 00	Distance increased 7 2-30 miles.
9611	Bowling Green to Guthrie.....	do.....	51		7	5,100 00		160 00	
9612	Paducah to Union City, Tenn.....	New Orleans and Ohio.....	62		6	3,100 00		50 00	
				660.20			69,795 00		
TENNESSEE.									
10001	Knoxville to Bristol.....	East Tennessee and Virginia.....	130.7		7	16,337 50		125 00	
10002	Knoxville to Chattanooga.....	East Tennessee and Georgia.....	112 28½		7 } 7 }	16,850 00		125 00 100 00	
10033	Branch, Cleveland to Dalton, Ga. } Rogersville to Bull's Gap.....	Rogersville and Jefferson.....	15		6	790 00		15 66	

10004	Nashville to Chattanooga. Branch, War Trace Depot to Shel- byville.	} Nashville and Chattanooga.....	{ 153 8	}	14 } 15,540 00	}	100 00 30 00
10006	Fayetteville to Deckerd.							Winchester and Alabama.....	40	6	2,000 00	50 00
10007	Nashville to Decatur, Ala.	Nashville and Decatur.....	122½	6	9,175 00	75 00	
10008	Nashville to Johnsonville.	Nashville and Chattanooga.....	78	7	2,340 00	30 00	
10 09	Nashville to Hopkinsville, Ky.	Edgefield and Kentucky.....	72	7	2,160 00	30 00	
10010	Guthrie, Ky., to Paris.	Memphis, Clarksville & Louisville	82½	6	6,187 50	75 00	
10011	Memphis to Paris.	Memphis and Ohio.....	132½	6	13,250 00	100 00	
10012	Johnsonville to Hickman, Ky.	Nashville and Chattanooga.....	92	6	2,760 00	30 00	
10265	Knoxville to Coal Creek.	Knoxville and Kentucky.....	31½	6	721 00	32 88	
10270	Morristown to Warm Springs, N. C.	Cincinnati, Cumberland Gap and Charleston.	47.8	6	1,195 00	25 00	
					1,145 5-6		89,306 00
ALABAMA.							
6601	Montgomery to West Point, Ga.	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.....	72½	6	7,225 00	14 00	
6606	Opelika to Columbus, Ga.	Montgomery and West Point.....	28	6	1,400 00	50 00	
6607	Columbus, Ga., to Troy, Ala.	Mobile and Girard.....	90	6	4,500 00	50 00	
6608	Selma to York Station.	Selma and Meridian.....	81.7	6	6,127 50	75 00	
6609	Selma, Ala., to Rome, Ga.	Selma, Rome and Dalton.....	197½	6	9,875 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 14½	}	6 33,937 50	}	125 00 30 00
6729	Gainesville to Gainesville Junction. Branch, Moscow, Tenn., to Somer- ville, Tenn.							Mississippi, Gainesville and Tus- caloosa.	22	6	1,100 00	50 00
6817	Montgomery to Union Springs.	Montgomery and Eufaula.....	40	6	2,000 00	50 00	
					1,044.95		88,100 00
MISSISSIPPI.							
7001	Canton to Jackson, Tenn.	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.....	140.7	6	10,552 50	75 00	
7007	Mobile, Ala., to Columbus, Ky.	} Mobile and Ohio.....	{ 472.7 14	}	6 47,270 00	}	100 00 50 00
7203	Branch, Artesia to Columbus. York Station, Ala., to Meridian, Miss.							do.....	27½	6	2,081 25	75 00
					992.45		91,791 25
ARKANSAS.							
7501	Memphis to Madison.....	} Memphis and Little Rock.....	{ 40 48	}	6 5,800 00	}	145 00 100 00
	Devall's Bluff to Huntersville.						
					88		10,600 00
LOUISIANA.							
8001	New Orleans to Brashear.	New Orleans, Opelousas and Great Western.	82	6	8,000 00	100 00	
8002	New Orleans to Canton.	New Orleans, Jackson and Great Northern.	206	6	20,600 00	100 00	

Two miles mail messenger service.

B.—Railroad service as in operation on June 30, 1869—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.	
LOUISIANA—Continued.									
8081	Clinton to Port Hudson.....	Clinton and Port Hudson.....	21½		3	1,200 00		55 81	
8086	Baton Rouge to Lavonia.....	Baton Rouge, Grosse Tete and Opelousas.	28		1	360 00		12 86	
				337½			30,160 00		
TEXAS.									
8591	Houston to Beaumont.....	Texas and New Orleans.....	84.7		2	4,000 00		47 22	
8502	Houston to Galveston.....	Galveston, Houston & Henderson.	53.6		14	6,700 00		125 00	
8503	Houston to Columbia.....	Houston Tap and Brazoria.....	51.1		2	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 Rivers.	84		3	4,200 00		50 00	
8561	Hempstead to Brenham.....	Houston and Texas Central.....	25.3		6	1,265 00		50 00	
8595	Marshall to Shreveport.....	Southern Pacific.....	42.6		6	3,195 00		75 00	
				441.9			30,697 50		
CALIFORNIA.									
14702	San Francisco to San José.....	San Francisco and San José.....	50		12	11,200 00		200 00	Includes \$1,200 for extra postal agents.
14742	Sacramento City to Folsom City...	Sacramento Valley.....	23.2		12	3,480 00		150 00	
14759	Roseville to Lincoln.....	Central Pacific.....	12		12	1,800 00		150 00	
14834	Sacramento to Promontory Point, Utah.	do.....	{ 540.30		12 }	180,075 00		{ 250 00	
			{ 150		12 }			{ 300 00	
				775.5			196,555 00		
KANSAS.									
14083	Wyandotte to Phil. Sheridan.....	Kansas Pacific.....	405		12	65,550 00		150 00	
14164	Atchison to Waterville.....	Central Branch Union Pacific...	96		7	7,200 00		75 00	
14171	Lawrence to Ottawa.....	Leavenworth, Lawrence and Galveston.	30		12	4,500 00		150 00	
14211	St. Joseph, Mo., to Troy, Kansas..	St. Joseph and Denver.....	14		6	700 00		50 00	
				545			77,950 00		
NEBRASKA.									
14451	Omaha to Promontory Point, Utah.	Union Pacific.....	{ 934.4		12 }	278,600 00		{ 250 00	
			{ 150		12 }			{ 150 00	
				1,084.4			278,600 00		

GILES A. SMITH,
Second Assistant Postmaster General.

C.—Steamboat service as in operation on June 30, 1869.

States.	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.				
New Hampshire	317	Wolfboro' to Meredith Village	33		3	\$500 00		During navigation. Do.
	323	Weir's Bridge to Wolfboro'	30		6	650 00		
				63			\$1,150 00	
Massachusetts	670	Hyannis to Nantucket	30		6	2,500 00		
	674	New Bedford to Edgartown	38		6	1,475 00		
				68			3,975 00	
Rhode Island	609	Newport to New York	160		6	2,500 00		
				160			2,500 00	
New York	1119	Whitehall to Rouse's Point	95		11	4,750 00		During navigation.
	1387	Ithaca to Cayuga	40		6	1,713 00		
	1480	Geneva to Watkins	47		6	700 00		
	1517	New York to San Francisco, Cal.	6,110		*	150,000 00		
				6,292			157,163 00	*Three times a month, under act of Congress approved March 25, 1864.
New Jersey	1607	New York to Keyport	25		6	535 00		
	1608	New York to Port Mommouth	20		6	1,000 00		
	1692	South Amboy to New York	27		12	2,338 00		
				72			3,873 00	
Pennsylvania	1876	Pittsburg to Greensboro'	94		6	6,300 00		
				94			6,300 00	
Maryland	2912	Baltimore to Queenstown	40		3	750 00		
				40			750 00	
Ohio	9051	Portsmouth to Cincinnati	117		3	2,500 00		
	9052	Cincinnati to Maysville	74		6	4,000 00		
	9053	Ironton to Gallipolis	60		3	1,940 00		
				251			8,440 00	

C.—Steamboat service as in operation on June 30, 1869—Continued.

States.	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>				
West Virginia	4102	Wheeling to Parkersburg	99	.....	6	\$4,800 00	.....
	4120	Parkersburg to Gallipolis, Ohio	86 $\frac{3}{4}$	.....	6	4,900 00	.....
	4129	Kanawha C. II. to Gallipolis, Ohio	65	.....		2,449 00	.....
				250 $\frac{3}{4}$			\$12,149 00	
Virginia	4402	Washington, D. C., to Game Point, Va.	55 $\frac{1}{2}$	.....	14	8,325 00	.....
	4415	Norfolk to Baltimore	200	.....	6	18,000 00	.....
	4417	Norfolk to Eastville	57	.....	3	3,500 00	.....
	4418	Norfolk to Matthews C. II.	60	.....	2	1,000 00	.....
	4419	Norfolk to Richmond	145	.....	3	3,000 00	.....
				517 $\frac{1}{2}$			33,825 00	
North Carolina	5026	Wilmington to Smithville	30	.....	2	699 00	.....
	5034	Beaufort to Portsmouth, N. C.	55	.....	1	298 00	.....
	5037	Plymouth to Franklin Depot	107	.....	3	2,000 00	.....
	5040	Plymouth to Hamilton	35	.....		850 00	.....
					227			3,847 00
South Carolina	5643	Beaufort to Port Royal	16	.....	1	400 00	.....
	5711	Charleston to Edisto Island	35	.....	1	624 00	.....
	5716	Bluffton to Savannah, Ga.	35	.....	1	300 00	.....
				86			1,324 00	
Georgia	6060	Rome to Gadsden, Ala.	155	.....	1	1,526 87	.....
	6124	Fernandina, Fla., to Trader's Hill, Ga.	96	.....	1	1,303 00	.....
	6144	Savannah to Jacksonville, Fla.	333	.....	1	5,850 00	.....
				584			8,679 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.	988	.....	1	67,600 00	.....
	6435	Bainbridge, Ga., to Apalachicola, Fla.	201	.....	2	7,000 00	.....
	6444	Pensacola to Milton	30	.....	6	2,000 00	.....

	6462	Baltimore, Md., to New Orleans, La.....	1, 701	3, 120	31, 200 00	111, 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 Ste. Marie.....	350	2	1, 120 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 to Milwaukee, Wis.....	200	6	5, 200 00		During navigation, say 8 months.
	12802	Manistee to Traverse City.....	200	3	2, 600 00		During navigation, say 8 months.
	12803	Grand Haven to St. Joseph.....	100	3	200 00		During navigation, say 8 months.
	12806	Grand Haven to Chicago, Ill.....	75	6	945 00		During navigation, say 7½ months.
	12832	Hancock to Duluth, Minn.....	250	2	680 00		Four months.
			1, 708			27, 058 80	
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	6	400 00		During navigation, say 6 months.
			259			12, 580 00	
Missouri	10507	St. Louis to Keokuk, Iowa.....	232	6	8, 000 00		
			232			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	6	9, 150 00		During navigation, say 7 months.
			370			16, 287 00	
Kentucky	9601	Louisville to Cincinnati.....	135	7	9, 000 00		
	9602	Louisville to Evansville, Ind.....	202	4	7, 990 00		
	9603	Evansville, Ind., to Cairo, Ill.....	200	6	15, 000 00		
	9807	Columbus to Cairo, Ill.....	25	7	3, 600 00		
	9809	Cairo, Ill., to Eastport, Miss.....	320	3	4, 878 00		
			882			40, 468 00	
Alabama	6805	Guntersville to Decatur.....	94	6	16, 378 00		
	6807	Mobile to Selma.....	315	3	7, 800 00		
			409			24, 178 00	
Arkansas	7505	Memphis, Tenn., to Pine Bluff, Ark.....	352	2	15, 000 00		
	7505a	Pine Bluff to Little Rock.....	105	2	6, 000 00		
	7506	White River to Jacksonport.....	370	2	12, 000 00		
			827			33, 000 00	

C.—Steamboat service as in operation on June 30, 1869—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Louisiana.....	8003	New Orleans to St. Francisville	<i>Miles.</i> 170	<i>Miles.</i> 170	2	\$6,400 00		
	8005	New Orleans to Barras Settlement	67	67	2	1,800 00		
	8006	New Orleans to Mobile, Ala.	180	180	6	25,000 00		
	8007	New Orleans to Covington	56	56	2	3,000 00		
	8074	Brashear to New Iberia	70	70	6	9,000 00		
	8077	St. Louis, Mo., to Memphis, Tenn.	450	450	2	14,000 00		
	8079	Memphis, Tenn., to Vicksburg, Miss.	447	447	2	20,800 00		
	8080	Vicksburg, Miss., to New Orleans	397	397	2	20,000 00		
	8082	New Orleans to Pascagoula, Miss.	104	104	3	4,500 00		
				1,941			\$104,500 00	
California.....	14701	San Francisco to Sacramento	110	110	6	18,000 00		Three times a month.
	14703	San Francisco to Stockton	120	120	6	15,000 00		
	14705	San Francisco to Petaluma	35	35	6	4,000 00		
	14835	San Francisco to Portland, Oregon	600	600		25,000 00		
			865			62,000 00		
Oregon.....	15101	Portland to Monticello	52	52	3	5,000 00		
	15102	Portland to The Dalles	119½	119½	6	10,000 00		
	15119	Astoria to Portland	110	110	2	6,990 00		
	15138	Oregon City to Dayton	38	38	3	600 00		
			319½			22,590 00		
Washington Territory	15407	Olympia to Victoria	200	200		10,000 00		
		Seattle to Whatcom.	165	165		5,800 00		
			365			15,800 00		

GILES A. SMITH,
Second Assistant Postmaster General.

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1869.

U
S
P
O

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.
Maine.....	9		89						3		124		958		213		
New Hampshire.....	1		223										6,552		223		
Vermont.....		5	258 ^a						1 ^b				2,548		258		
Massachusetts.....	11		340						29		15,743		64,090		16,083		
Rhode Island.....									7		1,306		9,389		1,306		
Connecticut.....		29 ^c	44						18		7,508		5,394		7,552		
New York.....	43		4,372		6,085 ^d		148,750		65		56,887		689,685		210,009		
New Jersey <i>e</i>		129	2,729				685 ^a		39		1,940		288,577		5,354		
Pennsylvania <i>e</i>	549		29,624		9 ^b					207		6,945	1,605,576 ^f		22,679		
Delaware <i>e</i>		47	25						39		947		82,178		972		
Maryland <i>e</i>	237		5,093		4		203			55		5,180	89,534 ^f		116		
Ohio.....	150		11,875		12		1,452		349		24,176		864,421 ^f		37,503		
West Virginia.....	25		78						102 ^g		10,400		68,614		10,478		
Virginia.....	44		4,794			100	3,850		84		4,168			4,294	5,112		
North Carolina.....		108	2,104		90		1,148		1 ^b				170,512		3,252		
South Carolina.....		379		5,814	86		1,324				6,955		69,805		2,465		
Georgia.....		143		3,740	429		7,153		97				13,432		3,438		
Florida.....	476		7,724		8		53,600 ^a				8,338 ^a		157,251		69,662		
Michigan.....	345		1,831		250		4,145		350		18,867		286,419		24,843		
Indiana.....		90		987					121		11,367		75,086		10,380		
Illinois.....	98		3,034						105		14,809		81,508		17,843		
Wisconsin.....	147			305			67		65		3,297		56,505		3,059		
Iowa.....	158		896							67		3,413		65,128		2,517	
Missouri.....		132	3,869 ^b		232		8,000		486		57,323		596,663		69,192		
Minnesota.....	257		4,187						200		19,531		287,641		23,718		

a Increased number of trips.

b Corrected distance.

c Route from Stamford to Richfield, 17½ miles, placed under railroad contract; remaining 11¼ miles is for discontinued service.

d Embraces the steamship service from New York, via Panama, to San Francisco, Cal., heretofore set down to California. Route from White Hall to Rouse's Point curtailed to end at Plattsburg, saving 25 miles and \$1,200 per annum.

e Close of first year of new contract term.

f The greater portion of this belongs to railroads, and is caused by the fact that previous reports gave the contract number of trips, whereas returns from the railroad officials, in connection with the reports of weight of mails, &c., show that the number of trips actually performed is greatly in excess of the contract number.

g Route from Grafton to Parkersburg transferred to West Virginia.

h Occasioned by failures and deaths of contractors, and service having to be re-let at higher pay.

REPORT OF THE POSTMASTER GENERAL.

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.						
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
Kentucky.....	54			229	4		450		41		6,470		71,665		6,691	
Tennessee.....	127		1,588						205		12,105		133,951		13,693	
Alabama.....		119	2,489 ^a			104 ^b	7,678 ^b		78		3,628		71,318		13,795	
Mississippi.....		86		432					28 ^c			194 ^c		10,270		626
Arkansas.....	663		4,460		105		6,000		40		5,800		168,336		16,260	
Louisiana.....	120			39,308 ^d	108		500		30		360		17,118			39,448
Texas.....	700		203,276			25			85		6,937		262,654		210,213	
California.....	291		30,013			6,062 ^e	112,500		548		114,375		528,485		31,890	
Oregon.....		809		314,480	1		100							527,124		314,380
Kansas.....		1,338		247,706					122		16,150			485,488		231,556
Nevada.....				40,694 ^f										112,184		40,694
Nebraska.....	26															
Nebraska.....	271		13,926						511		132,750		799,803		146,676	
New Mexico Ter.....	158		52,900										127,504		52,900	
Utah Ter.....		1,092		406,121										580,104		406,121
Washington Ter.....			4,665 ^a										10,400		4,665	
Colorado Ter.....	129		3,675										13,520		3,675	
Dakota Ter.....	289		4,260										30,056		4,260	
Arizona Ter.....	220		16,955										35,360		16,955	
Idaho Ter.....	309		48,600										225,570		48,600	
Montana Ter.....	691		59,804										215,592		59,804	
Total.....	6,658	4,506	529,800	1,059,816	7,423	6,291	240,755	116,850	3,849	330	562,286	15,732	8,283,670	1,784,592	1,175,787	1,035,342
Increase.....				529,800												
Decrease.....	2,152				1,132		123,905		3,519		546,554		6,499,078		140,445	
				530,016												

^a Increased number of trips.

^b Route from Bridgeport to Decatur curtailed to commence at Guntersville, saving 104 miles, and service between Guntersville and Decatur increased to six times a week. Pay on route from Mobile to Selma increased.

^c Service on 47½ miles of route from Vicksburg to Meridian reduced to six times a week, and pay to \$75 per mile. Route from York Station, Ala., to Meridian, Miss., 27½ miles, put in operation.

^d This is owing principally to the fact that the service re-advertised in January, 1868, to go into operation July 1, 1868, was let at a much lower rate of cost than had been previously given for it.

^e Steamship service from New York via Panama to San Francisco, Cal., transferred to New York section.

^f Number of trips per week reduced.

GILES A. SMITH,
Second Assistant Postmaster General.

Index to Table E.

Title.	Order.	Number of route.	New number of route.
Alabama and Florida and Mobile and Great Northern	69	6602	
Albany and Susquehanna	85	1086	1013
Androscoggin	133	19	19
Atlantic and Great Western. (See Erie.)			
Avon, Genesee and Mount Morris	132	1286	1033
Baltimore and Ohio	102	2910	
Bennington and Rutland	75	477	475
Boston and Albany	1	605	605
Boston and Albany	3	682	605
Boston and Albany	6	688	605
Boston and Albany	99	641	641
Boston and Albany	142	606	606
Boston and Albany	173	605 α	618
Boston and Albany	174	639	639
Boston and Albany	175	638	638
Boston and Lowell and Nashua and Lowell	16	603	603
Boston and Lowell and Nashua and Lowell	103	629	629
Boston and Lowell and Nashua and Lowell	116	279	278
Boston and Lowell and Nashua and Lowell	120	636	636
Boston and Lowell and Nashua and Lowell	166	631	631
Boston and Maine	24	602	602
Boston and Maine	143	309	308
Boston and Maine	149	602	602
Boston and Maine	163	740	728
Boston and Maine	169	610	610
Boston and Providence	9	608	608
Boston and Providence	160	617	617
Boston and Worcester. (See Boston and Albany.)			
Boston, Clinton and Fitchburg	96	640, 640 α	640
Boston, Concord and Montreal	48	253	253
Boston, Concord and Montreal	139	331	331
Boston, Hartford and Erie	105	607	607
Buffalo and Erie	8	1325	1039
Buffalo and Washington	145	1518	1509
Buffalo, Corry and Pittsburg, (late Buffalo and Oil Creek Cross Cut)	101	1499	1043
Cape Cod	44	664	663
Cape Cod	67	730	670
Catawissa	95	2334	1814
Central Ohio	10	9001	
Champlain and St. Lawrence	45	1138	1023
Cheshire and Ashuelot	43	693	689
Cheshire and Ashuelot	154	707	703
Chicago, Detroit and Grand Trunk Junction	126	12508	
Chicago, Rock Island and Pacific	50	11404	
Chicago, Rock Island and Pacific	123	11412	
Chicago, Rock Island and Pacific	125	11007	
Chicago, Rock Island and Pacific	144	11007	
Chicago, Rock Island and Pacific	148	11008	
Cincinnati and Indianapolis Junction	153	9028	
Cincinnati, Sandusky and Cleveland	40	9013	
Cincinnati, Sandusky and Cleveland	171	9025	
Concord	17	251	251
Concord and Claremont	114	255	255
Concord, Manchester and Lawrence	61	627	627
Concord, Manchester and Lawrence	134	268	256
Concord, Manchester and Lawrence	165	269	269
Connecticut and Passumpsic Rivers	60	452	452
Connecticut River	36	706	702
Connecticut River	170	708	704
Contoocook River	150	300	299
Danbury and Norwalk	82	946	945
Dayton and Union	94	9378	9026
Delaware, Lackawanna and Western	182	1387	1040
Delaware, Lackawanna and Western. (See Oswego and Syracuse.)			
Eastern	13	601	601
Eastern	106	737	727
Eastern	140	619	616
Eastern	168	616	616
Eastern	172	739	621
Eastern	176	620	620
Ebensburg and Cresson	156	2656	1839
Erie	5	1001	1001
Erie	7	1001	1001
Erie, (dessees Atlantic and Great Western)	59	9038	
Erie, do	89	9038	
Erie	112	1321	1035
Erie	115	1324	1038

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.
Erie, (lessees Atlantic and Great Western)	129	9006	.....
Erie.....do.....	131	1809	.....
Erie.....do.....	135	1846	.....
Erie.....	179	1283	1032
Erie.....	184	1035	1010
Erie, (old returns).....	181	1028	1009
Erie, (lessees Atlantic and Great Western).....	188	1824	.....
Fitchburg.....	14	604	604
Fitchburg.....	108	637	637
Fitchburg.....	117	635	635
Fitchburg and Worcester.....	74	692	688
Florida, Atlantic and Gulf Central. (See Pensacola and Georgia.)			
Flushing.....	76	1004	1004
Grand River Valley.....	147	12810	.....
Grand Trunk, (of Canada).....	35	115	116
Grand Trunk, (of Canada).....	52	115	116
Great Western, (of Canada).....	122	1320	1034
Hartford and New Haven.....	4	938	937
Hartford and New Haven.....	70	933	932
Hartford, Providence and Fishkill.....	66	955	955
Hartford, Providence and Fishkill.....	80	973	972
Housatonic.....	113	944	943
Houston and Texas Central.....	62	8504	.....
Hudson and Boston.....	158	1067	1011
Hudson River, (no returns).....		1002	1002
Indianapolis, Cincinnati and Lafayette.....	38	9035	.....
Kansas City and Cameron.....	57	10873	.....
Lehigh Valley, (late Hazleton).....	187	2815	1816
Lewy's Island.....	192	83	84
Lexington and Arlington.....	121	632	632
Lexington and Arlington.....	185	633	633
Long Island.....	63	1011	1006
Long Island.....	83	1014a	1008
Long Island.....	104	1013	1007
Maine Central.....	37	8	9
Marietta and Cincinnati.....	127	9020	.....
Marietta and Cincinnati.....	190	9019	.....
Middleboro and Taunton.....	109	679	676
Middleburg and Schoharie.....	155	1519	1510
Milwaukee and St. Paul.....	51	13008	.....
Mississippi, Gainesville and Tuscaloosa.....	138	6729	.....
Mobile and Great Northern. (See Alabama and Florida.)			
Montgomery and Erie.....	191	1514	1045
Montreal and Plattsburg.....	183	1136	1021
Naugatuck.....	88	943	942
New Bedford and Taunton.....	27	681	678
New Bedford and Taunton.....	41	675	672
New Haven and New London.....	11	937	936
New Haven and Northampton.....	98	939	941
New London Northern.....	65	927	926
New London Northern.....	90	700	696
New London Northern.....	91	927	926
New Orleans, Opelousas and Great Western.....	53	8001	.....
New York and Harlem, (no returns).....		1003	1003
New York and New Haven.....	2	941	939
New York Central, (no returns).....		1079	1079
New York Central, (for November, 1867).....	93	1094	.....
New York Central, (no returns).....		1234	1027
New York Central, (no returns).....		1277	1030
New York Central.....do.....		1282	1282
New York Central, (for November, 1867).....	124	1323	.....
New York Central.....do.....	159	1322	.....
New York Central.....do.....	167	1303	.....
New York, Providence and Boston.....	12	802	802
Northern.....	29	254	254
Northern.....	162	254	254
Northern. (See Ogdensburg and Lake Champlain.)			
Northern Central, (no returns).....		1278	1031
North Pennsylvania.....	84	1804	.....
Norwich and Worcester.....	47	926	925
Ogdensburg and Lake Champlain, (late Northern).....	79	1137	1022
Old Colony and Newport.....	28	609	609
Old Colony and Newport.....	42	655	654
Old Colony and Newport.....	189	656	655
Old Colony and Newport.....	68	1236	1029
Oswego and Syracuse, (division of Delaware, Lackawanna, and Western).....		6403-4	.....
Pensacola and Georgia and Florida, Atlantic and Gulf Central.....	72	2208	1806
Philadelphia and Darby.....	110		

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.
Philadelphia and Reading	136	1813	
Pittsburg and Connellsville	137	2624	1843
Pittsburg, Fort Wayne and Chicago	164	9506	9039
Pittsfield and North Adams	97	725	721
Portland and Kennebec	56	114	115
Portland and Kennebec	71	1	1
Portland and Oxford Central	160	161	163
Portland and Rochester	118	116	117
Portland, Saco and Portsmouth	15	113	114
Portsmouth Branch, (Marietta and Cincinnati)	54	9032	
Portsmouth, Great Falls and Conway	151	310	369
Providence and Worcester	33	801	801
Providence, Warren and Bristol	119	803	803
Rensselaer and Saratoga	20	1096	1018
Rensselaer and Saratoga	23	1103	1019
Rensselaer and Saratoga	25	1109	1020
Rensselaer and Saratoga	21	1080	1012
Rensselaer and Saratoga	157	1091	1015
Rockville. (See Hartford, Providence, and Fishkill.)			
Rome	128	6008	
Rome, Watertown and Ogdensburg	55	1212	1026
Rome, Watertown and Ogdensburg	73	1159	1024
Rome, Watertown and Ogdensburg	77	1497	1042
Rutland and Burlington	18	484	482
Rutland and Burlington	32	484	482
St. Joseph and Council Bluffs	34	10874	
Schoharie Valley	141	10880	1014
Schua, Rome, and Dalton	92	6609	
Sheboygan and Fond du Lac	100	13012	
Skaneateles	186	1242	1046
Southern Minnesota	178	13659	
Southern Pacific	86	8595	
South Shore	46	657	656
South Side	111	1513	1044
Southwest Pacific	64	10503	
Staten Island	107	1010	1005
Stoughton and Easton Branch, (no returns)		651	650
Sullivan	39	483	481
Syracuse and Binghamton	87	1235	1028
Tallahassee	177	6405	
Taunton Branch	26	680	677
Troy and Boston	19	1095	1017
Troy and Boston	78	1095	1017
Utica and Black River	130	1206	1025
Vermont and Massachusetts, (no returns)		694	690
Vermont Central	30	463	461
Vermont Central and Vermont and Canada	21	412	412
Vermont Valley	31	489	487
Virginia and Tennessee	49	4422	
Warwick Valley	152	1460	1041
Western. (See Boston and Albany.)			
Western Maryland	146	3214	2907
Western, (of North Carolina)	193	5263	5008
Wicomico and Pokomoke	161	2909	
Wilmington and Weldon	22	5001	
Worcester and Nashua	58	687	683

E.—Table showing the weights of mails, the accommodations for mails and agents, the trips per the contract term ex

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail catch *w. t.*, way trains. A number followed by an asterisk (*) shows the equivalent in round trips.

Order.	State.	No. of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of r'te.
1	Mass.	605	605	Boston, Worcester	Boston and Albany	Miles. 45
2	Conn.	941	939	New Haven, New York	New York and New Haven	76½
3	Mass.	688	605	Worcester, Springfield	Boston and Albany	56
4	Conn.	938	937	New Haven, Springfield	Hartford and New Haven	63.83
5	N. Y.	1001	1001	New York, Middletown	Erie	67
6	Mass.	688	605	Springfield, Albany	Boston and Albany	102
7	N. Y.	1001	1001	Middletown, Dunkirk	Erie	393
	N. Y.	1001	1001	Middletown, Hornellsville	Erie	265
	N. Y.	1001	1001	Hornellsville, Salamanca	Erie	82
	N. Y.	1001	1001	Salamanca, Dunkirk	Erie	46
8	N. Y.	1325	1039	Buffalo, Erie	Buffalo and Erie	89
9	Mass.	608	608	Boston, Providence	Boston and Providence	44
10	Ohio.	9004	9001	Bell Air, Columbus	Central Ohio	137½
11	Conn.	937	936	New Haven, New London	New Haven and New London	50
12	R. I.	802	802	Providence, New London	New York, Providence and Boston	63½
13	Mass.	601	601	Boston, Portsmouth	Eastern	56½
14	Mass.	604	604	Boston, Fitchburg	Fitchburg	52
15	Maine	113	114	Portland, Portsmouth	Portland, Saco and Portsmouth	52
16	Mass.	603	603	Boston, Nashua	Boston and Lowell and Nashua and Lowell	42
17	N. H.	251	251	Concord, Nashua	Concord	36
18	Vt.	484	482	Rutland, Burlington	Rutland and Burlington	67½
19	N. Y.	1095	1017	Troy, Eagle Bridge	Troy and Boston	24
20	N. Y.	1096	1018	Troy, Saratoga Springs	Rensselaer and Saratoga	32.81
21	Vt.	412	412	Burlington, Rouse's Point	Vt. Central and Vt. and Canada	55½
	Vt.	412	412	Essex, St. Albans	do do	25
	Vt.	412	412	St. Albans, Canada Line	do do	17
22	N. C.	5001	5001	Weldon, Wilmington	Wilmington and Weldon	162
23	N. Y.	1103	1019	Eagle Bridge, Rutland	Rensselaer and Saratoga	62½
24	Mass.	602	602	Boston, South Berwick June'n	Boston and Maine	75
25	N. Y.	1109	1020	Saratoga Springs, Castleton	Rensselaer and Saratoga	54
26	Mass.	680	677	Taunton, Mansfield Junction	Taunton Branch	12
27	Mass.	681	678	Taunton, New Bedford	New Bedford and Taunton	20½
28	Mass.	609	609	Boston, Plymouth	Old Colony and Newport	37½
29	N. H.	254	254	Concord, White River June'n	Northern	69
30	Vt.	463	461	Windsor, Burlington	Vermont Central	119
31	Vt.	489	487	Brattleboro, Bellows Falls	Vermont Valley	24
32	Vt.	484	482	Bellows Falls, Rutland	Rutland and Burlington	52
33	R. I.	801	801	Providence, Worcester	Providence and Worcester	44
34	Mo.	10874	.....	St. Joseph, Mo., Council Bluffs, Iowa	St. Joseph and Council Bluffs	131
35	Me.	115	116	Portland, South Paris	Grand Trunk (of Canada)	48
36	Mass.	706	702	Springfield, South Vernon Junction	Connecticut River	50
37	Me.	8	9	Danville Junction, Bangor	Maine Central	110
38	Ohio.	9035	.....	Harrison Junction, Hagers-town	Indianapolis, Cincinnati and Lafayette	69.7
39	Vt.	483	481	Bellows Falls, Windsor	Sullivan	25
40	Ohio.	9013	.....	Dayton, Sandusky	Cincinnati, Sandusky & Cleveland	156
41	Mass.	675	672	New Bedford, West Wareham	New Bedford and Taunton	16½
42	Mass.	655	654	South Braintree Junction, Newport	Old Colony and Newport	61½
43	Mass.	693	689	Fitchburg, Bellows Falls	Cheshire and Ashuelot	64

REPORT OF THE POSTMASTER GENERAL.

week, and the rates of pay per mile per annum on railroad routes in States (chiefly) in which pired June 30, 1869.

ers: b. c. baggage car; r. p. o., railway post office; d. l. double line; s. l. single line; r. a., route agents; The figures in parentheses in the remarks column refer to the order of the routes in this table.]

Whole weight carried any distance for thirty days.			Aver. weight carried while distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 d'ys. total.	Per day, total.					
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>				
282,758	236,400	519,158	491,790	16,393	r. p. o., 4 lines daily, 23.6 by 8.35.2 by 8.6, f. f. c.	43	\$375 00	Part: residue \$375, (3) \$300, (6.)	1
216,777	311,480	528,257	488,181	16,273	r. p. o., d. l. and r. a. on w. t.	31	375 00		2
271,435	177,792	449,227	429,368	14,312	r. p. o., 4 lines daily, 23.6 by 8.35.2 by 8.6, 12 by 6, f. f. c.	25	375 00	Part: residue \$375, (1) \$300, (6.)	3
249,585	173,394	422,979	367,153	12,238	r. p. o., d. l. and r. a. on w. t., 23 by 9, 13 by 6, f. f. c.	31	325 00		4
239,293	62,468	327,761	305,216	10,173	r. p. o., d. l. and r. a. on w. t.	23*	300 00	Part: residue \$275, (7.)	5
144,358	77,370	221,728	196,459	6,548	r. p. o., d. l., 23 by 9, 28 by 9, f. f. c.	18	300 00	Part: residue \$375, (1.3.)	6
292,660	96,571	389,231	221,089	7,369	r. p. o. and r. a. on w. t.	153*	275 00	Part: residue \$300, (5.)	7
			267,734	8,924	r. p. o., d. l.	17*	275 00	Part to Hornellsville.	
			137,303	4,576	r. p. o., s. l., and r. a. on w. t.	163*	275 00	Part to Salamanca.	
			101,735	3,391	r. p. o., s. l.	7	275 00	Part bey'd Salamanca.	
259,238	113,861	373,099	323,917	10,797	r. p. o., s. l., 36 by 8, f. f. c.	31	250 00		8
32,973	23,075	56,048	39,247	1,308	No mail agent.	25	202 50		9
93,340	51,501	144,841	119,852	3,994	8.9 by 6.2, 8.6 by 6.6, f. f. s. l.	13	200 00	In June 1868.	10
29,183	20,629	49,812	36,821	1,227	6 by 12, f. f., and b. c. 8 by 16.	22*	200 00		11
16,049	24,223	40,272	28,090	936	r. p. o., 30 by 8.6, f. f. c., and m. c., d. l.	31*	190 00		12
114,941	59,095	174,036	137,096	4,569	14 by 6.6, 24 by 6.8, f. f.	18	175 00		13
54,352	25,995	80,347	61,100	2,036	r. p. o., d. l., 30 by 8.6, f. f. c., and m. c.	18	153 84		14
50,829	93,970	144,799	121,730	4,058	r. p. o., 22 by 9.6, f. f. c., s. l. & locker in b. c., 36 cu. ft.	18	150 72		15
75,752	50,758	126,510	114,141	3,804	r. p. o., s. l., 22 by 7, f. f. c. and m. c.	21	150 00		16
50,966	79,920	130,886	107,858	3,595	17 by 6.4, f. f., s. l.	18	150 00		17
70,441	31,669	102,110	91,520	3,050	15 by 7, f. f. c.	18	150 00	Part: residue \$149, (32) \$2,000 extra for side service.	18
41,156	29,142	70,298	68,096	2,270	9 by 14, f. f., s. l.	12	150 00	Part; residue \$100, (78.)	19
59,256	16,964	76,220	63,115	2,103	14 by 7.2, 21 by 7.2, d. l., f. f. c. and m. c.	12	150 00		20
86,745	42,833	129,578	62,181	2,072	14 by 7.2, 21 by 7.2, d. l., f. f. c. and m. c.	13*	150 00		21
65,489	34,139	99,628	97,546	3,251	20 by 8, 16 by 8, f. f.	15*	150 00	Part. Essex to St. Albans.	
14,643	6,271	20,914	20,914	697	9 by 14, f. f., s. l.	6	.....	Extra service. No pay. In September, 1867.	
46,141	27,904	74,045	61,306	2,042	9 by 14, f. f., s. l.	13	150 00		22
65,643	22,852	88,495	82,235	1,740	14 by 6.6, f. f., d. l.	12	150 00		23
66,349	44,299	110,648	47,991	1,599	9 by 14, f. f., s. l.	12	150 00	Extra trips on part.	24
48,916	12,768	61,684	45,448	1,514	Baggage car.	12	150 00	Main route; branch \$50, (149.)	25
8,112	10,915	19,027	18,402	613	Locked room. No agent.	24*	150 00		26
10,054	7,126	17,180	14,111	470	r. p. o., (11 1/2 miles.) 10.1 by 6.4 1/2, f. f. c., s. l.	12	144 00		27
49,194	35,425	84,619	31,559	1,051	r. p. o., s. l., 22 by 7, f. f. c., and m. c.	12	140 00	Main route; branch \$50, (162.)	28
52,767	33,609	86,376	73,500	2,449	r. p. o., 21 by 7.2; Way, 14 by 7.2, f. f. c. and m. c.	12	140 00		29
75,901	49,742	125,643	59,105	1,970	17 by 6.4, f. f.	15*	140 00		30
30,611	18,703	49,314	47,720	1,590	17 by 6.4, f. f.	12	140 00		31
22,546	14,906	37,452	28,728	957	13 by 6.3, f. f. c.	6	140 00	Part; residue \$150, (18.)	32
16,005	14,632	30,637	13,874	463	Commodious.	24	134 09		33
23,503	17,485	40,988	25,920	960	15.6 by 7.6, f. f.	12	130 00	In December, 1868.	34
80,993	35,279	116,272	85,289	2,842	17.8 1/2 by 6.11, f. f.	12	125 00	Part; residue \$100, (52.)	35
56,729	37,137	93,866	65,949	2,197	13.6 by 7.3, f. f.	15*	125 00		36
14,340	40,734	55,074	38,600	1,754	7.6 by 12, f. f.	6 1/2	125 00	22 days.	37
36,905	13,259	50,164	44,777	1,492	14 by 7.2, f. f., s. l.	12	125 00	In August, 1868.	38
33,804	16,869	50,673	43,383	1,446	9 by 22, f. f. c.	12	125 00		39
26,974	23,112	50,086	18,847	628	133 Locked room; no agent.	15*	125 00		40
2,027	2,886	4,913	4,004	133	r. p. o., (23 miles.) 10.1 by 6.4 1/2, f. f., s. l.	12	121 42		41
34,819	27,579	62,398	22,686	1,335	14 by 6 1/2, f. f.	18	117 18	New cars preparing, 24 by 7 1/2.	42
33,579	12,954	46,533	37,940	1,264					43.

E.—Table showing the weights of mails, the accom

Order.	State.	No. of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of r'te. Miles.
44	Mass.	664	663	Middleboro, Hyannis.....	Cape Cod.....	47
45	N. Y.	1138	1023	Rouse's Point, Canada Line.....	Champlain and St. Lawrence.....	9 $\frac{1}{2}$
46	Mass.	657	656	Braintree Depot, Cohasset.....	South Shore.....	12
47	Conn.	926	925	New London, Worcester.....	Norwich and Worcester.....	73
48	N. H.	253	253	Concord, Wells River.....	Boston, Concord and Montreal.....	93
49	Va.	4422	.....	Lynchburg, Bristol.....	Virginia and Tennessee.....	205
50	Ill.	11404	.....	Chicago, Davenport.....	Chicago, Rock Island and Pacific.....	183
51	Minn.	13608	.....	Minneapolis, Prairie du Chien.....	Milwaukee and St. Paul.....	219.32
52	Me.	115	116	South Paris, Canada Line.....	Grand Trunk (of Canada).....	117
53	La.	8001	.....	Algiers, Brashear.....	New Orleans, Opelousas and Great Western.....	80
54	Ohio.	9032	.....	Cincinnati, Parkersburg.....	Portsmouth Branch, (Marietta and Cincinnati.).....	206
55	N. Y.	1212	1026	Rome, Pottsdam Junction, Ogdensburg.....	Rome, Watertown & Ogdensburg.....	167
56	Me.	114	115	Portland, Bath, Augusta.....	Portland and Kennebec.....	73
57	Mo.	10873	.....	Kansas City, Cameron.....	Kansas City and Cameron.....	54
58	Mass.	687	683	Worcester, Nashua.....	Worcester and Nashua.....	46 $\frac{1}{2}$
59	Ohio.	9038	.....	Salamanca, Corry.....	Erie, (lessees Atlantic and Great Western.).....	61 $\frac{1}{2}$
60	Vt.	452	452	White River Junction, North Derby.....	Connecticut and Passumpsic Rivers.....	111.17
61	Mass.	627	627	Lawrence, Manchester.....	Concord, Manchester and Lawrence.....	28
62	Texas.	8504	.....	Houston, Millican.....	Houston and Texas Central.....	80
63	N. Y.	1011	1006	New York, Greenport.....	Long Island.....	100 $\frac{1}{2}$
64	Mo.	10503	.....	Pacific, Arlington.....	South West Pacific.....	89 $\frac{1}{2}$
65	Conn.	927	926	New London, Willimantic.....	New London Northern.....	30
66	Conn.	955	955	Waterbury, Providence.....	Hartford, Providence and Fishkill.....	122 $\frac{1}{2}$
67	Mass.	730	670	Yarmouth Port, Orleans.....	Cape Cod.....	19
68	N. Y.	1236	1029	Syracuse, Oswego.....	Oswego and Syracuse, Division of Del., Lackawanna and Western.....	35 $\frac{1}{2}$
69	Ala.	6602	.....	Montgomery, Mobile.....	Alabama and Florida and Mobile and Great Northern.....	186 $\frac{1}{2}$
70	Conn.	933	932	Middletown, Berlin Depot.....	Hartford and New Haven.....	10
71	Me.	1	1	Augusta, Skowhegan.....	Portland and Kennebec.....	39
72	Ga.	6403-4	.....	Quincy, Jacksonville.....	Pensacola and Georgia and Florida, Atlantic and Gulf Central.....	193 $\frac{1}{2}$
73	N. Y.	1159	1024	Watertown, Cape Vincent.....	Rome, Watertown & Ogdensburg.....	26
74	Mass.	692	688	Sterling Junction, Fitchburg.....	Fitchburg and Worcester.....	14
75	Vt.	477	475	Rutland, North Bennington, Bennington.....	Bennington and Rutland.....	59
76	N. Y.	1004	1004	New York, Flushing.....	Flushing.....	16
77	N. Y.	1497	1042	Oswego, Richland.....	Rome, Watertown & Ogdensburg.....	28 $\frac{1}{2}$
78	N. Y.	1095	1017	Eagle Bridge, North Adams.....	Troy and Boston.....	31 $\frac{1}{2}$
79	N. Y.	1137	1022	Rouse's Point, Ogdensburg.....	Ogdensburg and Lake Champlain.....	119
80	Conn.	973	972	Vernon Depot, Rockville.....	Hartford, Providence and Fishkill.....	4 $\frac{1}{2}$
81	N. Y.	1080	1012	Albany, Albany Junction.....	Rensselaer and Saratoga.....	12
82	Conn.	946	945	South Norwalk, Danbury.....	Danbury and Norwalk.....	23 $\frac{1}{2}$
83	N. Y.	1014a	1008	Hicksville, Northport.....	Long Island.....	16 $\frac{1}{2}$
84	Pa.	2204	1804	Philadelphia, Bethlehem, Doylestown.....	North Pennsylvania.....	64.30
85	N. Y.	1086	1013	Albany, Binghamton.....	Albany and Susquehanna.....	142
86	Texas.	8595	.....	Marshall, Shreveport.....	Southern Pacific.....	42.6
87	N. Y.	1235	1028	Syracuse, Binghamton.....	Syracuse and Binghamton.....	80
88	Conn.	943	942	Bridgeport, Winsted.....	Naugatuck.....	62
89	Ohio.	9038	.....	Corry, Dayton.....	Erie, (lessees Atl. & Gt. Western).....	326
90	Mass.	700	696	Palmer, Grout's Corner.....	New London Northern.....	35
91	Conn.	927	926	Willimantic, Palmer.....	New London Northern.....	36
92	Ala.	6609	.....	Selma, Rome.....	Selma, Rome and Dalton.....	196.2
93	N. Y.	1094	.....	Troy, Schenectady.....	New York Central.....	22
94	Ohio.	9378	9026	Dayton, Union City.....	Dayton and Union.....	48
95	Pa.	2334	1814	Port Clinton, Milton.....	Catawissa.....	92
96	Mass.	640,640a	640	South Framingham, Pratt's Junction.....	Boston, Clinton and Fitchburg.....	29
97	Mass.	725	721	Pittsfield, North Adams.....	Pittsfield and North Adams.....	21

modations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Aver. weight carried while distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 d'ys. total.	Per-day, total.					
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>				
26,061	17,144	43,205	29,709	990	6 by 11, f. f., d. l., r. p. o., (41 miles.)	12	117 00		44
288	434	722	722	24			116 66	Returns imperfect	45
5,536	3,122	8,658	5,097	169			112 50		46
14,942	9,067	24,009	7,482	249	10 by 6.3, f. f., s. l., (60 miles.)	12*	110 00		47
23,615	13,195	36,810	23,903	796	10.6 by 6, f. f. c.	94	107 52		48
161,939	48,240	210,179	207,472	6,692	8.6 by 21.6, f. f.	7	100 00	In May, 1867.	49
80,040	23,679	103,728	71,969	2,570	9 by 20, f. f. c.	12	100 00	28 days. In Dec., 1867.	50
30,601	57,303	87,904	47,324	1,577	9 by 13, f. f.	12	100 00	In January, 1868.	51
28,576	19,562	48,138	42,639	1,421	15.6 by 7.6, f. f.	6	100 00	Part; residue \$125.(35).	52
35,369	10,019	45,388	44,031	1,420	12.5 by 6.4, f. f.	7	100 00	31 days. In Jan., 1868.	53
26,808	33,372	60,180	39,238	1,307			100 00	9 miles at \$50. Returns imperfct. In Nov. '68.	54
58,321	31,814	90,135	37,582	1,253	6.10 by 20, f. f., s. l.	16*	100 00		55
38,533	22,512	61,045	34,187	1,139	15 by 8, f. f.	10*	100 00		56
20,066	17,674	37,740	31,503	1,050	Commodious	18	100 00	In November, 1868.	57
28,547	20,642	49,189	30,273	1,009	10 by 7, f. f.	18	100 00		58
23,595	12,263	35,858	27,483	916	8 by 10½, f. f. c., s. l.	13	100 00	Part; residue \$75.(89).	59
31,138	15,672	46,810	26,524	884	18 by —, f. f.	6	100 00		60
18,858	10,309	29,167	25,834	861	10.6 by 6.6, f. f., s. l.	12	100 00		61
25,773	10,054	35,827	25,541	851		7	100 00	In April, 1867.	62
28,874	16,861	45,735	24,889	830	10 by 8, f. f., s. l., 47 miles, residue b. c.	9*	100 00		63
16,346	13,564	30,210	22,734	757	¼ car, f. f.	6	100 00	In December, 1867.	64
18,890	19,022	37,912	19,023	634	11.4 by 6.7, 11 by 6.4, f. f., d. l.	23*	100 00	Part; residue \$75.(91).	65
32,975	31,440	64,415	18,093	603	7 by 13, f. f., s. l.	12*	100 00	Returns imperfect.	66
13,576	8,642	22,218	17,849	594	6 by 11, f. f., d. l., r. p. o.	12	100 00	\$2,100 per annum for side service.	67
14,805	11,175	25,980	17,810	594	4 by 6, locked. No agent.	18	100 00		68
10,529	10,490	21,019	16,518	550	10.8 by 8, f. f.	7	100 00	In November, 1867.	69
3,997	7,975	11,972	11,235	374	Baggage car.	18	100 00		70
12,661	4,478	17,139	10,585	353	15 by 8, f. f.	6	100 00		71
12,458	9,454	21,912	8,419	323	6.6 by 11.1, 6.3 by 9.8	6	100 00	In March, 1868.	72
7,710	3,876	11,586	8,741	291	Baggage car.	12	100 00		73
5,875	3,558	9,433	8,571	285	Baggage car. No. r. a.	18	100 00		74
6,006	8,030	14,036	6,714	223	20 by — f. f.	6	100 00		75
2,774	3,789	6,569	6,273	209	4 by 8; no fixtures.	12	100 00	Includes side service	76
5,299	5,535	10,834	5,399	180	Baggage car.	12	100 00	Incl'g all side service.	77
9,642	5,004	14,646	4,512	150	15 by 7, f. f. c.	18	100 00	Part; residue \$159.(19).	78
29,394	25,316	54,710	34,162	1,138	12 by 7, f. f.	12	90 00		79
3,106	1,673	4,779	4,319	143		12	86 48		80
22,927	8,704	30,731	28,790	959	Baggage car.	16*	85 75		81
7,366	4,310	11,676	8,893	296	Apartment, f. f.	12	85 11	Route agent paid by railroad company.	82
4,103	1,872	5,975	3,421	114	Baggage car.	12	76 80	Includes side service.	83
19,519	16,577	36,096	21,398	713	Commodious	6	75 00	In June, 1868.	84
32,434	22,209	54,643	21,307	710	17.6 by 9.8½, f. f. c. and m. c.	12	75 00		85
				600		6	75 00	In July, 1868.	86
16,641	23,546	40,187	17,929	597	11 by —, f. f., s. l.	12	75 00		87
21,624	10,460	32,084	15,212	507	10.8 by 6.7, f. f., s. l.	12	75 00		88
33,596	37,849	71,445	14,285	476	8 by 10½, f. f. c., s. l.	13	75 00	Part; residue \$100.(59).	89
10,498	9,986	20,484	12,987	432	11.4 by 6.7, 11 by 6.4, f. f., d. l.	12	75 00		90
8,958	4,122	13,080	12,686	422	11.4 by 6.7, 11.6 by 6.4, f. f., d. l.	18	75 00	Part; residue \$100.(65).	91
7,867	12,075	19,942	12,057	401	8 by 17, fixtures.	7	75 00	In January, 1869.	92
6,504	5,325	11,833	11,833	394	15 by 9, f. f. c.	12	75 00	In November, 1867.	93
9,508	4,736	14,260	9,076	302	10 by 6.2, f. f.	6	75 00	In August, 1868.	94
9,154	5,503	14,657	7,431	247	5 by 14, f. f.	6	75 00	In September, 1867.	95
8,708	4,654	13,362	7,352	245	12 by 6.6, f. f., s. l.	18	75 00		96
5,371	3,355	8,726	6,810	527	Baggage car.	12	75 00		97

E.—Table showing the weights of mails, the accom

Order.	State.	No. of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of r'tc.
98	Conn.	939	941	Granby, Northampton.....	New Haven and Northampton....	<i>Miles.</i> 32
99	Mass.	641	641	South Framingham, Milford..	Boston and Albany.....	12
100	Wis.	13012		Sheboygan, Glenbeulah.....	Sheboygan and Fond du Lac.....	20½
101	N. Y.	1499	1043	Brocton, Corry.....	Buffalo, Corry, and Pittsburg, (late Buffalo and Oil Creek Cross Cut.)	45.3
102	Md.	2910		Weverton, Hagerstown.....	Baltimore and Ohio.....	24½
103	Mass.	629	629	Lowell, Lawrence.....	Boston and Lowell and Nashua and Lowell.	14
104	N. Y.	1013	1007	Mineola, Glen Cove.....	Long Island.....	10
105	Mass.	607	607	Boston, Southbridge.....	Boston, Hartford and Erie.....	70
106	Mass.	737	727	Gloucester, Pigeon Cove.....	Eastern.....	6½
107	N. Y.	1010	1005	Stapleton, Tottenville.....	Staten Island.....	21
108	Mass.	637	637	Groton Junct'n, Mason Village	Fitchburg.....	23
109	Mass.	679	676	Taunton, Middleboro'.....	Middleboro' and Taunton.....	9½
110	Pa.	2208	1806	Philadelphia, Darby.....	Philadelphia and Darby.....	8
111	N. Y.	1513	1044	New York, Sayville.....	South Side.....	49
112	N. Y.	1321	1035	Buffalo, Corning.....	Erie.....	142
	N. Y.	1321	1035	Buffalo, Attica.....	Erie.....	31
	N. Y.	1321	1035	Attica, Corning.....	Erie.....	111
113	Conn.	944	943	Bridgeport, Pittsfield, State Line.	Housatonic.....	121
114	N. H.	255	255	Concord, Bradford.....	Concord and Claremont.....	26
115	N. Y.	1324	1038	Attica, Hornellsville.....	Erie.....	60
116	N. H.	279	278	Nashua, Wilton.....	Boston and Lowell and Nashua and Lowell.	16
117	Mass.	635	635	South Acton Depot, Hudson..	Fitchburg.....	9
118	Me.	116	117	Portland, Bar Mills.....	Portland and Rochester.....	18
119	R. I.	803	803	Providence, Bristol.....	Providence, Warren and Bristol	15½
120	Mass.	636	636	Groton Junction, Lowell.....	Boston and Lowell and Nashua and Lowell.	17
121	Mass.	632	632	Porter's Station, Lexington..	Lexington and Arlington.....	8
122	N. Y.	1320	1034	Suspension Bridge, Detroit..	Great Western of Canada.....	229
123	Ill.	11412		Bureau Junction, Peoria.....	Chicago, Rock Island and Pacific	47
124	N. Y.	1323		Buffalo, Lewiston.....	New York Central.....	29
125	Iowa	11007		Davenport, Des Moines.....	Chicago, Rock Island and Pacific	233
126	Mich.	12508		Detroit, Port Huron.....	Chicago, Detroit and Grand Trunk Junction.	64½
127	Ohio..	9020		Portsmouth, Reed's Mills.....	Marietta and Cincinnati.....	56
128	Ga.	6008		Kingston, Rome.....	Rome.....	20½
129	Ohio..	9006		Cleveland, Youngstown.....	Erie, (lessees Atlantic and Great Western.)	67
	Ohio..	9006		Cleveland, Leavittsburg.....	Erie, (lessees Atlantic and Great Western.)	50
	Ohio..	9006		Leavittsburg, Youngstown...	Erie, (lessees Atlantic and Great Western.)	17
130	N. Y.	1206	1025	Utica, Lowville.....	Utica and Black River.....	59
131	Pa.	1809		Lackawaxen, Honesdale.....	Erie, (lessees Atlantic and Great Western.)	25
132	N. Y.	1286	1033	Avon, Mount Morris.....	Avon, Genesee and Mount Morris	16
133	Me.	19	19	Farmington, Brunswick.....	Androscoggin.....	70½
134	N. H.	268	256	Concord, Portsmouth.....	Concord, Manchester and Lawrence.	60
135	Pa.	1846		Meadville, Oil City.....	Erie, (lessees Atlantic and Great Western.)	38
136	Pa.	2337	1813	Pottsville, Tamaqua.....	Philadelphia and Reading.....	17½
137	Pa.	2624	1843	Pittsburg, Uniontown.....	Pittsburg and Connellsville.....	72
138	Ala.	6729		Gainesville, Gainesville Junct'n.	Miss., Gainesville and Tuscaloosa	22
139	N. H.	331	331	Littleton, Wells River.....	Boston, Concord and Montreal	21
140	Mass.	619	619	Salem, Gloucester.....	Eastern.....	16
141	N. Y.	1088a	1014	Central Bridge, Schoharie.....	Schoharie Valley.....	5
142	Mass.	606	606	Boston, Woonsocket Falls.....	Boston and Albany.....	39.68
143	N. H.	309	308	Dover, Alton Bay.....	Boston and Maine.....	28
144	Iowa	11007		Wilton Junction, Muscatine..	Chicago, Rock Island and Pacific	13.2
145	N. Y.	1518	1509	Buffalo, East Aurora.....	Buffalo and Washington.....	17.74
146	Md.	3214	2907	Relay Junction, Union Bridge	Western Maryland.....	44.3

modations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Aver. weight carried while distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 d'ys. total.	Per day, total.					
<i>Pds.</i> 3,818	<i>Pds.</i> 3,364	<i>Pds.</i> 7,182	<i>Pds.</i> 5,742	<i>Pds.</i> 191	<i>Feet and inches.</i> 11.6 by 6.7, f. f.	6	\$75 00	Extended July 1, 1869, to Williamsburg and New Haven.	98
4,278	2,704	6,982	5,390	179	Baggage car	18	75 00		99
2,153	4,732	6,885	5,202	173	6 by 8, fixtures	6	75 00	In November, 1867 ..	100
4,477	2,960	7,437	4,157	138	8 by 12, 8 by 10, f. f.	6	75 00	\$206 extra paid for side service.	101
2,740	2,000	4,740	3,335	111	Locker in b. c. 36 cubic ft.	12	75 00	In July, 1868.	102
1,470	1,199	2,669	2,312	77	Locker in b. c. 36 cubic ft.	21	75 00		103
2,428	711	3,139	2,289	76	Baggage car	12	75 00		104
9,501	7,585	17,386	4,090	136	12 by 6½, f. f.	12	74 48		105
1,395	291	2,286	1,628	54	Baggage car	10*	69 23		106
				142		12	66 66	8 miles side service included.	107
3,129	2,048	5,167	3,501	116		6	65 22		108
777	269	1,046	1,242	41	Baggage car	12	63 16		109
		675	675	26		6	62 50	26 days. In June, 1868.	110
3,404	2,743	6,147	3,577	119	8 by 8, f. f.	6	61 22	Includes side service.	111
41,496	77,542	119,038	32,470	1,082	20 by 11, 26 by 11, 42.4 by 11, f. f. c., r. p. o.	14½*	60 00		112
			81,356	2,712	26 by 11, 42.4 by 11, f. f. c., r. p. o.	24	60 00	Part to Attica	
			18,818	637	20 by 11, f. f. c.	12	60 00	Part beyond Attica	
28,818	15,899	44,717	18,935	631	12 by 6, f. f., s. l.	8½*	59 39		113
6,976	5,064	12,040	7,255	241	8.6 by 6.6, f. f.	6	57 69		114
62,517	28,928	91,445	82,922	2,764	r. p. o., 26 by 11, f. f. c., Way, 20 by 11, f. f. c.	12	56 07		115
7,126	5,135	12,261	9,576	319	Locker in b. c. 36 cubic ft.	12	56 25		116
1,443	1,023	2,466	1,984	66		12	55 56		117
7,145	2,911	10,056	5,341	177	Baggage car	6	55 55		118
5,335	3,880	9,415	7,202	240	Express car	12	55 16		119
3,437	2,359	5,796	4,519	151	Locker in b. c. 36 cubic ft.	15	52 94		120
1,715	1,210	2,925	972	32		12	51 12		121
81,790	21,646	103,436	103,436	3,336	Through baggage car	25	50 00	31 days	122
19,996	8,471	28,467	24,455	873	9 by 20, f. f. c.	6	50 00	28 days. In Dec., 1867.	123
12,410	8,154	20,564	19,884	662	Baggage car	12	50 00	In November, 1867.	124
24,783	10,144	34,927	17,341	619	9 by 20, f. f. c.	6	50 00	28 days. Main route. Branch, (144.) In December, 1867.	125
16,547	6,313	22,860	18,422	614	6.8 by 14, f. f. c., s. l.	12	50 00		126
7,665	18,363	26,028	16,469	548			50 00	Returns imperfect. In November, 1868.	127
11,610	3,638	15,248	15,098	503	First class, f. f.	6	50 00	In February, 1869.	128
16,580	7,506	24,086	14,567	485	8 by 10½, f. f. c.	6	50 00		129
15,213	6,466	21,679	17,942	598	8 by 10½, f. f. c.	6	50 00	Part to Leavittsburg.	
4,899	2,940	7,839	4,649	155	8 by 10½, f. f. c.	6	50 00	Part beyond Leavittsburg.	
14,308	7,986	22,294	12,249	408	Baggage car	9½*	50 00		130
7,565	5,793	13,358	10,305	343	Baggage car	6	50 00		131
7,528	5,156	12,684	9,865	328	Baggage car	8*	50 00		132
6,446	11,493	17,939	9,630	321	7 by 12, f. f.	6½*	50 00		133
6,858	6,994	13,852	8,590	286	10 by 6.10, f. f., s. l.	12	50 00		134
6,556	5,908	12,464	8,561	285	8 by 10½, f. f. c.	6	50 00		135
3,873	4,609	8,482	7,314	241	Baggage car	12	50 00	26 days. In June, 1868	136
9,054	5,713	14,767	8,133	271	10 by 12, f. f.	6	50 00	In June, 1868.	137
3,386	4,234	7,620	7,620	254	Box	6	50 00	In June, 1868.	138
2,441	6,383	8,824	7,395	245	10.6 by 6, f. f. c.	6	50 00		139
5,057	3,664	8,721	7,347	244	Baggage car	12	50 00		140
3,708	2,581	6,289	6,289	209		15	50 00		141
7,361	5,039	12,400	6,017	200	Baggage car	13½*	50 00		142
5,633	3,246	8,879	5,974	199	Baggage car	6	50 00	Offener when cars run.	143
4,322	1,248	5,570	5,570	199	Baggage car	6	50 00	Branch, Main route. (125.)	144
4,527	2,545	7,072	5,965	198	Baggage car	6	50 00	28 days. Dec., 1867.	145
5,521	3,126	8,647	5,661	188	Baggage car	6	50 00	In May, 1868.	146

E.—Table showing the weights of mails, the accom

Order.	State.	No. of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.
147	Mich.	12810	.....	Jackson, Hastings	Grand River Valley	Miles.
148	Iowa	11008	.....	Muscatine, Washington	Chicago, Rock Island and Pacific.	62
149	Mass.	602	602	Rollingsford, Great Falls	Boston and Maine	37.77
150	N. H.	300	299	Contoocook Village, Hillsboro' Bridge.	Contoocook River	3
151	N. H.	310	309	Brock's Crossing, Union	Portsmouth, Gt. Falls and Conway.	15
152	N. Y.	1460	1041	Chester, Warwick	Warwick Valley	26
153	Ohio.	9028	.....	Hamilton, Newcastle, Indianapolis.	Cincinnati and Indianapolis Junc'n.	11
154	Mass.	707	703	South Vernon Junction, Keene.	Cheshire and Ashuelot	124
155	N. Y.	1519	1510	Schoharie, Middleburgh	Middleburgh and Schoharie	24
156	Pa.	2656	1839	Cresson, Ebensburg	Ebensburg and Cresson	5½
157	N. Y.	1091	1015	Schenectady, Ballston	Rensselaer and Saratoga	11.3
158	N. Y.	1067	1011	Hudson, West Stockbridge	Hudson and Boston	16
159	N. Y.	1322	.....	Buffalo, Lockport	New York Central	35
160	Mass.	617	617	Boston, Dedham	Boston and Providence	22
161	Md.	2909	.....	Salisbury, Berlin	Wicomico and Pokomoke	11
162	N. H.	254	254	Franklin, Bristol	Northern	23
163	Mass.	740	728	Wakefield, Newburyport	Boston and Maine	13
164	Ohio.	9506	9039	Youngstown, Cross-cut	Pittsburg, Ft. Wayne and Chicago	30½
165	N. H.	269	269	Manchester, North Ware	Concord, Manchester and Lawrence.	20.8
166	Mass.	631	631	Winchester, Woburn	Boston and Lowell and Nashua and Lowell.	3
167	N. Y.	1303	.....	Batavia, Attica	New York Central	11
168	Mass.	616	616	Boston, West Lynn Depot	Eastern	10
169	Mass.	610	610	Boston, Medford	Boston and Maine	5½
170	Mass.	708	704	Chicopee, Chicopee Falls	Connecticut River	2
171	Ohio.	9025	.....	Carey, Findlay	Cincinnati, Sandusky and Cleveland.	16
172	Mass.	739	621	Salem, Lawrence	Eastern	20
173	Mass.	695a	618	Grafton, Milbury	Boston and Albany	4.2
174	Mass.	639	639	Natick, Saxtonville	Boston and Albany	4
175	Mass.	638	638	Auburndale Station, Newton Lower Falls.	Boston and Albany	2
176	Mass.	620	620	Salem, Marblehead	Eastern	4
177	Fla.	6405	.....	Tallahassee, St. Mark's	Tallahassee	21½
178	Minn.	13659	.....	La Crosse, Lanesboro'	Southern Minnesota	51½
179	N. Y.	1283	1032	Rochester, Avon	Erie	18
180	Me.	161	163	Mechanics' Falls, Hartford	Portland and Oxford Central	21½
181	N. Y.	1028	1099	Sufferns, Piermont	Erie	18
182	N. Y.	1387	1040	Owego, Ithaca	Del., Lackawanna and Western	33
183	N. Y.	1136	1021	Plattsburg, Canada Line	Montreal and Plattsburg	23
184	N. Y.	1035	1010	Newburg, Chester	Erie	19
185	Mass.	633	633	Lexington Depot, Bedford	Lexington and Arlington	4
186	N. Y.	1242	1046	Skaneateles Junction, Skaneateles.	Skaneateles	5½
187	Pa.	2815	1816	Hazleton, Hazle Creek Bridge	Lehigh Valley, (late Hazleton) ...	10.58
188	Pa.	1824	.....	Alton, Carrollton	Erie, (lessee's Atlantic and Great Western.)	25
189	Mass.	656	655	South Abington, Bridgewater.	Old Colony and Newport	7½
190	Ohio.	9019	.....	Blanchester, Hillsboro'	Marrietta and Cincinnati	21
191	N. Y.	1514	1045	Goshen, Montgomery	Montgomery and Erie	10
192	Me.	83	84	Calais, Princeton	Lewy's Island	22
193	N. C.	5263	5008	Fayetteville, Egypt	Western, (of North Carolina)	45

modations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Aver. weight carried while distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 d'ys. total.	Per day, total.					
<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Pds.</i>	<i>Feet and inches.</i>				
6, 274	3, 352	9, 626	5, 566	185	11 by 6.6	12	850 00		147
5, 214	1, 751	6, 965	5, 092	181	9 by 20, f. f. c	6	50 00	28 days. In Dec., 1867.	148
3, 516	1, 786	5, 302	5, 302	176		12	50 00	Branch; main route, \$150, (24.)	149
3, 130	2, 831	5, 961	4, 979	165	9 by 3, f. f.	6	50 00		150
4, 215	2, 682	6, 897	4, 369	146	Baggage car	7 1/3*	50 00		151
2, 432	2, 295	4, 727	4, 169	139	Express car	12	50 00		152
9, 574	8, 456	18, 030	4, 123	137	10 by 7.10, 6 by 7.6, f. f.	6	50 00		153
2, 681	7, 254	9, 935	3, 355	112	13.8 by 7.1, f. f.	6	50 00		154
2, 400	955	3, 355	3, 355	112	Baggage room	12	50 00		155
1, 907	1, 418	3, 325	3, 325	111	Baggage room, 8 by 8	12	50 00	In April, 1868.	156
2, 147	1, 530	3, 677	3, 237	107	Baggage car	12	50 00		157
4, 421	2, 342	6, 763	3, 038	101	Baggage car	12	50 00		158
1, 673	1, 472	3, 145	2, 953	98	Baggage car	12	50 00	In November, 1867.	159
1, 816	1, 282	3, 098	2, 835	94	Baggage car	12	50 00		160
817	1, 735 1/2	2, 552 1/2	2, 552 1/2	94		6	50 00	27 days. In July, 1868.	161
2, 108	1, 120	3, 228	2, 721	90		6	50 00	Branch; main route, \$140, (29.)	162
3, 872	3, 007	6, 879	2, 469	82	Baggage car	6	50 00	Often when cars run.	163
1, 328	2, 485	3, 813	2, 483	82	Baggage car	6	50 00	In June, 1868	164
2, 526	1, 287	3, 813	2, 285	76	Baggage car	6	50 00		165
1, 352	788	2, 140	2, 140	71	Locker in b. c., 36 cubic ft.	12	50 00		166
972	1, 227	2, 199	2, 127	71	Baggage car	6	50 00	In November, 1867.	167
1, 443	1, 112	2, 555	2, 064	68	Baggage car	12	50 00		168
1, 110	755	1, 865	1, 865	62	Baggage car	6	50 00	Often when cars run	169
1, 042	799	1, 841	1, 841	61	Baggage car	21*	50 00		170
1, 587	539	2, 126	1, 816	60	Baggage car, no. r. a	6	50 00	12 trips proposed in future.	171
3, 624	2, 500	6, 214	1, 436	48	Baggage car	6	50 00		172
909	436	1, 345	1, 345	44	Baggage car	12	50 00		173
610	374	984	984	33	Baggage car	12	50 00		174
473	325	798	798	26	Baggage car	6	50 00		175
328	337	665	665	22	Baggage car	6	50 00		176
136	125	261	261	8	6 by 7, f. f.	6	50 00	In March, 1868.	177
8, 178	2, 725	10, 903	7, 598	253	Ordinary car, boxes.	6	47 37	In February, 1869.	178
9, 787	5, 170	14, 957	14, 253	475	Baggage car	6	44 44		179
1, 916	945	2, 861	1, 791	59	Baggage car	6	43 33		180
14, 680	6, 296	20, 976	18, 183	606	6 1/2 by 7 1/2, f. f. c	6	42 89	Old returns	181
4, 434	7, 577	12, 011	9, 483	316	In charge of baggage mas'r.	12	42 88		182
2, 997	3, 029	6, 026	4, 358	145	Baggage car	6	42 84		183
381	253	614	614	20	Baggage car	12	41 25		184
2, 747	1, 705	4, 452	3, 994	133	Baggage car	12	40 22		185
2, 353	2, 353	4, 706	2, 353	94	Baggage car	6	40 00	25 days. In May, 1867	187
1, 555	2, 111	3, 666	2, 373	79	Baggage car	6	40 00		188
504	972	1, 476	738	24	Baggage car	6	38 93		189
5, 151	2, 576	7, 727	5, 151	86	Baggage car	6	37 50	Returns imperfect. In November, 1868.	190
1, 216	650	1, 866	1, 639	54	Passenger car	9*	30 00	In charge of conductor.	191
16, 918	16, 205	33, 123	31, 389	1, 046	6 by 8	6	25 00	Through mails estimated at 1,000 lbs. per day.	192
1, 412	1, 704	3, 116	2, 832	94	In conductor's office	2	20 50	In August, 1867.	193

GILES A. SMITH,
Second Assistant Postmaster General.

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

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail agents; *w. t.*, way trains; *m. m.*, mail messenger. A number followed by an asterisk (*) shows the in parentheses in the remarks column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	
						Miles.	Pds.
1	Md.	2903		Baltimore, Washington	Baltimore and Ohio	40	32,581
2	Conn.	941	939	New Haven, New York	New York and New Haven	76½	16,273
3	Mass	605	605	Boston, Worcester	Boston and Albany	45	15,239
4	Mass	688	605	{ Worcester, Springfield. . . . }	do.	56	15,239
				{ Springfield, Albany. . . . }			
5	Conn.	938	937	New Haven, Springfield	Hartford and New Haven	63 5-6	12,238
6	N. Y.	1001	1001	{ New York, Middletown. . . . }	Erie	67	10,173
				{ Middletown, Hornellsville. . . . }			
				{ Hornellsville, Salamanca. . . . }		265	8,924
				{ Salamanca, Dunkirk. . . . }		82	4,576
7	Md.	2904		{ Baltimore, Cumberland. . . . }	Baltimore and Ohio	46	3,391
8	Mass.	601	601	{ Cumberland, Wheeling. . . . }	Eastern	179	7,668
				{ Boston, Portsmouth. . . . }		201	6,836
						56½	4,569
9	N. Y.	1324	1038	Attica, Hornellsville	Erie	60	2,764
10	N. Y.	1321	1035	{ Buffalo, Attica. . . . }	do.	31	2,712
				{ Attica, Corning. . . . }			
11	Vt.	484	482	{ Bellows Falls, Rutland. . . . }	Rutland and Burlington	111	627
				{ Rutland, Burlington. . . . }		52	957
				{ St. Louis, Kansas City. . . . }		67½	3,050
12	Mo.	10501		{ Kansas City, Leavenworth. . . . }	Pacific, of Missouri	282½	3,225
13	Ky.	9608		{ Louisville, Nashville. . . . }	Louisville and Nashville	26	712
				{ Troy, Eagle Bridge. . . . }		186.6	2,633
14	N. Y.	1095	1017	{ Eagle Bridge, State Line, N. Adams }	Troy and Boston	23	2,270
						30½	150
15	Mass	608	608	Boston, Providence	Boston and Providence	44	1,308
16	Conn.	937	936	New Haven, New London	New Haven and New London	50	1,227
17	Tenn	10002		Knoxville, Chattanooga	East Tennessee and Georgia	112	6,150
18	Tenn	10001		{ Knoxville, Bristol. . . . }	East Tennessee and Virginia	130.7	5,842
				{ Harrison Junction, Hagers-		69.7	1,492
				{ town, Plymouth. . . . }			
20	Mass	609	609	Boston, Plymouth	Old Colony and Newport	37½	1,051
21	N. Y.	1212	1026	Rome, Pottsdam Junction, Ogdensburg	Rome, Watertown and Ogdensburg	167	1,253
22	Me.	114	115	Portland, Bath, Augusta	Portland and Kennebec	73	1,139
23	Tenn	10002		Cleveland, Dalton	East Tennessee and Georgia	22½	1,234
24	R. I.	802	802	Providence, New London	New York, Providence and Boston	63½	936
25	N. Y.	1011	1006	New York, Greenport	Long Island	100½	830
26	N. H.	253	253	Concord, Wells River	Boston, Concord, and Montreal	93	796
27	Mass	655	654	South Braintree Junction, Newport	Old Colony and Newport	61½	755
28	N. Y.	1086	1013	Albany, Binghampton	Albany and Susquehanna	142	710
29	Conn	927	926	{ New London, Willimantic. . . . }	New London Northern	30	634
				{ Willimantic, Palmer. . . . }		35	422
30	Ohio	9013		Dayton, Sandusky	Cincinnati, Sandusky and Cleveland	156	628
31	Mich	12508		Detroit, Port Huron	Chicago, Detroit and Grand Trunk Junction	64½	614

REPORT OF THE POSTMASTER GENERAL.

based upon returns of the weight of the mails conveyed, the accommodations provided for the department, &c.

catchers: b. c., baggage car; r. p. o., railway post office; d. l., double line; s. l., single line; r. a., route equivalent in round trips, a more particular statement in tabular form being inconvenient. The figures

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>			
r. p. o., d. l.	26	375 00	300 00	15,000 00	12,000 00	July 1, 1868	Ordered Dec. 30, 1868	1
r. p. o., d. l. and r. a. on w. t.	31	375 00	325 00	28,625 00	24,808 33	Dec. 16, 1867	Ordered Jan. 2, 1869	2
r. p. o., 4 lines daily, 23.6 by 8, 35.2 by 8.6, 12 by 6, f. f. c.	33*	375 00	300 00	16,875 00	13,500 00	Aug. 15, 1868	Ordered Jan. 2, 1869	3
r. p. o., 4 lines daily, 23.6 by 8, 35.2 by 8.6, 12 by 6, f. f. c.	33*	375 00	250 00	51,600 00	34,350 00	Aug. 15, 1868	Ordered Jan. 2, 1869	4
r. p. o., d. l., 23 by 9, 28 by 9, f. f. c.	18	300 00	200 00					
r. p. o., d. l., and r. a. on w. t., 23.9 by 13.6, f. f. c.	31	325 00	275 00	20,745 83	17,554 17	Dec. 16, 1867	Ordered Jan. 2, 1869	5
r. p. o., d. l., and r. a. on w. t.	23½*	300 00	300 00	122,675 00	128,175 00	Mar. 1, 1869	Proposed.....	6
r. p. o., d. l.	17*	275 00	275 00					
r. p. o., s. l., and r. a. on w. t.	16½*	250 00	275 00	93,900 00	93,900 00	July 1, 1868	Ordered Feb. 16, ..	7
r. p. o., s. l.	7	200 00	275 00					
15 by —, f. f. c.	18	247 10	300 00	11,300 00	9,887 50	Aug. 20, 1868	Ordered June 24, '69	8
r. p. o., 30 by 8.6, f. f. c., and m. c., d. l.	31*	200 00	175 00					
r. p. o., 26 by 11, f. f. c., way 20 by 11, f. f. c.	12	200 00	56 67	12,000 00	3,400 00	Mar. 1, 1869	Proposed.....	9
r. p. o., 26 by 11, 42.4 by 11, f. f. c.	24	200 00	60 00	17,300 00	8,520 00	Mar. 1, 1869	Proposed.....	10
20 by 11, f. f. c.	12	100 00	60 00					
17 by 6.4, 14 by 6.4, f. f. s. l.	6	100 00	140 00	19,405 00	19,405 00	July 1, 1869	82,000 side service	11
18	180 81	150 00	200 00					
15*	175 00	150 00	52,037 50	44,975 00	Jan. 1, 1869	.....	12	
12	100 00	100 00	32,655 00	27,990 00	July 27, 1869	.....	13	
r. p. o.	14	175 00	150 00	6,150 00	7,350 00	July 1, 1869	{ 8600 m. m. service } { 2 miles decrease. }	14
15 by 7, f. f. c.	18	175 00	150 00					
18	50 00	100 00	6,600 00	8,910 00	July 1, 1869	.....	15	
No mail agent	25	150 00	202 50	7,567 00	10,067 00	July 1, 1869	867 side service....	16
8.9 by 6.2, 8.6 by 6.6, f. f. s. l.	23*	150 00	200 00	14,000 00	11,200 00	Oct. 1, 1868	Main route, Branch \$100, (23.)	17
r. p. o.	14	125 00	100 00	16,337 50	13,070 00	Oct. 1, 1868	.....	18
r. p. o., (11½ miles.)	10.1	125 00	144 00	8,712 50	2,465 00	July 1, 1868	19.4 miles increase.	19
by 6.4½, f. f. c., s. l.	12	125 00	49 00	4,687 50	5,400 00	July 1, 1869	Ordered Nov. 13, '68	20
6.10 by 20, f. f., s. l.	16*	115 00	100 00	19,205 00	16,700 00	July 1, 1869	With 1024, '42, (54.56)	21
15 by 8, f. f.	10*	113 35	100 00	8,275 00	7,300 00	July 1, 1869	With 1, (45).....	22
22 by —	14	100 00	50 00	2,850 00	1,425 00	Jan. 1, 1869	Branch, Main route \$125, (17.)	23
6 by 12, f. f. and b. c. 8 by 16.	22*	100 00	190 00	6,375 00	12,112 50	July 1, 1869	Proposed.....	24
10 by 8, f. f., s. l., 47 miles: residue b. c.	9*	100 00	96 02	12,050 00	11,650 00	July 1, 1869	82,000 m. m. service	25
10 by 6.6, f. f. c.	9½*	100 00	107 50	9,300 00	10,000 00	July 1, 1869	.....	26
r. p. o. (23 miles.)	10.1	100 00	121 42	6,175 00	7,498 00	July 1, 1869	.....	27
by 6.4½, f. f., s. l.	12	100 00	75 00	14,200 00	10,650 00	Apr. 1, 1869	.....	28
17.6 by 9.8½, f. f. c., and m. c.	12	100 00	85 83	5,625 00	5,275 00	July 1, 1869	1 mile decrease....	29
11.4 by 6.7, 11 by 6.4, f. f., d. l.	23*	100 00	75 00					
11.4 by 6.7, 11.6 by 6.4, f. f., d. l.	18	75 00	75 00	15,600 00	19,500 00	July 1, 1868	Decided June 18, '69	30
9 by 22, f. f. c.	12	100 00	125 00	6,425 00	4,818 75	July 1, 1869	.....	31
6.8 by 14, f. f. c., s. l.	12	100 00	75 00					

F.—Table showing the readjustment of the rates of

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails whole dist. per day.
						Miles.	Pds.
32	Mass.	680	677	Taunton, Mansfield Junction.	Taunton Branch.	12	613
33	Mass.	694	690	Fitchburg, Brattleboro', Hoo- sac Tunnel.	Vermont and Massachusetts	108	423
34	Ind.	12105		{ New Albany, Mitchell. } { Mitchell, Michigan City. }	Louisville, New Albany, and Chicago.	{ 61 227 }	{ 876 366 }
35	Md.	2908		Annapolis Junction.	Annapolis and Elk Ridge.	20	226
36	Conn.	944	943	Bridgeport, Pittsfield, State Line.	Housatonic.	121	631
37	Ohio	9006		{ Cleveland, Leavittsburg. } { Leavittsburg, Youngstown. }	Erie, (lessees Atlantic and Great Western.)	{ 50 17 }	{ 598 155 }
38	N. Y.	1236	1029	Syracuse, Oswego.	Oswego and Syracuse.	35½	594
39	N. Y.	1283	1032	Rochester, Avon.	Erie.	18	475
40	Mass.	681	678	Taunton, New Bedford.	New Bedford and Taunton.	20½	470
41	R. I.	801	801	Providence, Worcester.	Providence and Worcester.	44	463
42	Mass.	700	696	Palmer, Grout's Corner.	New London Northern.	35	432
43	Ala.	6609		Selma, Rome.	Selma, Rome and Dalton.	197½	401
44	Conn.	933	932	Middletown, Berlin Depot.	Hartford and New Haven.	10	374
45	Me.	1	1	Angusta, Skowhegan.	Portland and Kennebec.	39	353
46	Pa.	1809		Lackawaxen, Honesdale.	Erie, (lessees A. and G. W.)	25	343
47	Me.	19	19	Farmington, Brunswick.	Androscoggin.	70½	321
48	Mass.	692	688	Sterling Junction, Fitchburg.	Fitchburg and Worcester.	14	285
49	Pa.	1846		Meadville, Oil City.	Erie, (lessees A. and G. W.)	38	285
50	N. Y.	1206	1025	Utica, Lowville.	Utica and Black River.	59	408
51	Conn.	926	925	Norwich, Worcester.	Norwich and Worcester.	60	249
52	Mass.	725	721	Pittsfield, North Adams.	Pittsfield and North Adams.	21	227
53	N. Y.	1226	1033	Avon, Mount Morris.	Avon, Geneseo and Mount Morris.	16	328
54	N. Y.	1159	1024	Watertown, Cape Vincent.	Rome, Watertown and Og- densburg.	26	291
55	Vt.	477	475	Rutland, State Line, Benning- ton.	Bennington and Rutland.	59	223
56	N. Y.	1497	1042	Oswego, Richland.	Rome, Watertown and Og- densburg.	28½	180
57	Mass.	641	641	South Framingham, Milford.	Boston and Albany.	12	179
58	Me.	116	117	Portland, Alfred.	Portland and Rochester.	32	177
59	Mass.	657	656	Braintree Depot, Cohasset.	South Shore.	12	169
60	Mass.	636	636	Groton Junction, Lowell.	Boston and Lowell and Nashua and Lowell.	17	151
61	N. Y.	1035	1010	Newburg, Chester.	Erie.	19	145
62	Conn.	973	972	Vernon Depot, Rockville.	Hartford, Providence and Fishkill.	48	143
63	N. Y.	1010	1005	Stapleton, Tottenville.	Staten Island.	21	142
64	N. Y.	1499	1043	Brockton, Corry.	Buffalo, Corry and Pitts- burg.	45.3	138
65	Mass.	607	607	Boston, Southbridge.	Boston, Hartford and Erie.	70	136
66	Mass.	675	672	New Bedford, West Wareham.	New Bedford and Taunton.	16½	133
67	N. Y.	1242	1046	Skaneateles Junction, Ska- neateles.	Skaneateles.	5½	133
68	N. Y.	1513	1044	New York, Sayville.	South Side.	49	119
69	N. Y.	1014a	1008	Hicksville, Northport.	Long Island.	16½	114
70	Mass.	637	637	Groton Junction, Mason Vil- lage.	Fitchburg.	23	116
71	N. Y.	1028	1009	Sufferns, Piermont.	Erie.	18	113
72	N. Y.	1013	1007	Mineola, Locust Valley.	Long Island.	12½	76
73	Mass.	629	629	Lowell, Lawrence.	Boston and Lowell and Nashua and Lowell.	14	77
74	Mass.	635	635	South Acton Depot, Hudson.	Fitchburg.	9	66
75	Mass.	737	727	Gloucester, Pigeon Cove.	Eastern.	6½	54
76	Mass.	679	676	Taunton, Middleboro'.	Middleboro' and Taunton.	9½	41
77	Mass.	632	632	Porter's Station, Lexington.	Lexington and Arlington.	8	32
78	N. Y.	1514	1045	Goshen, Montgomery.	Montgomery and Erie.	10	54

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>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
Baggage car.....	25	100 00	150 00	1,500 00	1,800 00	July 1, 1869	\$300 m. m. service...	32
14 by —, d. l.....	12	100 00	77 17	10,800 00	8,334 36	Apr. 1, 1868	Ordered Apr. 5, 1869	33
6.6 by 10, f. f.....	12	100 00	100 00	28,800 00	23,125 00	Jan. 1, 1869	.....	34
4.6 by 2, 1 by 1.1, (box) 13	6	100 00	75 00	2,000 00	2,858 00	July 1, 1868	Ordered Jan. 1, 1869	35
12 by 6, f. f., d. l.....	8 ³ / ₄	80 00	59 39	9,680 00	7,186 00	July 1, 1869	Company pay r. a. on second line.	36
8 by 10 ¹ / ₂ , f. f. c.....	6	{ 75 00 50 00 }	50 00 }	4,630 00	3,350 00	Mar. 1, 1869	Proposed.....	37
4 by 6, locked, no agent	18	75 00	100 00	2,662 50	3,550 00	July 1, 1869	.....	38
Baggage car.....	6	75 00	44 44	1,350 00	800 00	Mar. 1, 1869	Proposed.....	39
Locked room, no agent	24 ¹ / ₂ *	75 00	150 00	1,537 50	3,075 00	July 1, 1869	.....	40
13 by 6.3, f. f. c.....	24	75 00	134 09	3,300 00	5,900 00	July 1, 1869	.....	41
11.4 by 6.7, 11 by 6.4, f. d. l.	12	75 00	53 00	2,625 00	1,855 00	Mar. 1, 1868	Ordered Jan. 28, 1869	42
8 by 17, fixtures.....	7	75 00	50 00	14,812 50	9,875 00	Feb. 1, 1869	.....	43
Baggage car.....	18	75 00	100 00	1,000 00	1,000 00	July 1, 1869	\$250 m. m. service.	44
15 by 8, f. f.....	6	75 00	100 00	2,925 00	3,900 00	July 1, 1869	With 115, (22)	45
Baggage car.....	6	75 00	50 00	1,275 00	1,250 00	Mar. 1, 1869	Proposed.....	46
7 by 12, f. f.....	6 ³ / ₄ *	75 00	50 00	5,306 25	3,537 50	July 1, 1869	.....	47
Baggage car; no r. a.	18	75 00	100 00	1,050 00	1,400 00	July 1, 1869	.....	48
8 by 10 ¹ / ₂ , f. f. c.....	6	75 00	50 00	2,850 00	1,900 00	Mar. 1, 1869	Proposed.....	49
Baggage car.....	9 ³ / ₄ *	67 79	50 00	4,000 00	2,950 00	July 1, 1869	.....	50
10 by 6.3, f. f., s. l.	12 ³ / ₄ *	60 00	110 00	3,600 00	8,030 00	July 1, 1869	13 miles decrease	51
Baggage car.....	12	60 00	75 00	1,260 00	1,575 00	July 1, 1869	.....	52
Baggage car.....	12	59 37	56 25	950 00	900 00	July 1, 1869	.....	53
Baggage car.....	12	50 00	100 00	1,300 00	2,600 00	July 1, 1869	With 1026, '42, (21,56)	54
20 by —, f. f.....	6	50 00	100 00	2,950 00	5,900 00	July 1, 1869	.....	55
Baggage car.....	12	50 00	100 00	1,645 00	2,850 00	July 1, 1869	\$220 side service. With 1034, '26, (54,21)	56
Baggage car.....	18	50 00	75 00	600 00	900 00	July 1, 1869	.....	57
Baggage car.....	6	50 00	55 55	1,600 00	1,777 77	July 1, 1869	.....	58
.....	12	50 00	112 50	1,304 00	1,350 00	July 1, 1869	\$704 m. m. service, & c	59
Locker in b. c., 36 cu. ft.	15	50 00	52 94	1,100 00	1,100 00	July 1, 1869	\$250 r. a.; formerly \$200.	60
Baggage car.....	6	50 00	42 84	950 00	814 00	Mar. 1, 1869	Proposed.....	61
.....	12	50 00	86 48	500 00	500 00	July 1, 1869	\$268 75 m. m. and side service.	62
.....	12	50 00	66 66	1,800 00	1,400 00	July 1, 1869	\$750 side service	63
8 by 12, 8 by 10, f. f.....	6	50 00	79 55	2,471 00	3,603 50	July 1, 1869	\$206 side service	64
12 by 6 ¹ / ₂ , f. f.....	12	50 00	74 48	3,500 00	5,214 00	July 1, 1869	.....	65
Locked room; no agent	15*	50 00	125 00	812 50	2,031 25	July 1, 1869	.....	66
Baggage car.....	18	50 00	40 72	350 00	224 00	July 1, 1869	\$75 m. m. service	67
8 by 8, f. f.....	6	50 00	61 22	3,000 00	3,000 00	July 1, 1869	\$350 side service	68
Baggage car.....	12	50 00	75 76	1,250 00	1,250 00	July 1, 1869	\$425 side service	69
.....	6	50 00	65 22	1,150 00	1,500 00	July 1, 1869	.....	70
6 ¹ / ₂ by 7 ¹ / ₂ , f. f. c.....	6	50 00	42 89	900 00	772 00	Mar. 1, 1869	Proposed. (Old returns.)	71
Baggage car.....	12	50 00	75 00	862 50	750 00	July 1, 1869	{ 2 ¹ / ₂ miles increase } { \$250 side service. }	72
Locker in b. c., 36 cu. ft.	21	50 00	75 00	700 00	1,050 00	July 1, 1869	.....	73
.....	12	50 00	55 56	500 00	500 00	July 1, 1869	\$50 m. m. service	74
Baggage car.....	10*	50 00	69 23	450 00	450 00	July 1, 1869	\$125 m. m. service	75
Baggage car.....	12	50 00	63 16	475 00	600 00	July 1, 1869	.....	76
.....	12	50 00	51 12	400 00	409 00	July 1, 1869	.....	77
Passenger car.....	9*	40 00	30 00	400 00	300 00	July 1, 1869	.....	78
				803,706 58	742,852 63			
				742,852 63				
				60,853 95				

GILES A. SMITH,
Second Assistant Postmaster General.

Index to Table F.

Title.	Order.	Number of routes.	New number of routes.
Albany and Sasquehanna	28	1086	1013
Androscoggin	47	19	19
Annapolis and Elk Ridge	35	2908	.....
Avon, Genesee and Mt. Morris	53	1286	1033
Baltimore and Ohio	1	2903	.....
Baltimore and Ohio	7	2904	.....
Bennington and Rutland	55	477	475
Boston and Albany	3	605	605
Boston and Albany	4	688	605
Boston and Albany	57	641	641
Boston and Lowell and Nashua and Lowell	60	636	636
Boston and Lowell and Nashua and Lowell	73	629	629
Boston and Providence	15	608	608
Boston, Concord and Montreal	26	253	253
Boston, Hartford and Erie	65	607	607
Buffalo, Corry and Pittsburg	64	1499	1043
Chicago, Detroit and Grand Trunk Junction	31	12508	.....
Cincinnati, Sandusky and Cleveland	30	9013	.....
Eastern	8	601	601
Eastern	75	737	727
East Tennessee and Georgia	17	10002	.....
East Tennessee and Georgia	23	10002	.....
East Tennessee and Virginia	18	10001	.....
Erie	6	1001	1001
Erie	9	1324	1038
Erie	10	1321	1035
Erie, (lessees Atlantic and Great Western)	37	9006	.....
Erie	39	1283	1032
Erie, (lessees Atlantic and Great Western)	46	1809	.....
Erie, (lessees Atlantic and Great Western)	49	1846	.....
Erie	61	1035	1010
Erie	71	1028	1009
Fitchburg	70	637	637
Fitchburg	74	635	635
Fitchburg and Worcester	48	692	688
Hartford and New Haven	5	938	937
Hartford and New Haven	44	933	932
Hartford, Providence and Fishkill	62	973	972
Housatonic	36	944	943
Indianapolis, Cincinnati and Lafayette	19	9491	9035
Lexington and Arlington	77	632	632
Long Island	25	1011	1006
Long Island	69	1014	1008
Long Island	72	1013	1007
Louisville and Nashville	13	9608	.....
Louisville, New Albany and Chicago	34	12105	.....
Middleboro' and Taunton	76	679	676
Montgomery and Erie	78	1514	1045
New Bedford and Taunton	40	681	678
New Bedford and Taunton	66	675	672
New Haven and New London	16	937	936
New London Northern	29	927	926
New London Northern	42	700	696
New York and New Haven	2	941	939
New York, Providence and Boston	24	802	802
Norwich and Worcester	51	926	925
Old Colony and Newport	20	609	609
Old Colony and Newport	27	655	654
Oswego and Syracuse	38	1236	1029
Pacific, of Missouri	12	10501	.....
Pittsfield and North Adams	52	725	721
Portland and Kennebec	22	114	115
Portland and Kennebec	45	1	1
Portland and Rochester	58	116	117
Providence and Worcester	41	801	801
Rome, Watertown and Ogdensburg	21	1212	1026
Rome, Watertown and Ogdensburg	54	1159	1024
Rome, Watertown and Ogdensburg	56	1497	1042
Rutland and Burlington	11	484	482
Selma, Rome and Dalton	43	6609	.....
Skaneateles	67	1242	1046
South Shore	59	657	656
South Side	68	1513	1044
Staten Island	63	1010	1005
Taunton Branch	32	680	677
Troy and Boston	14	1095	1017
Utica and Black River	50	1206	1025
Vermont and Massachusetts	33	694	690

No. 13.—*Circular of instructions.—Through mails.—Overland route to California.*

POST OFFICE DEPARTMENT,
Contract Office, Washington, D. C., September, 1869.

1. Between New York and San Francisco, the route of the through mails is as follows, viz: From New York, New York, *via* Harrisburg, Pennsylvania; Pittsburg, Pennsylvania; Chicago, Illinois; Omaha City, Nebraska; Cheyenne City, Wyoming; Bryan, Wyoming; Uintah, Utah; Corinne, Utah; Promontory, Utah; Indian Creek, Utah; Elko, Nevada; Argenta, Nevada; Winnemucca, Nevada; Sacramento City, California; Stockton, California; and Oakland, California, to San Francisco, California, and back. This route runs from New York over the Central railroad of New Jersey to Harrisburg; the Pennsylvania railroad to Pittsburg; the Pittsburg, Fort Wayne, and Chicago railroad to Chicago; the Chicago and Northwestern railroad to Omaha City; the Union Pacific railroad to Promontory; the Central Pacific railroad to Sacramento City; and the Western Pacific railroad to San Francisco.

2. The through mails from Washington and from Philadelphia for San Francisco connect at Harrisburg with the route described in paragraph 1—the route from Washington, District Columbia, running over the Washington branch of the Baltimore and Ohio railroad to Baltimore, Maryland, and the Northern Central railroad to Harrisburg, Pennsylvania; and the route from Philadelphia, Pennsylvania, over the Pennsylvania railroad to Harrisburg, Pennsylvania.

3. The through mails from Boston for San Francisco connect at Chicago with the route described in paragraph 1—the route from Boston, Massachusetts, running over the Boston and Albany railroad to Albany, New York; the New York Central railroad to Buffalo, New York; the Buffalo and Erie railroad to Erie, Pennsylvania; the Lake Shore railway to Toledo, Ohio; and the Michigan Southern and Northern Indiana railroad to Chicago, Illinois.

4. The through mails from Cincinnati for San Francisco connect at Chicago with the route described in paragraph 1—the route from Cincinnati, Ohio, running over the White Water Valley division of the Indianapolis, Cincinnati and Lafayette railroad to Hagerstown, Indiana, and the Columbus, Chicago and Indiana Central railroad to Chicago, Illinois.

5. The through mails from St. Louis for San Francisco connect at Omaha City with the route described in paragraph 1—the route from St. Louis, Missouri, running over the North Missouri railroad to Macon, Missouri; the Hannibal and St. Joseph railroad to St. Joseph, Missouri; and the St. Joseph and Council Bluffs railroad to Omaha City, Nebraska.

6. Through mails from Denver City, Colorado, connect with the route described in paragraph 1 at Cheyenne City, Wyoming, on the Union Pacific railroad.

7. Through mails from Salt Lake City, Utah, connect with the route described in paragraph 1 at Uintah, Utah, on the Union Pacific railroad.

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

At San Francisco, from New York, from Washington, from Boston, from Cincinnati, from Chicago, from St. Louis, from Omaha City, from Denver City, from Salt Lake City, from Promontory, and from Sacramento City;

At Sacramento City, from San Francisco, from New York, from Washington, from Boston, from Chicago, from St. Louis, from Omaha City, from Denver City, from Salt Lake City, and from Promontory;

At Salt Lake City, from San Francisco, from Sacramento City, from New York, from Washington, from Boston, from Chicago, and from St. Louis;

At Denver City, from San Francisco, from Sacramento City, from New York, from Washington, from Boston, from Chicago, from St. Louis, and from Omaha City;

At Chicago, from San Francisco, from Sacramento City, from Salt Lake City, from Denver City, from Omaha City, from Washington, from Boston, and from Cincinnati;

At St. Louis, from San Francisco, from Sacramento City, from Salt Lake City, from Denver City, and from Omaha City;

At Cincinnati, from San Francisco, from Sacramento City, and from Chicago;

At Washington, from San Francisco, from Sacramento City, from Salt Lake City, from Denver City, and from Chicago;

At Boston, from San Francisco, from Sacramento City, and from Chicago; and

At New York, from San Francisco, from Sacramento City, from Promontory, from Salt Lake City, from Denver City, and from Omaha City.

9. 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 the points named in paragraph 8. 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 the points at which the records are to be kept, and also blanks in which to enter the month, day, and hour of arrival at the points at which the records are to be kept.

10. One of these post-bills, with the first-mentioned blanks *carefully* and *properly*

filled, must accompany every mail dispatched from either of the points named in paragraph 8 for points at which records are to be kept.

11. On the arrival of mails accompanied by these post-bills at either of the points at which records are to be kept, the post-bills are to be gathered by some reliable clerk designated for the purpose, who shall carefully note thereon, in the proper blanks, the month, day, and hour of their arrival.

12. From the memoranda thus prepared, the postmasters at San Francisco, Sacramento City, Salt Lake City, Denver City, Chicago, St. Louis, Cincinnati, Washington, Boston, and New York 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 points indicated in paragraph 8, 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."

13. 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,

GILES A. SMITH,
Second Assistant Postmaster General.

No. 14.—*Railway post office lines in operation on the 30th of June, 1869, giving the termini and the length of each route.*

	Miles.
Atlanta, Georgia, and Chattanooga, Tennessee.....	140
Albany, New York, and Buffalo, New York.....	298
Buffalo, New York, and Toledo, Ohio.....	295
Boston, Massachusetts, and St. Albans, Vermont.....	290
Bloomington, Illinois, and Centralia, Illinois.....	136
Boston, Massachusetts, and Portland, Maine.....	111
Boston, Massachusetts, and Albany, New York.....	200
Boston, Massachusetts, and Orleans, Massachusetts.....	110
Boston, Massachusetts, and Fitchburg, Massachusetts.....	50
Boston, Massachusetts, and South Berwick, Maine.....	74
Bristol, Tennessee, and Chattanooga, Tennessee.....	242
Chicago, Illinois, and Green Bay, Wisconsin.....	242
Chicago, Illinois, and Quincy, Illinois.....	286
Chicago, Illinois, and Dunleith, Illinois.....	188
Chicago, Illinois, and Davenport, Iowa.....	184
Chicago, Illinois, and Clinton, Iowa.....	138
Chicago, Illinois, and Centralia, Illinois.....	253
Chicago, Illinois, and St. Louis, Missouri.....	280
Centralia, Illinois, and Cairo, Illinois.....	112
Columbus, Kentucky, and Cairo, Illinois.....	21
Clinton, Iowa, and Montana, Iowa.....	203
Dubuque, Iowa, and Iowa Falls, Iowa.....	143
Freeport, Illinois, and Bloomington, Illinois.....	139
La Fayette, Indiana, and Quincy, Illinois.....	273
Louisville, Kentucky, and Nashville, Tennessee.....	185
Memphis, Tennessee, and Chattanooga, Tennessee.....	310
Montana, Iowa, and Council Bluffs, Iowa.....	150
New York, New York, and Boston, Massachusetts.....	234
New York, New York, and Washington, District of Columbia.....	232
New York, New York, and Buffalo, New York.....	433
New York, New York, and Albany, New York.....	144
Philadelphia, Pennsylvania, and Pittsburg, Pennsylvania.....	358
Peoria, Illinois, and Burlington, Iowa.....	45
Quincy, Illinois, and St. Joseph, Missouri.....	206
Rochester, New York, and Niagara Falls, New York.....	77
Toledo, Ohio, and La Fayette, Indiana.....	203
Washington, District of Columbia, and Weldon, North Carolina.....	216
Total.....	7,201

No. 15.—*Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1869.*

The postages on United States and European mails were as follows :

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged with the United Kingdom.....	\$661, 112 50
With North German Union.....	521, 236 22
With France.....	243, 026 96
With Belgium.....	11, 563 04
With Netherlands.....	17, 583 59
With Switzerland.....	30, 286 20
With Italy.....	18, 964 54
Total postages.....	<u>1, 503, 773 05</u>

Being \$202,694 71 less than the amount reported for the previous year.

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

To Great Britain.....	\$347, 617 05
To North German Union.....	257, 104 27
To France.....	133, 370 33
To Belgium.....	5, 752 05
To Netherlands.....	9, 001 19
To Switzerland.....	14, 191 90
To Italy.....	7, 333 80
Total.....	<u>774, 370 59</u>

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

From Great Britain.....	\$313, 495 45
From North German Union.....	264, 131 95
From France.....	109, 656 63
From Belgium.....	5, 810 99
From Netherlands.....	8, 582 40
From Switzerland.....	16, 094 30
From Italy.....	11, 630 74
Total.....	<u>729, 402 46</u>

Postages collected in the United States.....	\$939, 348 95
Postages collected in Europe.....	564, 424 10

Excess of collections in the United States.....	<u>374, 924 85</u>
---	--------------------

Number of letters sent from the United States.....	6, 083, 504
Number of letters received from Europe.....	5, 345, 047
Total.....	<u>11, 428 551</u>

Being an increase of 1,359,892 over the number reported for the previous year.

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

Great Britain.....	\$34, 121 60
France.....	23, 713 70
Netherlands.....	418 79
Total.....	<u>58, 254 09</u>

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

North German Union.....	\$7, 027 68
Italy.....	4, 296 94
Switzerland.....	1, 902 40
Belgium.....	58 94
Total.....	<u>13, 285 96</u>

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

Name of line.	Letters.	Postage.
Cunard line.....	3,051,559	\$422,941 85
Bremen (North German Lloyd) line.....	2,817,532	355,140 10
Inman (Dale) line.....	2,358,005	327,045 48
Hamburg line.....	2,799,387	340,589 92
Canadian line.....	145,842	19,039 24
French line.....	243,991	38,869 77
Baltimore line.....	611	73 83
British Steamship Company line.....	1,685	72 86
Totals.....	11,418,612	1,503,773 05

Number of letters and newspapers, and amounts of postage on 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.	Amount of postage.
West Indies.....	693,758	214,003	\$88,984 24
Panama and South Pacific.....	240,812	112,850	43,344 15
Brazil.....	159,986	95,589	19,391 75
Mexico.....	40,486	37,936	5,118 12
China and Japan.....	16,570	12,190	1,960 80
Sandwich Islands.....	7,964	1,447	825 34
Belize (Honduras).....	8,447	.....	844 70
Cape Town.....	10	.....	1 00
Totals.....	1,168,033	474,015	160,410 10

No. 16.—Convention between the general post office of the United Kingdom of Great Britain and Ireland and the general post office of the United States of America.

The general post office of the United Kingdom of Great Britain and Ireland and the general post office of the United States of America, being desirous of establishing and maintaining an exchange of mails between the United States on the one side, and the colony of British Honduras on the other, by means of the British mail packet plying between New Orleans and Belize, the undersigned, duly authorized for that purpose, have agreed upon the following articles:

ARTICLE 1. There shall be a direct exchange of mails between the office of New Orleans on the one part, and the office of Belize on the other, comprising letters, newspapers, book-packets, and packets of patterns or samples, originating in the United States and addressed to British Honduras, or originating in British Honduras and addressed to the United States. These mails shall be conveyed by the British mail packets established between New Orleans and Belize, so long as the British government shall deem it expedient to maintain such packets.

ARTICLE 2. The postage to be collected in British Honduras upon paid correspondence addressed to the United States shall be six pence per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion; one penny for each newspaper, and three pence per four ounces for book-packets, or packets of patterns or samples; and the postage to be collected in the United States upon paid correspondence addressed to British Honduras shall be twelve cents per single letter not exceeding half an ounce in weight, heavier letters being charged in proportion; two cents on each newspaper, and six cents per four ounces on book-packets or packets of patterns or samples. The postage in either direction must in all cases be wholly prepaid. The correspondence thus paid shall be delivered at the place of destination, whether in the United States or in British Honduras, free from all charge whatsoever.

ARTICLE 3. The exchange of the correspondence referred to in article 2 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 4. Every letter, newspaper, book-packet, or packet of patterns or samples, dispatched from one office to another, shall be plainly stamped, in red ink, with a stamp bearing the word "paid" on the right-hand corner of the address, and shall also bear the dated stamp of the office at which it was posted.

ARTICLE 5. Dead letters, newspapers, &c., which cannot be delivered, from whatever cause, shall be mutually returned, without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE 6. The two offices may, by mutual consent, make such detailed regulations as shall be found necessary to carry out the objects of this agreement; such regulations to terminate at any time, on a reasonable notice by either office.

ARTICLE 7. This convention shall come into operation on the 1st day of October, 1869, 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 eleventh day of August, 1869, and in London on the fourth day of September, 1869.

JNO. A. J. CRESWELL, [L. s.]
Postmaster General.

HARTINGTON, [L. s.]
Postmaster General of the United Kingdom.

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

U. S. GRANT.

By the President :

HAMILTON FISH, [L. s.]
Secretary of State.

WASHINGTON, August 11, 1869.

No. 17.—*Additional article to the regulation of detail and order signed at Paris, November 28, 1867, and concerning the exchange of correspondence between Switzerland and the United States of America.*

In accordance with article 18 of the postal convention concluded at Berne, between Switzerland and the United States, dated October 11, 1867, the two administrations have agreed to replace article 17 of the detailed regulations of November 28, 1867, relative to same convention, by the following arrangements:

SOLE ARTICLE. It is agreed, that the accounts between the two offices shall be respectively established upon the letter-bills in the money of the dispatching office, excepting, however, the international rates on unpaid or insufficiently paid letters, which must be calculated in the money of the country where such letters are delivered.

As far as concerns the international rates, the reduction of the money shall take place in the general accounts, on the basis of five francs fifteen centimes for one dollar of the United States.

In marking the foreign postages upon the letter-bills in the money of the dispatching office, the cent of the United States shall be considered as the equivalent of five centimes of Switzerland.

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

Signed at Berne the 6th March, and at Washington the 26th of March, 1869.

JNO. A. J. CRESWELL, [L. s.]
Postmaster General.

DOBBS, [L. s.]
Director General of Posts.

No. 18.—*Amended article to replace article 16 of the detailed regulations for the execution of the postal convention signed at Florence the 8th day of November, 1867.*

In accordance with article 18 of the postal convention between Italy and the United States, signed at Florence on the 8th of November, 1867, the two administrations have agreed to replace article 16 of the detailed regulations of 19th March and 2d May, 1862, by the following article:

ARTICLE 16. It is understood that the accounts between the two offices shall be established in the respective letter-bills in the proper money of the dispatching 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 five lire ten centesimi of Italy for one dollar of the United States. In entering the foreign charges on the letter-bill in the money of the dispatching office, the cent of the United States and five centesimi of Italy shall be taken as equivalent. 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.

Signed at Washington the 1st day of May, and at Florence the 25th day of May, 1869.

JNO. A. J. CRESWELL, [SEAL.]

Postmaster General.

G. BARBAYARA, [SEAL.]

Director General of Posts.

No. 19.—*Total operations of the appointment office for the year ended June 30, 1869.*

States, &c.	Post offices.				Postmasters.			Total number of cases.
	Established.	Discontinued.	Name and sites changed.	Appointments on change of name and sites.	Resigned.	Removed.	Deceased.	
Alabama.....	83	70	4	1	57	38	4	256
Alaska.....	1				1			2
Arizona.....	3	4			2	2		11
Arkansas.....	67	62	11	6	75	27	3	245
California.....	44	19	15	7	47	39	5	169
Colorado.....	12	4	8	3	4	7	1	42
Connecticut.....	10	6	5	2	81	71	3	176
Dakota.....	5	1	3	1	13	6	1	29
Delaware.....	2	1	3	1	5	10	2	23
District of Columbia.....			1			1		2
Florida.....	25	27			20	15	1	88
Georgia.....	45	47	5	2	58	32	2	189
Idaho.....	3	5	6	3	5	5		24
Illinois.....	59	35	26	10	265	200	12	597
Indiana.....	48	33	23	9	252	90	11	457
Indian Territory.....								
Iowa.....	61	36	17	6	233	98	6	441
Kansas.....	70	18	17	8	86	34	6	231
Kentucky.....	51	44	11	5	147	57	10	320
Louisiana.....	29	16	1		34	28	3	111
Maine.....	16	10			74	34	6	140
Maryland.....	14	4	14	6	57	76	7	172
Massachusetts.....	8	3	4	1	59	38	10	122
Michigan.....	68	28	15	7	128	75	4	318
Minnesota.....	40	9	10	4	67	65	2	193
Mississippi.....	45	36	2		49	37	5	174
Missouri.....	102	61	17	7	226	132	10	548
Montana.....	22	5	3		15	6		51
Nebraska.....	38	17	12	5	55	11	2	135
Nevada.....	15	8	4	1	9	7	1	44
New Hampshire.....	8	2	3	1	58	39	7	117
New Jersey.....	16	4	12	5	53	44	6	135
New Mexico.....	2	5			6	4		17
New York.....	38	26	14	6	296	450	27	851
North Carolina.....	80	43	3		104	45	4	279
Ohio.....	55	23	15	6	362	223	7	685
Oregon.....	24	9	6	2	18	5	1	63
Pennsylvania.....	92	24	37	23	379	351	23	906
Rhode Island.....		2	5	2	5			13
South Carolina.....		22			33	31	2	130
Tennessee.....	58	32	26	14	117	62	11	306
Texas.....	71	71	12	4	82	25	4	265
Utah.....	9	2	9	3	7	1		28
Vermont.....	3	1	2		49	11	5	71
Virginia.....	70	81	7	2	84	33	7	282
Washington.....	8	8	4	1	13	4	2	39
West Virginia.....	25	42	2		84	30	4	187
Wisconsin.....	42	17	6	2	112	92	2	271
Wyoming.....	18	5			8			31
Total.....	1,653	1,028	400	166	3,994	2,691	230	9,996

No. 20.—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, for the year ended June 30, 1869.

States and Territories.	Whole number of post offices, June 30, 1868.	Increase.	Decrease.	By the President of the United States, June 30, 1868.	Increase.	Decrease.	By the President of the United States, June 30, 1869	Total by the Postmaster General, June 30, 1869.	Whole number of offices in the United States, June 30, 1869.
Alabama	475	13		8	1		9	479	488
Alaska	1	1						2	2
Arizona	15		1					14	14
Arkansas	351	5		3	2		5	351	356
California	444	25		18	2		20	449	469
Colorado	75	14		3	1		4	85	89
Connecticut	393	4		25	5		30	367	397
Dakota	31	4		1		1		35	35
Delaware	86	1		2	1		2	85	87
District of Columbia	5			1			2	3	5
Florida	108		2	4	1		5	101	106
Georgia	450		2	12	1		13	435	448
Idaho	31		2	2			2	27	29
Illinois	1,547	24		75	19		94	1,477	1,571
Indiana	1,270	15		40	6		46	1,239	1,285
Indian Territory									
Iowa	1,054	25		31	10		41	1,038	1,079
Kansas	329	52		6	5		11	370	381
Kentucky	872	7		18		1	17	862	879
Louisiana	203	13		3	1		4	212	216
Maine	800	6		22	1		23	783	806
Maryland	475	10		9			9	476	485
Massachusetts	670	5		64	3		67	608	675
Michigan	902	40		40	9		49	893	942
Minnesota	574	31		10	6		16	589	605
Mississippi	340	9		9	2		11	338	349
Missouri	1,062	41		20	3		23	1,080	1,103
Montana	36	17		2			2	51	53
Nebraska	158	21		2			2	177	179
Nevada	43	7		4			4	46	50
New Hampshire	394	6		12	4		16	384	400
New Jersey	503	12		24	7		31	484	515
New Mexico	43		3	1			1	39	40
New York	2,596	12		115	14		129	2,479	2,608
North Carolina	691	37		7	3		10	718	728
Ohio	1,973	32		72	4		76	1,929	2,005
Oregon	129	15		3			3	141	144
Pennsylvania	2,639	68		85	2		87	2,620	2,707
Rhode Island	98		2	8			8	88	96
South Carolina	285	20		5	2		7	298	305
Tennessee	709	26		8	5		13	722	735
Texas	494			10	5		15	479	494
Utah	97	7		1			1	103	104
Vermont	447	2		14	1		15	434	449
Virginia	959		11	15			15	933	948
Washington	66							66	6
West Virginia	566		17	5			5	544	549
Wisconsin	991	25		30	6		36	980	1,016
Wyoming	1	13			1		1	13	14
Total	26,481	665	40	849	133	2	980	26,126	27,106

No. 21.—Convention for the further amelioration of the postal intercourse between the United States of America and the Swiss Confederation, by means of international money-orders issued by their respective postal administrations.

The Post Department of the United States of America, by its special commissioner, John A. Kasson, esq., and the federal council of the Swiss Confederation, by Dr. Jacques Dubz, vice president of the federal council and chief of the federal post department, and Jacques Jean Challet-Venel, member of the federal council and chief of the federal department of treasury, have agreed upon the following articles, subject to ratification by the respective authorities of the two countries.

ARTICLE 1. Any person resident in either country, and desiring to transmit small sums of money to any resident in the other country, may effect the same by means of international postal money-orders, in the manner hereinafter set forth.

ARTICLE 2. There shall be designated in each country at least one office as the international money-order office. This office shall be (a) on the part of the United States, New York, (b) on the part of the Swiss Confederation, Bâle. If it shall be found necessary, additional international offices may be established by common agreement for the same object.

ARTICLE 3. Any person desiring to make such international remittance of money may purchase, at any money-order office of the country of his residence, a postal order for the requisite amount, not exceeding fifty dollars (gold value) in the United States, or its equivalent in Switzerland. This order shall be drawn on the international office of the same country. It shall contain the name and address of the beneficiary in the country of destination, and shall be in the form to be prescribed by the post department of the country of origin. The postmaster issuing the order shall immediately transmit the original to the postmaster of the international office on which it is drawn.

ARTICLE 4. At stated periods, and according to a form to be agreed upon between the two post departments, in their common regulations for the execution of this convention, the postmaster of each international money-order office shall transmit to the corresponding international office a duly certified list of such international orders received by him since the last previous transmission, to be paid in the other country. Immediately upon the receipt thereof, the postmaster of the international receiving office shall transmit, according to the usage of the receiving administration, a domestic money-order for the amount due to the beneficiary.

ARTICLE 5. In order to simplify accounts and to conform the exchange of international money-orders to the usage of each administration, and to the convenience of the people of each country, it is further agreed that the charges for such exchange of orders shall be composed of—

First. The domestic charge of the dispatching office, which shall not exceed its usual charge upon domestic money-orders of the same amount.

Second. The charge for international exchange, which shall be also fixed by the dispatching administration, subject to a minimum of twenty cents in the United States, and of one franc in Switzerland, and to a maximum of one per cent. where such rate exceeds the minimum.

Third. The domestic charge of the receiving country upon the order by means of which the sum is paid to the beneficiary, which shall not exceed its usual charge upon domestic money-orders of the same amount.

The first two charges shall always be prepaid in the country of origin, either at the time of the purchase of the order, or by deduction at the international dispatching office, as the dispatching administration may by regulation prescribe. The third charge shall always be collected in the country of destination, by deduction at the international receiving office, or in such other mode as the receiving administration shall prescribe. The dispatching administration shall retain the first and second charges, and the receiving administration shall retain the third charge. Each administration reserves the right to establish a rate for the international charge, mentioned in the second clause of this article, in excess of the maximum there fixed, whenever the cost of international exchange shall temporarily render it necessary. Each administration shall communicate to the other its tariff of charges which shall be established under this convention.

ARTICLE 6. The debtor administration shall also, at its own cost, immediately after the verification of the semi-annual accounts, pay to the creditor administration, in London or in Paris, the balance found due on the exchanges of the last preceding half year, without any deduction. All correspondence exchanged between the respective administrations in the execution of this convention shall be at the charge of the dispatching office. If, pending the settlement of an account, it shall be ascertained that the balance due from one administration to the other shall exceed the sum of two thousand dollars, the debtor administration shall promptly place a proximate amount to the credit of the other.

ARTICLE 7. The provisions of this convention relating to money are established on the basis of gold. If, for the internal convenience of either country, any other currency shall be paid to the beneficiary of the money-order, it is, in all cases, to be made as nearly as practicable the equivalent of gold, according to the relative values existing at the time. If the sender is allowed to pay for his order in any other currency than gold, the amount certified by the international office is in all cases to be the equivalent in gold. The equivalents are to be ascertained under regulations of the department employing such currency. The limitation of the charges in article 5 expressed is also based upon gold value, and, if other currency is accepted, the limitation is extended to reach its equivalent in such other currency.

ARTICLE 8. Any sums certified as in article 4 provided, which, after a reasonable delay, cannot for any cause be paid to the beneficiary, shall be re-certified to the dis-

patching administration for the benefit of the sender, to be repaid in the manner conformable to the interior regulations of the country of origin. But the administration re-certifying the same reserves the right to first deduct its domestic charge of the same amount as if the remittance had been actually paid to the beneficiary.

ARTICLE 9. Each international office shall certify its orders to the other in amounts designated in the denominations of the money of the dispatching country. These denominations shall be converted at the international receiving office at the rate which shall be fixed by common accord of the two administrations.

ARTICLE 10. The two post departments shall, by common accord, establish the detailed regulations for carrying this convention into execution, and may modify them from time to time as the exigencies of the service may require.

ARTICLE 11. This convention shall take effect at a time to be fixed by common accord of the two administrations. It shall then continue in force until terminated by mutual agreement or otherwise, until one year from notice given by one department to the other of its desire to terminate it.

Executed in duplicate at Berne this 12th day of October, A. D. 1867.

JOHN A. KASSON, *Special Com'r, &c.*

DR. J. DUBS.

J. CHALLET-VENEL.

POST OFFICE DEPARTMENT,
United States of America, Washington, D. C.

Having examined and considered the foregoing articles of a convention for the further amelioration of the postal intercourse between the United States of America and the Swiss Confederation, by means of international money-orders issued by their respective postal administrations, which articles were agreed upon and executed in duplicate at Berne on the 12th day of October, A. D. 1867, by the Hon. John A. Kasson, special commissioner, &c., &c., on behalf of this department, and by Dr. Jacques Dubs, vice-president of the federal council and chief of the federal post department, and Jacques Jean Challet-Venel, member of the federal council and chief of the federal department of the treasury, on behalf of the federal council of the Swiss confederation, the same are by me hereby ratified and approved, by and with the advice and consent of the President of the United States.

In testimony whereof, I have caused the seal of the Post Office Department to be hereto affixed, with my signature, this second day of July, A. D. one thousand eight hundred and sixty-nine.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster General.

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

[SEAL.]

U. S. GRANT.

By the President:

J. C. BANCROFT DAVIS,
Acting Secretary of State.

WASHINGTON, July 2, 1869.

No. 22.—*Detailed 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 concluded at Berne, October 12, 1867, for the exchange of postal money-orders.*

In accordance with articles 10 and 11 of the convention for the exchange of postal money-orders concluded October 12, 1867, at Berne, between the authorized agent of the Post Office Department of the United States of America and the delegates of the Swiss federal council, the postal administrations of the two countries, for the purpose of putting that convention into execution, have agreed upon the following stipulations, which are to replace and annul the regulations arranged at Paris November 30, 1867.

ARTICLE 1. Article 3 of the convention of October 12, 1867, shall be carried into effect with this understanding, that no money-order which is remitted from the United States to Switzerland shall exceed the sum of fifty dollars in United States notes, and that no money-order which is remitted from Switzerland for payment in the United States shall exceed the sum of two hundred and fifty-seven francs and fifty centimes, or fifty dollars in gold coin.

ARTICLE 2. Article 6 of the convention of October 12, 1867, shall be executed as follows, to wit: Whenever either administration has a payment to make to the other,

whether of a balance or on account, such payment shall always be effected by means of a bill of exchange on Paris.

ARTICLE 3. The list for which article 4 of the convention of October 12, 1867, provides, by means of which the exchange office of Bâle communicates to the exchange office of New York the amounts deposited in Switzerland to be paid in the United States, shall follow the model A hereto annexed. The list by means of which, in accordance with the above-mentioned article 4, the exchange office of New York communicates to that of Bâle the amounts deposited in the United States to be paid in Switzerland, shall follow the model B hereto annexed. Every money-order shall be entered on these lists with a consecutive number, commencing with number 1 at the beginning of the calendar year. Each of the two exchange offices shall forward a list to the other regularly once a week, and by the last mail of the week; but whenever it appears necessary, two lists may be transmitted during the same week. The lists shall be sent in duplicate, and shall bear consecutive numbers, commencing with each year. It is understood that both copies are to be numbered alike. Should it happen that at the departure of the last mail of the week there are no deposits to be communicated, for payment,) the weekly list must nevertheless be sent in that mail. But in such a case the exchange office will write across the lists the words, "No business."

ARTICLE 4. The receiving office will verify the lists received, and if errors are found will indicate them with red ink. It will also insert the items which are to be entered by the receiving office, place its mark of acceptance on the back of one of the duplicates, describe thereon in detail the errors, should any be discovered, and then return such duplicate to the dispatching office.

ARTICLE 5. The fees for the exchange of orders to be fixed by the two postal administrations, in accordance with article 5 of the convention of October 12, 1867, are for the present arranged as follows, to wit:

1. The Swiss postal administration is to receive for every money-order remitted to the United States:

a. The domestic rate, viz:

For every money-order not exceeding the sum of 100 francs.....	20 centimes.
For every money-order exceeding 100 francs, but not more than 200 francs.....	30 centimes.
For every order exceeding 200 francs.....	40 centimes.

b. The international rate, viz:

For every money-order not exceeding the sum of 100 francs.....	1 franc.
For every order exceeding 100 francs, but not more than 200 francs.....	2 francs.
For every order exceeding 200 francs.....	3 francs.

2. For every money-order arriving from the United States, the rates previously stated under No. 1, letter a.

The postal administration of the United States will receive:

3. For every money-order remitted to Switzerland:

a. The domestic rate, viz:

For every money-order not exceeding \$20.....	10 cents, U. S. currency.
For every money-order exceeding \$20, but not more than \$30.....	15 cents, U. S. currency.
For every money-order exceeding \$30, but not more than \$40.....	20 cents, U. S. currency.
For every money-order exceeding \$40.....	25 cents, U. S. currency.

b. The international rate, viz:

For every money-order not exceeding \$20.....	20 cents, U. S. gold.
For every money-order exceeding \$20, but not more than \$30.....	30 cents, U. S. gold.
For every money-order exceeding \$30, but not more than \$40.....	40 cents, U. S. gold.
For every money-order exceeding \$40.....	50 cents, U. S. gold.

4. For every money-order received from Switzerland, the rates in gold previously stated under No. 3, letter a.

In case either of the two postal administrations has reason to modify these rates within the limits of the stipulations of article 5 of the convention above mentioned, the other postal administration must be informed thereof in due season to enable it to notify its post offices of the change before the same takes effect.

ARTICLE 6. The Swiss postal administration will make out three copies of the half-yearly accounts prescribed by article 6 of the convention of October 12, 1867, and will forward them to the postal administration of the United States.

For this account a blank will be used in exact conformity with the model C hereto annexed.

ARTICLE 7. When the half-yearly account mentioned in the foregoing article 6 shows a balance in favor of the United States postal administration, the Swiss postal administration will transmit with the account the amount of such balance in the mode provided

by article 2 of these regulations. In that case the postal administration of the United States will return one copy of the half-yearly account, after having indorsed upon it an agreement to the balance, and a receipt for the amount thereof. If, on the other hand, the above-mentioned half-yearly account shows a balance in favor of the Swiss postal administration, that of the United States will return two copies of the half-yearly account, bearing the acknowledgment of its acceptance of the balance, and accompanied by a bill of exchange for the amount thereof. The Swiss postal administration will then return one copy, duly receipted, to the postal administration of the United States. Differences which may possibly arise in any half-yearly account will be carried over to the next half-yearly account.

ARTICLE 8. In making payments on account, in pursuance of the provisions of article 6 of the convention, and in the manner presented by article 2 of these regulations, the Swiss postal administration will make use of a blank corresponding to the form D, and the postal administration of the United States will use one like the model E. Both of these forms are hereto annexed.

ARTICLE 9. The amounts of the money-orders which cannot, for any reason, be paid to the beneficiaries, and which are, therefore, in accordance with the terms of article 8 of the convention of October 12, 1867, to be repaid to the postal administration of the country which remitted them, shall, for that purpose, be included in the half-yearly account. The Swiss postal administration will, therefore, in conformity with the regulations governing its domestic money-order system, place in the above-mentioned accounts, to the credit of the postal administration of the United States, all money orders received from the United States, which cannot be paid in Switzerland, whether repayment of the same has been demanded by the postal administration of the United States or not. On the other hand, only those money-orders in regard to which notice has been received from the postal administration of the United States that payment of the same could not be made, and that, therefore, they may be repaid, will be admitted into these accounts to the credit of the Swiss postal administration. It is the province of each postal administration to determine the manner in which repayment to the remitter is to be made.

ARTICLE 10. In the execution of article 9 of the postal convention of October 12, 1867, it is agreed that the gold dollar shall always be computed as equivalent in value to 5.15 francs. The final balance of the semi-annual accounts shall always be stated in the denominations of the money of that country in favor of which the balance proves to be.

ARTICLE 11. Both postal administrations mutually agree to receive reclamations respecting international money-orders, and to give them effect, in accordance with existing regulations in each country.

ARTICLE 12. Both postal administrations agree to carry into effect the convention of October 12, 1867, and the present regulations, on and after September 1, 1869, and in consequence to transmit reciprocally the first list from each exchange office by the last mail of the first week of September.

Signed at Washington this second day of July, 1869.

JNO. A. J. CRESWELL,
Postmaster General.

Signé à Berne, le 26 Juillet, 1869, le Chef du département des postes de la Confédération Suisse.

DUBS.

No. 23.—*Instructions to postmasters relative to the system of postal money-orders between the United States and Switzerland, which, by mutual agreement, is to go into operation September 1, 1869.*

1. The exchange of postal orders between the two countries is to be effected through the agency of two post offices, termed "international exchange offices." The international exchange office on the part of the United States is New York, and that on the part of Switzerland is Bâle.

2. Certain money-order post offices in this country, designated for the purpose by the Postmaster General, are authorized to issue money-orders on the postmaster at New York, payable to beneficiaries in Switzerland, and to pay orders issued by that postmaster for sums remitted by the post department of Switzerland for payment to beneficiaries in the United States. Hence, an international money-order cannot be drawn by a postmaster in either country directly upon a postmaster in the other, but must be drawn upon the international exchange office of the country in which the order is issued. An international postal order must not be drawn for a larger sum than fifty dollars in United States currency, and must not contain a fractional part of a cent. The fees for the issue of international postal orders are the same as for domestic money-orders, viz: On orders not exceeding \$20, ten cents; over \$20, and not exceeding \$30,

fifteen cents; over \$30, and not exceeding \$40, twenty cents; over \$40, and not exceeding \$50, twenty-five cents. No other currency than United States or national bank notes can be received or paid.

3. The issuing postmaster must not undertake to decide definitively upon the actual value in United States gold coin of a certain sum in currency for which an international order is issued. He is at liberty, however, to advise the remitter as to its approximate value, which may be found to differ materially from the real value, as the latter is to be computed upon the basis of the premium upon gold on the day of the receipt of the order by the postmaster at New York. Hence, this department cannot undertake, on behalf of a remitter in this country, to pay a determinate sum in gold in Switzerland. As the premium on gold is variable, it is evident that an international order issued for a sum in United States currency may, when received at the exchange office of New York, yield a sum in gold greater or less than that considered at the office of issue as the equivalent of such order. For the same reason the value in United States currency of an order in gold, certified by the exchange office of Bâle to the exchange office of New York, would depend upon the premium on gold on the day of the receipt of such certified order. This department, therefore, can only agree to cause payment to be made to a beneficiary in Switzerland of the gold value, less the established fees, of any international postal order issued for an amount in United States currency, and to pay to a beneficiary in this country the currency value, less those fees, of an international order in gold from Switzerland. To guard against misapprehension, postmasters will be careful to explain this point fully to remitters and to payees.

4. A special form of application (Form No. 1^s) must be furnished to the applicant for an international postal order payable in Switzerland. On this form he must enter all the particulars of the amount, names, address, &c., and must state the *full name* and exact residence of the payee, giving the town or village, and canton. From the items contained in such application the issuing postmaster will fill up the international postal order and coupon, both of which he will, by the next out-going mail, dispatch, without separating them, to the postmaster at New York. The corresponding certificate of the same number and date he will deliver, when completed, to the remitter, as a receipt for the amount paid in by the latter. No "advice" is used in the international system, inasmuch as the order, instead of being delivered to the remitter for transmission, is forwarded directly by the issuing postmaster to the "exchange" office at New York. The particulars of the order are to be entered in the register of international orders issued, and the application must be retained on file. The general rules in regard to issuing domestic orders, contained in the book of money-order instructions, are to be observed in the issue of international postal orders, in so far as these rules are applicable.

5. When the international postal order and coupon are received by the postmaster at New York, the latter will stamp therein the date of receipt, and insert the items to be filled in by him, viz:

- "Premium on gold the day of receipt at New York.
- "Value of order in United States gold.
- "Charge for exchange deducted.
- "Amount transmitted.
- "Date and number of list in which order was certified to Switzerland.
- "Current number of certified order."

When the coupon has been completed by the postmaster at New York, he will return it to the issuing postmaster, who will place it on file with the corresponding application, for reference in case the remitter of the order desires information as to the value thereof in gold when received at New York, the amount transmitted, or the date of transmission. It is expected that the issuing postmaster will cheerfully and promptly comply with a request of the remitter for information as to any of these particulars.

6. In pursuance of the provisions of the convention between the United States and Switzerland for the exchange of postal orders, the postmaster at New York will deduct from the value in *United States gold* of each order issued in this country the international charge or fee for exchange, to wit:

On orders not exceeding \$20.....	20 cents, (gold value.)
Over \$20, and not exceeding \$30.....	30 do do
Over \$30, and not exceeding \$40.....	40 do do
Over \$40, and not exceeding \$50.....	50 do do

The Post Office Department of the United States receives, therefore, for every international postal order, for a sum payable in Switzerland, *two fees*, viz: the domestic charge for the issue of the order, and the international charge for exchange. The postmaster at New York, after having deducted the charge for exchange, enters the particulars of each international order issued in this country received by him during the week in a blank form, called a list of "international postal orders," which list he transmits by the last mail of each week to the exchange office at Bâle, together with his certificate that the several amounts of these orders have been duly received in the United States for payment in Switzerland to the persons named in the list. The postmaster at New

York, therefore, retains on file all international orders drawn on him by postmasters in the United States, but forwards to Switzerland a list of such orders, giving a detailed description thereof. The postmaster at Bâle, in like manner, transmits at stated periods to the postmaster at the exchange office of New York a similar list of international orders for sums received in Switzerland for payment to beneficiaries in the United States. Hence *international orders are not actually sent by mail* from one country to the other, but lists of such orders are forwarded once a week, or oftener if necessary, by the exchange office of each country to the exchange office of the other. The receiving exchange office immediately issues an order in favor of each beneficiary for an amount equivalent to that named in the certified list, which order is payable by the money-order office nearest his place of residence, and is transmitted to the postmaster at such office. It is provided that each international exchange office shall certify its orders to the other, in amounts stated in the denominations of the money of the dispatching country, and that these denominations shall be converted at the international receiving office at the rate fixed by common consent of the two postal administrations. They have mutually agreed that, in the transaction of the international money-order business, the gold dollar of the United States shall be considered as equivalent in value to 5 francs and 15 centimes.

7. The Swiss postal administration receives for all international orders certified for payment in the lists from the United States the same rates of charge as for its domestic money-orders, to wit: For every money-order not exceeding the sum of 100 francs, 20 centimes; for every money-order exceeding 100 francs, but not more than 200 francs, 30 centimes; for every order exceeding 200 francs, 40 centimes. These rates of charge are deducted at the receiving international office of Bâle, as a compensation to the Swiss postal administration for the payment of the order. For the issue of every money-order remitted to the United States the Swiss postal administration is to receive, in addition to the same rate of fees as for its domestic money-orders, the following international rates, which are to be deducted at the exchange office at Bâle, viz: For every money-order not exceeding the sum of 100 francs, 1 franc; for every order exceeding 100 francs, but not more than 200, 2 francs; for every order exceeding 200 francs, 3 francs. From each international order certified in the lists from Switzerland for payment, the postmaster at New York will deduct the same rate of fees as are charged for domestic orders, and will issue an order for the residue in United States currency, payable to the beneficiary.

8. Upon the receipt of an international order, issued by the postmaster at New York upon the postmaster of a money-order office in this country, the latter will enter the particulars thereof in his register of international orders received. He will then send a notification (Form No. 2^a) to the payee to apply for payment of the order in person, or by his duly authorized agent, who must file with the paying postmaster his written authority from the payee to receive payment of the order, and execute a receipt therefor, and must also prove his identity if required to do so. Such written authority, when given by a payee who does not reside within the delivery of the office of payment, should be executed in the presence of the postmaster of his locality, and should bear a certificate from the latter to that effect. The date of payment must immediately be stamped upon the international order, and likewise entered opposite the record thereof in the register, and the paid order must be forwarded to the department as a voucher with the weekly statement of international money-order business. International money-orders which remain unpaid for a period of six months must be returned to the postmaster at New York, who will re-certify the same for repayment in Switzerland to the remitter.

9. Whenever the remitter of an international money-order payable in Switzerland makes application to the issuing postmaster for repayment of the amount thereof, the latter should immediately communicate the fact to this department, whereupon, if the order has not already been certified by the exchange office of New York to the exchange office of Bâle for payment, the issuing postmaster will be authorized to repay the amount of such order. But if it has been so certified, this department will notify the post department of Switzerland that application has been made for its repayment, and should it not have been paid in that country, at the date of the receipt of the notification, it will be re-certified to the exchange office of New York, in due course of business for repayment. Authority will then be given the issuing postmaster to repay the same. Orders certified to the Swiss post department which for any reason cannot be paid in Switzerland will be re-certified to this department for repayment, whether the remitter has or has not made application therefor.

10. In case the postmaster who issues an international order does not receive, after a sufficient lapse of time, the corresponding coupon thereof, duly filled up and stamped by the postmaster at New York, the former should send him a letter of inquiry on the subject, with the request that, if the order had not been received at the exchange office of New York, the latter would transmit to the issuing office a certificate to that effect. Upon the receipt of such a document, the postmaster who issued the original should draw and transmit a new order, in lieu thereof, for the same amount, and should write

across its face, and across the coupon, in red ink, the words, "In lieu of international order No. ———, not received by the postmaster at New York." The certificate of loss should be carefully filed, but it is not necessary to make out and deliver a second receipt to the remitter.

11. The postmaster at every office authorized to issue and to pay international orders will be allowed to retain a fixed sum, termed an "international reserve," so that he may be always ready to meet orders of that kind drawn upon him. Whenever the amount of moneys in his hands received from the issue of international orders exceeds such reserve by one hundred dollars, or more, he will transfer the excess from the "international money-order account," to the "domestic money-order account." On the other hand, whenever he is called upon to pay international orders to an amount exceeding that of the international funds in his hands, he will transfer from the domestic to the international money-order account, a sum of money equal to the amount of his reserve, and, if necessary, large enough to enable him to pay these orders. Every transfer to and from either account must be duly entered in the international weekly statement and cash book, but no entry thereof is to be made in the postage account, nor is any notification of transfer to be sent to the department.

12. The international money-order accounts must be kept separate and distinct from the domestic money-order accounts, as well as from those of postage.

The blank books to be used, which will be furnished by the department, are—

First. A register of international money-orders issued, in which must be recorded daily the particulars of all such orders issued on the postmaster at New York.

Second. A register of international money-orders received from that postmaster.

Third. An international cash book, showing the debit and credit transactions.

These books are to be kept in the same manner as those employed for the domestic money-order business.

Statements of the international business transacted each week must also be made up every Saturday evening, and transmitted to the department, in accordance with the regulations established for weekly returns of the domestic money-order business.

13. Postmasters will receive for transacting the international money-order business the same rate of compensation as for the domestic money-order business, viz: one-third of the fees received for issues, and one-fourth of one per cent. on the gross amount of orders paid. But the annual salary or compensation of a postmaster from all sources cannot, except in the case of the postmaster at New York, exceed four thousand dollars.

14. The domestic money-order regulations in regard to incidental expenses and to the transfer of funds and blanks from a late to a newly-appointed postmaster are to be followed in the transaction of the international money-order business.

15. Attention, promptitude, and accuracy on the part of postmasters are essential to the utility and success of an international money-order system.

JNO. A. J. CRESWELL,
Postmaster General.

SEPTEMBER 1, 1869.

No. 24.

REPORT OF THE AUDITOR.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
October 30, 1869.

SIR: I have the honor to submit herewith my annual report of the operations of the Post Office Department for the fiscal year ended June 30, 1869, as exhibited by this office:

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 27,106, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 275 to 279, page 50.

The following named offices, sixty-six 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 names of postmasters.

Albany, New York.....	M. L. Filkins.	Lafayette, Ind.....	J. L. Miller.
Atlanta, Georgia.....	J. L. Dunning.	Lancaster, N. H.....	O. Nutter.
Baltimore, Md.....	A. W. Dennison.	Leavenworth, Kan.....	K. B. Johnson.
Bangor, Maine.....	Geo. Fuller.	Lexington, Ky.....	S. W. Price.
Batavia, N. Y.....	M. Taggart.	Lima, Ohio.....	C. Parmenter.
Binghamton, N. Y.....	W. Stuart.	Louisville, Ky.....	L. M. Porter.
Buffalo, N. Y.....	Thos. Blossom.	Lowell, Mass.....	J. A. Goodwin.
Chicago, Ill.....	F. A. Eastman.	Madison, Wis.....	E. W. Keyes.
Cincinnati, Ohio.....	T. H. Foulds.	Meadville, Penn.....	D. N. Derrickson.
Cleveland, Ohio.....	G. A. Benedict.	Milwaukee, Wis.....	H. A. Starr.
Columbus, Ohio.....	J. J. Wood.	Montpelier, Vt.....	J. W. Clark.
Concord, N. H.....	J. E. Larkin.	Newark, N. J.....	Wm. Ward.
Davenport, Iowa.....	Edw. Russell.	New Haven, Conn.....	N. D. Sperry.
Des Moines, Iowa.....	G. C. Tiehenor.	Olean, N. Y.....	R. L. Page.
Detroit, Mich.....	F. W. Swift.	Ogdensburg, N. Y.....	R. G. Pettibone.
Dover, Del.....	J. B. Smith.	Pittsburg, Penn.....	J. H. McClelland.
Dubuque, Iowa.....	V. J. Williams.	Plattsburg, N. Y.....	H. S. Ransom.
Easton, Penn.....	J. L. Mingle.	Portland, Maine.....	W. Davis.
Evansville, Ind.....	J. W. Foster.	Portsmouth, Ohio.....	O. Wood.
Fort Wayne, Ind.....	J. J. Kamm.	Providence, R. I.....	E. S. Jackson.
Geneva, N. Y.....	S. N. Anthony.	Quincy, Ill.....	M. Piggott.
Grand Rapids, Mich.....	A. B. Turner.	Ripon, Wis.....	D. M. Kercher.
Harrisburg, Penn.....	Geo. Bergner.	Rochester, N. Y.....	J. W. Stebbins.
Hartford, Conn.....	E. W. Whitaker.	Rutland, Vt.....	M. G. Everts.
Huntsville, Ala.....	G. W. L. Johnson.	Sandusky, Ohio.....	E. B. Sadler.
Indianapolis, Ind.....	W. R. Holloway.	Scranton, Penn.....	J. S. Slocum.
Kalamazoo, Mich.....	J. A. Walter.	Springfield, Ill.....	J. L. Crane.
Keene, N. H.....	T. E. Hatch.	Springfield, Mass.....	W. Stowe.
Steubenville, Ohio.....	J. M. Reed.	Wheeling, West Va.....	C. J. Rawlings.
Syracuse, N. Y.....	G. L. Maynard.	Williamsport, Penn.....	Robt. Hawley.
Urbana, Ohio.....	D. C. Hilt.	Wooster, Ohio.....	A. L. McClure.
Utica, N. Y.....	C. H. Hopkins.	Worcester, Mass.....	Josiah Pickett.
Vincennes, Ind.....	W. N. Denny.	Zanesville, Ohio.....	J. J. Douglas.

The following depositories 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, Md.....	John L. Thomas.	Louisville, Ky.....	J. P. Luce.
Buffalo, N. Y.....	S. J. Holley.	Mobile, Ala.....	Wm. Miller.
Chicago, Ill.....	J. E. McLean.	Olympia, Wash. Terr'y.....	J. Cushman.
Cincinnati, Ohio.....	R. H. Stephenson.	Pittsburg, Penn.....	Thos. Sheel.
Santa Fé, New Mexico.....	E. W. Little.		

ASSISTANT TREASURERS.

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

One hundred and thirty-eight are "draft offices," and paid during the year 14,816 drafts issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to.....	\$2, 229, 731 99
Eleven hundred and eighty-seven are deposit offices, a portion of which during the year deposited with the Treasurer and assistant treasurers of the United States the sum of.....	10, 293, 999 33
The remaining offices deposited with the sixty-six depositories named above \$666,742 15, which is embraced in the sum of \$2,229,731 99 paid on the drafts of the department by said depositories and draft offices.	
Twenty-one thousand five hundred and two are collection offices, and paid on collection orders issued to mail contractors.....	2, 333, 898 76
Four thousand two hundred and seventy-nine are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to.....	344, 160 84
Amount of deposits made by postmasters with other postmasters....	666, 742 15
Showing the amount paid into the treasury for the use and purposes of the Post Office Department by postmasters to have been.....	<u>15, 863, 533 07</u>

Revenue account of the Post Office Department.

The balance standing to the credit of the revenue account on the first day of July, 1868, was.....	\$646, 249 81
The receipts of the department for the fiscal year ending June 30, 1869, were	18, 344, 510 72

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 March 30, 1868, for mail steamship service between San Francisco, Japan, and China.....	\$458, 333 33
Under the second section of the act approved March 30, 1868, for mail steamship service between San Francisco and the Sandwich Islands.....	75, 000 00
Under the second section of the act approved March 30, 1868, for mail steamship service between the United States and Brazil.....	150, 000 00
Under an act approved July 25, 1868, for overland mail and marine service between New York and California	497, 315 12
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.	200, 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.	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, 1868, for deficiency in steamship service between the United States and Brazil, for the fiscal year ended June 30, 1866.....	12, 500 00
Under an act approved March 3, 1869, to meet deficiency in the revenue of the Post Office Department for the fiscal year ended June 30, 1868.....	741, 466 85

Under the third section of the act approved March 30, 1868, to supply deficiencies in the revenues of the Post Office Department for the fiscal year ending June 30, 1869.....	\$800, 000 00	
Under an act approved March 3, 1869, to meet an anticipated deficiency in the revenue of the Post Office Department for the fiscal year ending June 30, 1869.....	2, 262, 500 00	\$5, 707, 115 30
Aggregate of revenue and grants.....		<u>24, 697, 875 83</u>
The expenditures of the department for the fiscal year ending June 30, 1869, were.....	\$23, 698, 131 50	
Add amount of accounts closed by being charged to "bad debts account".....	20, 123, 93	
Add amount of accounts closed by being charged to "compromise debts account".....	732 88	
	<u>23, 718, 988 31</u>	
Deduct amount of credit balance accounts closed by "suspense" during the year.....	40, 672 36	23, 678, 315 95
Leaving to the credit of the revenue account on the first day of July, 1869.....		<u>1, 019, 559 88</u>

The net revenue of the department from postage, 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, 1868.....	\$2, 326, 218 22
For the quarter ending December 31, 1868.....	2, 398, 001 22
For the quarter ending March 31, 1869.....	2, 703, 320 65
For the quarter ending June 30, 1869.....	2, 668, 567 08
Total net revenue from postages.....	<u>10, 096, 107 17</u>

The amount of letter postage paid in money was—

For the quarter ending September 30, 1868.....	\$99, 298 67
For the quarter ending December 31, 1868.....	96, 140 08
For the quarter ending March 31, 1869.....	111, 001 68
For the quarter ending June 30, 1869.....	112, 842 42
Total.....	<u>419, 282 85</u>

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$10,096,107 17 was found due the United States, was—

For the quarter ending September 30, 1868.....	\$25, 241
For the quarter ending December 31, 1868.....	25, 217
For the quarter ending March 31, 1869.....	25, 184
For the quarter ending June 30, 1869.....	26, 716
Total number.....	<u>102, 358</u>

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

For the quarter ending September 30, 1868.....	\$3, 546, 502 18
For the quarter ending December 31, 1868.....	3, 668, 761 38
For the quarter ending March 31, 1869.....	3, 919, 770 09
For the quarter ending June 30, 1869.....	4, 036, 687 71
Total.....	<u>15, 171, 721 36</u>

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

For the quarter ending September 30, 1868.....	\$453 60
For the quarter ending December 31, 1868.....	350 75
For the quarter ending March 31, 1869.....	40
For the quarter ending June 30, 1869.....	23 40
Total.....	<u>828 15</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.....	6,384
On special mail routes.....	1,500
Of route, special, and local mail agents, postal railway clerks, &c.....	1,379
Of mail messengers.....	2,177
Total number of accounts each quarter.....	<u>11,440</u>
Aggregate settlement of such accounts during the year.....	<u>45,760</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.....	\$11,166,501 74
For the supply of special and mail messenger offices.....	344,160 84
For salaries of route, special, and local mail agents, postal railway clerks, baggage-masters, &c.....	916,804 62
	<u>12,427,467 20</u>

And for foreign mail transportation:

For United States and Brazil.....	\$150,000 00	
For United States and Hawaiian Islands.....	75,000 00	
For New York, Queenstown, and Liverpool.....	146,141 40	
For New York and Havana.....	67,415 65	
For New York and Southampton.....	81,839 10	
For New York, Southampton, and Bremen.....	80,398 86	
For New York and San Francisco, via Panama.....	7,997 74	
For New York and Bermuda.....	622 02	
For New York and Hayti.....	374 08	
For New York and Vera Cruz.....	1,727 74	
For San Francisco and Hong Kong, China, via Kanagawa, Japan.....	458,333 33	
For Boston, Nova Scotia, and Prince Edward Island.....	648 68	
For Boston and Newfoundland.....	144 03	
For Boston and Havana.....	28 84	
For Portland and Liverpool.....	5,750 03	
For Philadelphia and Havana.....	1,705 21	
For Baltimore and Liverpool.....	44 25	
For Baltimore and Bremen.....	33 85	
For New Orleans and Belize, British Honduras.....	667 73	
For expenses of government mail agent at Kanagawa, Japan, from January 1, 1867, to March 31, 1869.....	3,285 45	
For expenses of government mail agent at Panama.....	1,528 23	
For expenses of government mail agent at Havana.....	800 00	
For expenses of government mail agent at Aspiuwall.....	780 00	
	<u>1,085,266 22</u>	
		13,512,733 42

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

Of fines imposed on contractors.....	\$93,518 42	
Of deductions from their pay.....	6,577 34	
	84,519 75	
		<u>184,615 51</u>

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

13,328,117 91

The amount actually paid and credited during the year, for mail transportation, was.....	\$13,485.406 15
Of which sum there was paid for mail transportation of previous years the sum of.....	55,584 00
	<hr/> <hr/>

Statement of the collecting division, showing balances collected from late postmasters, &c.

During the year this division has had charge of accounts—

Of present postmasters.....	27,106
Of late postmasters for the fiscal year.....	8,949
	<hr/>
Total number.....	36,055
	<hr/> <hr/>

Total amount collected of balances due from late postmasters who went out of office prior to July 1, 1868, to wit:

Collected by draft.....	\$102,254 04
Collected by suit.....	24,389 83
Credited on vouchers.....	47,570 03
Charged to "suspense" account.....	42 59
Charged to "bad debts" account.....	15,327 42
	<hr/>
	189,583 91
	<hr/> <hr/>

Number of changes of postmasters reported by the appointment office during the year was 8,949, and the balances due the United States upon the accounts of said late postmasters amounted to.....

Of which there has been collected by draft.....	\$163,746 40	\$655,441 45
Collected by suit on accounts late in the fiscal year.....	488 29	
Credited on vouchers.....	391 13	
Charged to "suspense" account.....	235 94	
Charged to "bad debts" account.....	162 83	
	<hr/>	165,024 59
		<hr/>
Total amount remaining due.....		490,416 86
Of which there remains in suit.....	\$24,536 82	
Amount remaining due and not in suit.....	465,880 04	
	<hr/>	490,416 86
		<hr/> <hr/>

SUITS.

The amount due by late postmasters whose term of service expired between July 1, 1845, and June 30, 1868, for which suits were instituted prior to July 1, 1869, as stated in the last annual report, was.....	\$104,150 95
Add amount of 192 suits commenced during the fiscal year, for the collection of balances due on accounts prior to July 1, 1869.....	92,162 37
Add amount of suits brought for the recovery of fines, penalties, and forfeitures.....	385,000 00
	<hr/>
	581,313 32
From which deduct amount closed by "bad debts".....	7,957 00
	<hr/>
Amount in suit during the year.....	573,356 32
Amount collected during the year.....	58,262 11
	<hr/> <hr/>

I have the honor to be, very respectfully, &c.,

J. J. MARTIN, *Auditor.*

Hon. J. A. J. CRESWELL,
Postmaster General.

REPORT OF THE POSTMASTER GENERAL.

A.—Statement exhibiting the receipts of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1869.

Receipts.	Third quarter 1868.	Fourth quarter 1868.	First quarter 1869.	Second quarter 1869.	Total amt't under each head.
Letter postage.....	\$99,298 67	\$96,140 08	\$111,001 68	\$112,842 42	\$419,282 85
Newspaper postage, &c.....	198,336 88	192,724 19	190,566 14	197,255 09	778,882 30
Registered letters.....	453 60	350 75	40	23 40	828 15
Fines.....	7 50	.....	.....	50 00	57 50
Emoluments.....	214,751 39	206,695 08	210,355 16	211,537 94	843,339 57
Stamps sold.....	3,546,502 18	3,668,761 38	3,919,770 09	4,036,687 71	15,171,721 36
Dead letters.....	4,277 00	2,555 00	1,986 00	.....	8,818 00
Internal revenue from post- masters.....	15,835 27	15,894 68	15,383 53	16,415 71	63,529 19
Money order funds deposited.....	276,743 00	256,079 00	242,228 00	249,285 00	1,030,335 00
Miscellaneous.....	11,911 71	4,101 57	2,624 80	9,078 72	27,716 80
Total.....	4,368,117 20	4,443,301 73	4,699,915 80	4,833,175 99	18,344,510 72

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

B.—Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1869.

Expenditures.	Third quarter 1868.	Fourth quarter 1868.	First quarter 1869.	Second quarter 1869.	Total amt't under each head.
Compensation to postmasters ..	\$1,131,000 64	\$1,129,111 43	\$1,119,791 35	\$1,167,055 01	\$4,546,958 43
Compensation to letter-carriers ..	289,673 99	291,691 34	300,559 47	301,990 51	1,183,915 31
Ship, steamboat, and way letters.	2,315 74	2,010 29	1,331 41	2,418 91	8,076 35
Transportation of the mails.....	3,218,232 70	3,617,890 44	3,327,816 55	3,321,466 46	13,485,406 15
Wrapping paper	4,612 50	7,843 50	10,750 00	6,995 00	30,201 00
Office furniture	561 48	585 90	740 57	396 70	2,284 65
Advertising	4,957 68	15,801 80	54,927 84	3,878 09	79,565 41
Mail bags	38,639 74	38,103 60	26,943 87	26,502 47	130,189 68
Blank agents and assistants ..	1,942 50	1,942 50	1,977 77	1,977 50	7,840 27
Mail locks, keys, and stamps ..	8,631 79	7,064 89	4,065 32	3,005 77	22,767 77
Mail depredations and special agents	34,601 98	37,745 50	33,186 77	28,807 53	134,341 78
Clerks for offices	557,758 80	578,145 29	565,333 42	594,115 95	2,295,353 46
Postage stamps and stamped envelopes	108,398 20	113,454 92	124,742 42	126,616 77	473,212 31
Dead letters			5 00		5 00
Miscellaneous	250,781 00	237,842 25	333,471 93	251,596 54	1,073,691 72
Miscellaneous account, British mails				52,993 19	52,993 19
Miscellaneous account, French mails	27,566 90		7,196 39	20,256 99	55,020 28
Miscellaneous account, Bremen mails			40,045 07		40,045 07
Miscellaneous account, Belgian mails				15,416 58	15,416 58
Miscellaneous account, North German Union mails			60,847 09		60,847 09
Total	5,679,675 64	6,079,233 65	6,013,732 24	5,925,489 97	23,698,131 50

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

C.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Enrollments.	Revenue tax.
Maine.....	\$5,503 04	\$19,833 33	\$37 55	\$16 65	\$267,144 55	\$15,391 37	\$1,317 86
New Hampshire.....	2,291 62	13,486 66	56 66	3 00	174,490 76	7,152 25	757 94
Vermont.....	2,970 00	13,468 43	55 38	11 80	169,547 00	4,652 95	604 86
Massachusetts.....	32,123 74	39,813 92	281 33	14 15	1,242,201 40	70,824 47	4,473 15
Rhode Island.....	3,023 49	4,667 72	38 47	80	129,251 69	12,266 03	552 75
Connecticut.....	6,824 64	17,966 91	111 49	7 40	371,390 51	20,121 49	1,626 55
New York.....	110,490 45	107,162 56	567 15	98 55	3,459,363 94	129,786 16	11,198 64
New Jersey.....	11,097 06	15,557 80	63 14	8 80	301,399 68	13,597 86	1,468 30
Pennsylvania.....	37,521 08	66,048 19	873 25	79 30	1,570,599 58	55,088 18	4,778 17
Delaware.....	531 66	2,352 95	8 14	20	45,672 51	649 51	76 14
Maryland.....	10,476 85	11,496 84	104 10	13 60	312,347 12	8,819 00	1,178 99
Virginia.....	2,404 56	15,486 76	59 20	8 10	242,973 93	13,666 78	1,318 51
West Virginia.....	1,221 85	6,974 68	4 79	14 10	78,749 29	2,817 31	315 21
North Carolina.....	968 69	7,758 08	2 16	26 20	99,414 79	4,796 47	434 46
South Carolina.....	1,982 92	5,345 13	10 50	2 20	92,643 58	6,153 55	343 00
Georgia.....	2,618 27	12,600 07	37 25	9 55	191,247 07	18,388 06	1,008 95
Florida.....	600 98	1,715 65	.....	.....	30,740 03	2,564 00	186 19
Ohio.....	17,649 66	71,380 65	666 08	50 40	1,031,129 55	60,646 10	4,196 00
Michigan.....	15,900 00	32,773 16	313 26	95 60	465,256 78	33,246 09	2,522 79
Indiana.....	6,020 13	36,896 66	96 35	69 10	405,817 65	34,404 93	2,310 86
Illinois.....	39,141 91	63,774 56	2,157 90	53 80	1,258,412 68	73,729 31	5,030 10
Wisconsin.....	18,857 47	28,436 17	207 03	30 75	371,737 39	24,373 04	1,939 91
Iowa.....	10,229 15	29,642 22	89 49	28 80	369,250 48	27,516 84	1,797 81
Missouri.....	10,261 71	29,548 50	138 17	35 65	500,278 36	21,100 14	1,609 73
Kentucky.....	4,210 48	16,027 79	125 33	14 60	249,497 07	11,664 81	1,141 37
Tennessee.....	2,114 39	12,147 15	108 32	18 70	186,633 60	8,663 07	942 05
Alabama.....	1,810 79	7,185 89	2 60	13 40	124,161 83	12,121 28	582 26
Mississippi.....	1,289 28	5,835 75	12 75	22 20	96,979 55	8,289 69	729 25
Arkansas.....	664 90	3,226 67	1 75	7 35	44,805 13	3,534 11	157 42
Louisiana.....	9,415 21	5,502 76	1 00	3 60	167,636 07	22,102 51	417 39
Texas.....	4,319 47	10,077 53	20 10	24 55	138,948 05	13,543 75	965 62
California.....	19,648 10	26,609 55	137 82	33 30	375,894 85	36,523 05	2,861 81
Oregon.....	582 11	3,543 68	12	1 60	27,386 48	3,841 83	195 60
Minnesota.....	11,961 43	12,660 26	51 65	22 55	133,922 25	12,053 72	921 48
Kansas.....	1,587 98	7,551 54	5 78	6 00	97,654 95	8,045 73	659 13
Nebraska.....	1,500 19	3,213 15	3 85	3 45	52,309 26	4,585 91	272 88
Nevada.....	1,042 78	2,203 31	1 50	1 60	19,193 70	3,404 85	334 80
Colorado.....	805 10	1,854 83	23 00	20	21,094 48	7,825 99	381 25
Utah.....	1,134 92	2,095 84	9 90	3 60	21,065 07	1,847 80	188 24
New Mexico.....	196 94	337 71	.....	6 20	9,095 97	520 00	57 46
Washington.....	182 27	790 66	.....	9 35	7,029 67	481 39	.....
Dakota.....	333 25	456 43	.....	.....	4,309 40	203 00	.....
Arizona.....	33 40	106 19	.....	.....	2,154 42	44 69	.....
Idaho.....	160 13	554 98	.....	.....	4,931 04	1,835 25	95 00
Montana.....	495 95	622 79	.....	80	12,529 27	4,159 00	365 12
District of Columbia.....	5,362 05	3,009 64	573 23	.....	106,892 36	6,582 44	1,002 98
Alaska.....	26 67	8 91	.....	.....	281 14	.....	.....
Wyoming.....	168 12	182 18	4 00	20	16,511 59	1,103 50	116 50
Deduct miscellaneous items.....	419,756 84	779,982 79	7,061 44	871 75	15,101,997 55	834,729 26	63,516 68
Add miscellaneous items.....	473 99	1,100 49	.....	43 60	.....	8,610 31	12 51
	419,282 85	778,882 30	7,061 44	828 15	15,171,721 36	843,339 57	63,529 19

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

Excess of expenditures brought down.....	\$1,175,860 08
Amount paid for foreign mails and expenses of government agents.....	1,085,266 22
Route agents, &c.....	916,804 62
Mail messengers and supply of special offices.....	344,160 84
Foreign postage collected and returned to foreign governments.....	224,322 21
Ship, steamboat, and way letters.....	8,076 55
Wrapping paper.....	30,251 00
Office furniture.....	673 92
Advertising.....	70,756 75
Mail bags.....	90,805 74
Blank agents and assistants.....	7,840 27
Mail locks, keys, and stamps.....	22,767 77
Mail depredations and special agents.....	134,341 75
Clerks for offices.....	17,797 49
Compensation to letter carriers.....	1,183,915 31

REPORT OF THE POSTMASTER GENERAL.

the United States for the fiscal year ended June 30, 1869.

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.
\$309,244 35	\$125,879 02	\$38,330 52	\$164,209 54	\$129,457 73	\$293,667 27	.....	\$15,577 08
198,238 89	85,665 57	13,660 95	99,326 52	66,043 69	165,370 21	.....	32,868 68
191,310 85	92,407 43	10,355 47	102,769 90	103,605 60	206,458 50	\$15,147 65	.....
1,359,731 76	274,335 57	214,966 15	489,301 72	259,819 70	740,121 42	.....	649,610 34
149,890 95	31,183 18	17,111 31	48,294 49	27,752 29	76,046 78	.....	73,754 17
418,048 99	128,145 36	48,941 79	177,087 15	135,328 13	312,415 28	.....	105,633 71
3,818,667 45	570,816 51	772,309 59	1,343,126 10	843,707 11	1,816,196 21	.....	1,632,471 24
343,192 64	120,743 69	24,958 12	145,701 81	151,700 37	297,402 18	.....	45,790 46
1,734,987 75	401,611 82	248,013 39	649,625 21	486,343 85	1,135,969 06	.....	599,018 69
49,291 11	17,143 06	3,220 02	20,363 10	25,133 59	45,496 69	.....	3,794 42
344,436 50	62,917 34	70,254 34	133,171 68	241,333 46	374,505 14	.....	30,068 64
275,917 84	95,375 51	44,477 77	139,853 28	269,817 12	409,670 40	.....	133,752 56
90,097 23	38,167 45	15,690 95	53,858 40	76,407 12	130,265 52	.....	40,168 29
113,400 85	49,591 79	10,440 93	60,392 72	138,480 71	198,873 43	.....	85,472 58
106,480 88	32,519 76	13,072 84	45,592 60	126,144 74	171,737 34	.....	65,256 46
225,909 22	65,737 64	35,541 38	101,279 02	179,368 20	280,647 22	.....	54,738 00
35,806 85	16,130 18	3,922 75	20,052 93	148,529 34	168,642 27	.....	132,835 42
1,185,718 44	348,517 67	161,898 32	510,415 99	655,729 20	1,166,145 19	.....	19,573 25
550,107 62	199,734 13	71,769 90	271,504 03	265,508 94	537,012 97	.....	13,094 71
485,615 68	199,095 15	71,548 65	270,643 80	300,577 84	571,221 64	.....	85,605 96
1,442,300 26	370,786 98	210,885 82	581,672 80	543,361 42	1,125,034 22	.....	317,266 04
445,391 76	169,790 91	43,877 75	213,668 66	287,148 88	406,817 54	.....	5,225 78
438,636 79	176,055 21	34,289 14	210,344 35	188,036 86	398,381 21	.....	40,255 58
562,972 26	132,286 44	89,246 45	221,532 89	357,334 01	578,866 90	.....	15,894 64
282,681 35	92,333 22	41,346 84	133,680 06	194,943 89	328,623 95	.....	45,942 60
210,627 28	66,642 01	45,596 47	112,238 48	146,321 55	258,560 03	.....	47,932 75
145,878 05	43,182 51	21,755 62	64,938 13	219,535 12	284,473 25	.....	138,595 20
113,158 47	54,156 91	10,298 37	64,455 28	160,580 83	225,036 11	.....	111,877 64
52,397 33	23,227 87	6,281 56	29,509 43	231,868 70	261,378 13	.....	208,980 80
205,078 74	22,354 55	36,423 00	58,777 55	238,073 53	296,856 08	.....	91,777 34
167,899 07	60,250 59	20,918 36	81,168 95	533,768 10	614,937 05	.....	447,037 98
461,780 48	80,326 82	91,768 87	172,095 69	598,116 97	770,212 66	.....	308,504 18
35,551 42	14,851 59	5,175 53	20,027 12	128,201 38	148,228 50	.....	112,677 08
171,593 34	69,345 06	15,853 31	85,198 37	172,835 49	258,033 86	.....	86,440 52
115,511 11	46,753 95	15,278 52	62,032 47	458,419 07	520,451 54	.....	404,940 43
61,888 69	17,411 56	8,518 64	25,930 20	265,042 86	290,973 06	.....	229,084 37
26,182 54	13,041 68	7,585 61	20,627 29	223,170 64	243,797 93	.....	217,615 39
31,984 85	16,109 93	6,429 00	22,529 93	46,618 11	69,148 04	.....	37,163 19
26,345 37	8,778 45	9,203 16	17,981 61	725,896 52	743,878 13	.....	717,532 76
10,214 28	6,223 80	.....	6,223 80	317,282 00	323,505 80	.....	313,291 52
8,493 34	4,462 31	697 83	5,160 14	115,586 12	120,746 26	.....	112,252 92
5,302 08	2,953 64	4 25	2,957 89	8,565 25	11,523 14	.....	6,221 06
2,338 70	2,623 00	4 00	2,627 00	142,562 00	145,189 00	.....	142,850 30
7,576 40	4,562 90	1,613 00	6,175 90	50,509 34	56,685 24	.....	49,108 84
1- 172 93	10,714 58	5,318 53	16,033 11	88,254 48	104,287 59	.....	86,114 66
123,422 70	6,625 25	105,118 15	111,746 40	.....	111,746 40	.....	11,676 30
316 72	150 00	.....	150 00	.....	150 00	.....	166 72
18,086 09	4,241 52	3,080 85	7,322 37	.....	7,322 37	.....	10,763 72
17,207,916 31	4,476,324 09	2,727,044 77	7,203,368 86	11,013,339 85	18,216,708 71	4,580,107 51	3,571,315 11
76,728 55	70,634 34	.....	70,634 34	153,161 89	223,796 23	147,067 68	.....
17,284,644 86	4,546,958 43	2,727,044 77	7,274,003 20	11,166,501 74	18,440,504 94	4,727,175 19	3,571,315 11

Expenses, postage stamps, and stamped envelopes	\$473,212 31
Dead letters, "moneys refunded"	5 00
Miscellaneous payments	674,006 25
	<u>6,440,813 91</u>

Excess of transportation accrued	\$27,327 27
Receipts on account of dead letters	8,818 00
Receipts on account of fines	57 50
Receipts on account of miscellanous	20,655 36
Receipts on account of money order funds deposited	1,030,335 00
Total excess of expenditures over receipts	<u>5,353,620 78</u>
	<u>6,440,813 91</u>

J. J. MARTIN, Auditor.

D.—Statement of the operations of the letter carrier system for the fiscal year ended June 30, 1869.

Offices.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Amount paid carriers, including incidental expenses.
Albany, New York	1,391,046	120,195	261,555	\$20,563 70
Allegheny, Pennsylvania	424,328	45,533	237,138	6,146 43
Baltimore, Maryland	2,685,723	313,979	630,404	52,710 62
Boston, Massachusetts	4,263,870	1,197,670	739,348	62,043 04
Brooklyn, New York	2,079,454	297,154	561,148	37,067 87
Buffalo, New York	1,769,932	197,670	673,263	26,503 61
Cambridge, Massachusetts	345,120	20,973	223,923	3,943 87
Cambridgeport, Massachusetts	245,946	11,068	83,705	3,024 85
Charlestown, Massachusetts	394,779	28,147	128,965	4,861 60
Chicago, Illinois	8,028,030	974,517	1,658,572	77,421 24
Cincinnati, Ohio	2,882,362	478,172	484,128	42,944 32
Cleveland, Ohio	1,822,406	144,720	690,946	22,359 41
Detroit, Michigan	1,626,620	207,790	569,427	19,555 36
Erie, Pennsylvania	342,999	30,536	290,769	6,010 39
Harrisburg, Pennsylvania	256,722	13,030	85,118	3,706 50
Hartford, Connecticut	486,522	29,703	182,602	7,524 27
Jersey City, New Jersey	483,995	30,948	82,305	5,000 00
Lancaster, Pennsylvania	287,998	16,584	99,981	3,970 64
Lawrence, Massachusetts	295,733	17,883	110,082	5,804 57
Louisville, Kentucky	1,561,519	138,910	360,819	19,943 56
Lowell, Massachusetts	392,997	21,499	143,252	5,838 62
Lynn, Massachusetts	326,714	16,220	131,112	4,267 19
Manchester, New Hampshire	364,724	17,587	204,542	5,100 50
Memphis, Tennessee	841,000	49,161	206,259	11,272 82
Milwaukee, Wisconsin	1,354,331	106,635	378,686	18,353 63
Nashville, Tennessee	551,707	39,080	160,999	7,380 40
Newark, New Jersey	993,270	32,311	415,080	20,777 43
New Bedford, Massachusetts	239,498	9,816	69,352	5,038 74
New Haven, Connecticut	472,592	49,708	167,101	7,141 56
New York, N. Y.	17,331,883	8,154,675	3,529,495	292,568 85
Philadelphia, Pennsylvania	9,684,515	4,132,846	3,139,602	159,828 58
Pittsburg, Pennsylvania	1,163,346	161,138	412,336	16,464 03
Portland, Maine	401,963	29,230	169,884	7,949 20
Providence, Rhode Island	599,202	96,329	180,403	10,883 15
Reading, Pennsylvania	335,263	26,234	151,972	5,914 30
Rochester, New York	1,306,612	76,717	480,756	17,219 34
Roxbury, Massachusetts, (one quarter)	75,754	5,369	23,188	1,500 00
St. Louis, Missouri	4,773,880	548,860	1,316,051	46,853 91
Salem, Massachusetts	241,949	16,265	103,829	6,813 54
Syracuse, New York	1,297,495	115,997	403,854	12,805 00
Toledo, Ohio	650,039	29,350	418,017	8,686 00
Trenton, New Jersey	194,121	13,144	74,613	2,921 20
Troy, New York	833,387	79,266	200,225	11,018 25
Utica, New York	822,613	68,361	339,046	12,026 25
Washington, D. C.	1,429,934	126,101	456,204	31,674 91
Williamsburg, New York	845,764	64,631	263,404	11,485 14
Wilmington, Delaware	476,142	43,008	168,168	5,004 29
Worcester, Massachusetts	395,193	36,607	133,870	6,020 63
Total	80,071,052	18,380,627	21,954,898	1,183,915 31

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

E.—A detailed statement, under the head of miscellaneous payments made by the Post Office Department for the fiscal year ended June 30, 1869, exhibiting the following sums placed to the credit of postmasters and others, and charged to miscellaneous account, viz:

Date.	To whom allowed.	For what object.	Amount.
1868.			
Nov. 17	J. W. McDonough.....	Postmaster, Galveston, Texas, for exchange paid for draft on New Orleans, La., for \$60) 47.	\$2 78
17	W. P. de Normandie.....	Postmaster, Austin, Texas, for expenses incurred in going to and from New Orleans, La., to deposit with the assistant United States treasurer.	102 00
18	C. B. Prescott.....	Postmaster, Holyoke, Mass., for rent and fuel in 3d quarter 1868.	36 90
28	T. L. Moore.....	Late postmaster Youngstown, Ohio, for rent from July 1 to August 16, 1868.	25 54
30	E. W. Lucas.....	Postmaster, Iowa City, Iowa, for gas in 3d quarter 1868.	3 60
Dec. 9	J. A. Kansler.....	Postmaster, Jackson, Miss., for gas in 3d quarter 1868.	10 00
9	E. R. Brink.....	Postmaster, Wilmington, N. C., for stationery in 3d quarter 1868.	7 00
12	C. M. Alexander.....	Postmaster, Washington, D. C., for amount paid for mail boxes purchased December 7, 1868.	132 00
17	J. G. Palen.....	Postmaster, Hudson, N. Y., for rent in 3d quarter 1868.	7 50
18	C. B. Grant.....	Postmaster, Ann Arbor, Mich., for rent in 3d and 4th quarters 1867, and 1st and 2d quarters 1868.	50 00
28	C. B. Streeter.....	Postmaster, Youngstown, Ohio, for rent, light and fuel in 3d quarter 1868.	32 41
29	J. Hartzell.....	Postmaster, Canton, Ohio, for light and fuel in 3d quarter 1868.	9 75
31	E. R. Farman.....	Postmaster, South Bend, Ind., for rent in 2d, 3d, and 4th quarters 1865, and 1st quarter 1866.	291 00
1869.			
Jan. 18	A. W. Myers.....	Postmaster, Oil City, Pa., for rent and light in 3d quarter 1868.	55 45
21	H. L. Phillips.....	Postmaster, Decatur, Ind., for expenses incurred in closing post office at Canaper, Ind.	11 50
Feb. 4	J. M. Graham.....	Postmaster, Cairo, Ill., for rent in 3d quarter 1868.	225 00
4	J. J. N. McConnell.....	Postmaster, Gaylesville, Ala., for expenses incurred in collecting sundry drafts.	37 94
10	Henry Massie.....	Postmaster, Charlottesville, Va., for rent and fuel in 1st, 2d, and 3d quarters 1867.	233 00
16	M. McMahon.....	Postmaster, Halifax, N. C., for expenses incurred in collecting draft drawn on the postmaster of Littleton, N. C.	75
22	Moses Evans.....	Postmaster, Waukegan, Ill., for light, rent, and fuel in 3d and 4th quarters 1868.	245 83
22	J. J. Hotchstetter.....	Postmaster, Nebraska City, Neb., for rent and light in the 1st, 2d, and 3d quarters 1868.	159 35
23	W. W. Lander.....	Postmaster, Salem, Mass., for light and fuel in 3d quarter 1868.	113 00
26	J. J. Hotchstetter.....	Postmaster, Nebraska City, Neb., for fuel in 4th quarter 1868.	39 25
27	W. Heffner.....	Postmaster, Shreveport, La., for rent and water in 2d quarter 1868.	181 00
27	W. H. Pier.....	Postmaster, Scranton, Pa., for rent in 3d quarter 1868.	75 00
March 3	C. A. Harrington.....	Postmaster, Albion, N. Y., for light and fuel in 3d and 4th quarters 1868.	19 70
3	A. N. Dougherty.....	Postmaster, Newark, N. J., for light and fuel in 3d quarter 1868.	2 49
3	Chandler Ford.....	Postmaster, Battle Creek, Mich., for light and fuel in 4th quarter 1868.	14 15
April 9	B. A. Griffith.....	Late postmaster, Monmouth, Ill., for rent in 1st quarter 1867.	25 00
20	W. H. Pier.....	Postmaster, Scranton, Pa., for rent in 4th quarter 1868.	75 00
27	G. W. Twoney.....	Late postmaster, Jeffersonville, Ind., for rent in 3d quarter 1866.	113 87
May 3	Jno. A. Martin.....	Postmaster Atchison, Kansas, for rent and fuel in 3d and 4th quarters 1868.	233 00
13	J. Davis, 2d.....	Late postmaster, Albany, N. Y., for expenses incurred in recovering mail bag Feb. 19, 1869.	24 89
31	A. W. Myers.....	Late postmaster, Oil City, Pa., for rent in 4th quarter 1868.	50 00
June 2	Henry S. Gibbons.....	Late postmaster, St. John's, Mich., for amount paid under "private resolution No. 6," approved March 3, 1869, for money belonging to United States, stolen from him on the night of June 11, 1866.	470 00
	T. Good.....	Postmaster, Allentown, Pa., for rent in 3d and 4th quarters 1868.	72 50

E.—Statement of payments made by the Post Office Department, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1869.			
June 12	R. Quinby.....	Postmaster, Sing Sing, N. Y., for rent in 1st quarter 1869.	\$62 50
16	J. S. Pollock	Postmaster, Little Rock, Ark., for fuel in 4th quarter 1868.	20 25
16	J. C. Shea.....	Special agent and acting postmaster, Milledgeville, Ga., for rent in 4th quarter 1868, and 1st quarter 1869.	75 50
22	Jno. A. Warner.....	Postmaster, Henry, Ill., for expenses incurred in arresting mail robber.	28 48
25	A. Cotton.....	Postmaster, Belvidere, Ill., for rent in 4th quarter 1868.	100 00
July 19	C. B. Prescott.....	Postmaster, Holyoke, Mass., for rent and light in 4th quarter 1868.	35 00
19	S. S. Mathews.....	Postmaster, Pontiac, Mich., for light in 1st quarter 1869.	6 25
Aug. 16	T. L. Moore	Late postmaster, Youngstown, Ohio, for rent in 3d quarter 1868.	21
Sept. 6	Hannah Taylor.....	Postmaster, Corpus Christi, Texas, for amount by her for telegram ordering a supply of postage stamps in lieu of those received in a damaged condition and returned.	5 25
10	H. P. Davis.....	Postmaster, Mansfield, Ohio, for fuel and light in 3d and 4th quarters, 1868, and 1st quarter 1869.	65 80
22	P. Joslyn	Postmaster, East Saginaw, Mich., for rent, light, and fuel in 2d quarter 1869.	98 05
22	W. S. Bivens.....	Postmaster, Goshen, Ind., for rent in 2d quarter 1869.	3 00
23	J. T. Moak.....	Postmaster, Watertown, Wis., for light and fuel in 3d and 4th quarters 1868, and 1st and 2d quarters 1869.	70 10
23	C. W. Buck.....	Postmaster, Winona, Mich., for light and fuel in 3d and 4th quarters 1868, and 1st quarter 1869.	33 55
23	J. Gibson.....	Late postmaster, Virginia City, Montana, for light, fuel, and rent in 2d quarter 1869.	228 00
24	R. Peysart.....	Postmaster, Bethlehem, Pa., for fuel and light in 3d and 4th quarters 1868, and 1st quarter 1869.	24 96
25	C. H. Hopkins.....	Postmaster, Utica, N. Y., for amount paid by him for washing in 2d quarter 1869.	6 56
25	A. L. Hosmer.....	Postmaster, Virginia City, Montana, for light, fuel, and rent in 2d quarter 1869.	80 84

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

Date.	To whom paid.	For what object.	Amount.
1868.			
Oct. 1	George F. Nesbitt.....	For office, dead, and register-letter envelopes furnished during the 3d quarter 1868.	\$10,994 17
8	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri, in five cases.	85 00
8	D. T. Corbin.....	For services as attorney of the United States for the district of South Carolina, in eleven cases.	145 00
9	E. B. Olmstead.....	Disbursing clerk of the Post Office Department, for material and incidental expenses incurred in the preparation of post-route maps.	857 68
10	George F. Nesbitt.....	For stationery furnished the Post Office Department from January 19 to August 25, 1868.	407 54
13	Riggs & Co.....	For gold draft for \$300 (premium thirty-nine per cent.) to pay for services of Morphy, Sullivan & Fenton, attorneys of the United States in a chancery suit, Toronto, C. W.	417 00
20	James Kelly.....	Postmaster, New York, N. Y., to pay money orders, under provision of section 9 of the act of May 17, 1864.	50,000 00
Nov. 4	James Kelly.....	Postmaster, New York, N. Y., to pay money orders, under provision of section 9 of the act of May 17, 1864.	50,000 00
12	National Bank Note Co....	For printing and binding draft books, furnishing stock, &c.	315 75
21	Dempsey & O'Toole.....	For hemp and small twine furnished October 4, 1868.	2,775 00
25	D. McClelland.....	For engraving, printing, and coloring post route maps.	1,445 00
Dec. 1	William Bell.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post route maps.	473 20

Amounts paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1862.			
Dec. 2	Robert Leachman.....	For services as attorney of the United States for the southern district of Mississippi, in five cases.	850 00
2	Charles P. Redmond.....	For services as clerk of the United States district court for the eastern district of Arkansas, in six cases.	42 90
3	James Kelly.....	Postmaster, New York, N. Y., to pay money orders, under provision of section 9 of the act of May 17, 1864.	40,000 00
5	Charles Van Winkle.....	For services as marshal for the United States for the district of Virginia, in fifteen cases.	2,293 33
12	Dempsey & O'Toole.....	For hemp twine furnished December 11, 1868.....	675 00
14	Henry S. Fitch.....	For services as attorney of the United States for the district of Georgia, in ten cases.	155 00
22	Dempsey & O'Toole.....	For twine furnished November 18, 1868.....	2,100 00
1869.			
Jan. 5	William Bell.....	Disbursing clerk of the Post Office Department, for incidental expenses incurred in the preparation of post-route maps, including salaries of the assistants to the topographer, for December, 1868.	652 00
5	James Kelly.....	Postmaster, New York, N. Y., to pay money orders, under provision of section 9 of the act of May 17, 1864.	60,000 00
7	George F. Nesbitt.....	For office envelopes furnished during the 4th quarter 1868.	10,913 04
7	George H. Hand.....	For services as attorney of the United States for the district of Dakota, in one case.	5 00
29	Dempsey & O'Toole.....	For twine furnished January 18, 1869.....	1,050 00
Feb. 2	William Bell.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of assistants to the topographer, for the month of January, 1869.	469 53
25	Charles P. Redmond.....	For services as attorney of the United States for the eastern district of Arkansas, in one case.	10 00
25	N. J. Riddick.....	For services as clerk of the United States circuit court, district of North Carolina, in fifteen cases.	115 45
26	Dempsey & O'Toole.....	For small and hemp twine furnished Feb. 1, 1869..	1,725 00
Mar. 1	William Bell.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of assistants to the topographer, for February, 1869.	531 38
17	Dempsey & O'Toole.....	For small and hemp twine furnished Mar. 16, 1869.	504 12
18	John W. Noble.....	For services as attorney of the United States for the eastern district of Missouri, in seven cases.	40 00
24	John W. Noble.....	For the same, in one case.....	5 00
27	James Kelly.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of act of May 17, 1864.	50,000 00
31	W. D. Downton.....	For hemp twine furnished March 13, 1869.....	1,000 00
April 3	George F. Nesbitt.....	For office and dead-letter envelopes furnished March 31, 1869.	6,937 54
3	William Bell.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of the assistants to the topographer, for March, 1869.	468 28
6	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri, in three cases.	60 00
14	J. P. Travers & Son.....	For twine furnished in March, 1869.....	3,300 00
16	Bennett Pike.....	For services as attorney of the United States for the western district of Missouri, in one case.	20 00
16	Thomas J. Hobbs.....	Disbursing clerk of the Treasury Department, for dead-letter envelopes furnished by said department.	3,609 90
27	Edward Irwin.....	For services as marshal of the United States for the district of Nevada, in four cases.	40 00
29	Charles Hibbard.....	For services as clerk of the United States court, Pamlico district of North Carolina, in five cases.	42 15
May 3	Patrick H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of the act of May 17, 1864.	50,000 00
3	George F. Nesbitt's estate	For registered-letter envelopes and packing cases..	8,960 00
11	W. D. Downton.....	For hemp twine furnished May 6, 1869.....	1,000 00
13	F. E. Spinner.....	Treasurer of the United States, for internal revenue tax withheld from sundry persons employed in preparing post-route maps.	14 94
15	F. A. McCartney.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of assistants to topographer, for April, 1869.	531 82
20	L. L. Davis.....	For services as clerk of probate court for Harrison County, Mississippi, in copying, sealing, and stamping documentary evidence to be used in a suit.	7 00

Amounts paid by the department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1868.			
May 20	Patrick H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of the act of May 17, 1864.	\$50 000 00
22	Thomas P. Robb.....	Late postmaster, Savannah, Ga., for expenses incurred in collecting balance due United States from A. L. Harris, late special agent and acting postmaster at Savannah.	205 00
28	J. P. Travers & Son.....	For twine furnished May 26, 1869.....	6,600 00
June 7	Patrick H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of act of May 17, 1864.	50,000 00
11	National Bank Note Co....	For furnishing material, and printing and binding six draft books.	178 25
24	Patrick H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of act of May 17, 1864.	50,000 00
24	Henry C. Miller.....	For services as assistant counsel of the United States in case of United States <i>vs.</i> W. G. Mank, in the district court of Louisiana.	250 00
July 1	Samuel A. Riggs.....	For services as attorney of the United States for the district of Kansas, in three cases.	50 00
7	David T Corbin.....	For services as attorney of the United States for the district of South Carolina, in four cases.	80 00
8	F. A. McCartney.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of assistants to topographer, for May and June, 1869.	1,352 46
13	George F. Nesbitt's estate.	For registered-package envelopes furnished during the second quarter 1869.	11,127 00
14	P. H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of act of May 17, 1864.	60,000 00
17	D. McClelland.....	For engraving and printing post-route maps.....	2,214 00
27	George F. Nesbitt's estate	For office envelopes furnished July 7, 1869.....	7,046 35
Aug. 3	F. A. McCartney.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including salaries of assistants to topographer, for July, 1869.	575 38
4	J. P. Travers & Son.....	For cotton twine furnished in July, 1869.....	3,300 00
9	William G. Whipple.....	For services as attorney of the United States for the southern district of Arkansas, in five cases.	40 00
9	George F. Nesbitt's estate.	For office and registered-package envelopes, purchased in open market in July, 1869.	1,131 75
17	C. P. Redmond.....	For services as clerk of the United States district court for the eastern district of Arkansas, in seven cases.	31 35
23	F. E. Spinner.....	Treasurer of the United States, for internal revenue tax withheld from sundry persons employed in preparing post-route maps.	16 71
Sept. 1	W. S. Huntington.....	Cashier First National Bank, Washington, D. C., and assignee A. T. Akerman, for services of the latter as attorney of the United States for the district of Georgia, in one case.	250 00
2	F. A. McCartney.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including the salaries of assistants to topographer, for August, 1869.	808 21
16	P. H. Jones.....	Postmaster, New York, N. Y., to pay money orders under provision of section 9 of act of May 17, 1864.	50,000 00
27	J. P. Travers & Son.....	For five thousand pounds of cotton twine furnished in August, 1869.	1,650 00
27	William D. Downton.....	For five thousand pounds of hemp twine furnished in August, 1869.	1,000 00

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

Date.	To whom paid.	For what object.	Amount.
1868.			
Oct. 8	William L. Dockray.....	For services as clerk of the United States circuit court for the northern district of Florida, in nine cases.	\$72 87
8	D. McClelland.....	For printing and coloring post-route maps.....	327 00
9	William Bell.....	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including the salaries of assistants to the topographer, for September, 1868.	591 63
10	Dempsey & O'Toole.....	For small twine furnished July 31, 1868.....	503 58
10	George McRae.....	For hemp twine furnished July 31, 1868.....	43 88

Amount paid by the department on drafts, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1868.			
Oct. 29	Hon. G. W. McLellan	For expenses of Postmaster General and himself to New York on official business.	\$52 15
Nov. 9	William Bell	Disbursing clerk of the Post Office Department, for expenses incurred in the preparation of post-route maps, including the salaries of assistants to the topographer for October, 1868.	460 84
9	Matthew Hopkins	For services as clerk of the United States court for western district of Texas, in five cases.	83 45
9	E. B. Turner	For services as attorney of the United States for the district of Texas, in one case.	5 00
19	M. D. Browning	For services as attorney of the United States for southern district of Iowa, in one case.	20 00
Dec. 1	M. D. Browning	For services as attorney of the United States for district of Iowa, in one case.	20 00
4	George McRae	For hemp twine furnished in November, 1868	675 00
12	John E. Rosette	For services as attorney of the United States for the southern district of Illinois, in twelve cases.	140 00
21	Mason, Fenwick & Lawrence.	For investigation and legal opinion rendered relative to patent on letter-boxes attached to lamp posts.	300 00
1869.			
Jan. 2	A. P. Blocker	Marshal of the United States, to reimburse T. A. Harris, late paymaster at Marshall, Texas, for this amount erroneously collected from said Harris as interest on a judgment obtained in favor of the United States.	122 5
6	H. L. Moss	For services as attorney of the United States for the district of Minnesota, in one case.	20 00
15	Samuel A. Riggs	For services as attorney of the United States for the district of Kansas, in two cases.	10 00
Feb. 24	L. H. Litchfield	For services as marshal of the United States for the district of Dakota, in one case.	44 00
25	Hiram Lorance	For services as clerk of the United States circuit and district court for the western district of Texas, in three cases.	75 05
25	R. McP. Smith	For services as attorney of the United States for the middle district of Tennessee, in nine cases.	180 00
25	D. H. Starbuck	For services as attorney of the United States for the district of North Carolina, in four cases.	65 00
March 9	Daniel R. Goodloe	For services as marshal of the United States for the district of North Carolina, in eight cases.	81 64
9	Alfred Kilgore	For services as attorney of the United States for the district of Indiana, in two cases.	40 00
19	G. W. Clark	For services as marshal of the United States for the district of Iowa, in eleven cases.	48 30
24	A. P. Blocker	For services as marshal of the United States for the western district of Texas, in four cases.	42 75
April 9	A. P. Blocker	For services as marshal of the United States for the western district of Texas, in three cases.	61 35
14	E. H. Granadin	For services as attorney of the United States for the southern district of Alabama, in five cases.	100 00
14	N. J. Riddick	For services as clerk of the United States circuit court for the district of North Carolina, in five cases.	40 35
May 12	Sarah B. Corneau	Administratrix of Stephen A. Corneau, late clerk of United States district court for southern district of Illinois, for services of said Corneau as clerk, in twenty-one cases.	262 50
15	D. J. Baldwin	For services as attorney of the United States for the eastern district of Texas, in three cases.	60 00
31	R. McP. Smith	For services as attorney of the United States for the middle district of Tennessee, in two cases.	40 00
June 2	D. R. Goodloe	For services as marshal of the United States for the district of North Carolina, in two cases.	18 90
15	S. F. Beach	For services as attorney of the United States for the district of Virginia, in sixteen cases.	315 00
22	Jno. Millidge	For services as attorney of the United States for the southern district of Georgia, in one case.	5 00
July 6	R. R. Lowell	For the arrest and conviction of a mail robber at Syracuse, New York.	100 00
9	Hiram Phelps	For the arrest and conviction of a mail robber at Phelps, New York.	50 00
10	Wm. D. Downton	For hemp twine furnished July 2, 1869	1,000 00
12	A. C. Gibbs	In coin, to reimburse him for amount paid for telegram on official business.	9 25
13	A. C. Gibbs	For services as attorney of the United States for the district of Oregon, in one case.	20 00
14	Nathan Goff, jr.	For services as attorney of the United States for the district of West Virginia, in five cases.	70 00
14	A. P. Blocker	For services as marshal of the United States for the western district of Texas, in five cases.	57 85

REPORT OF THE POSTMASTER GENERAL.

Amount paid by the department on drafts, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1869.			
July 14	A. Niblack	For services as clerk of the United States district court for the western district of Texas, in five cases.	888 65
29	D. H. Starbuck	For services as attorney of the United States for the district of North Carolina, in four cases.	65 00
Aug. 3	Blueford Wilson	For services as attorney of the United States for the southern district of Illinois, in one case.	5 00
12	Samuel Walker	For services as marshal of the United States for the district of West Virginia, in three cases.	9 65
21	Alfred Russell	For services as attorney of the United States for the eastern district of Michigan, in two cases.	25 00
Sept. 14	John Winder	For services as clerk of the United States district court for the eastern district of Michigan, in one case.	16 20
15	N. J. Riddick	For services as clerk of the United States circuit court for the district of North Carolina, in three cases.	33 55
15	Charles Eaton	For services as marshal of the United States for the district of Minnesota, in two cases.	39 30
16	Edward Kurtz	For services as clerk of the United States circuit court for the district of Wisconsin, in three cases.	18 70
16	C. E. Yost	For services as marshal of the United States for the district of Nebraska, in two cases.	8 12
21	Alfred Russell	For services as attorney of the United States for the eastern district of Michigan, in four cases.	150 00
21	Samuel Walker	For services as marshal of the United States for the district of West Virginia, in one case.	17 40
21	C. P. Redmond	For services as clerk of the United States circuit court for the district of Arkansas, in three cases.	16 40

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 1868	883,633 53
Fourth quarter 1868	108,489 00
First quarter 1869	98,993 05
Second quarter 1869	108,635 69
	399,751 27
Total miscellaneous payments	1,073,691 72

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 29, 1869.*

J. J. MARTIN, *Auditor.*

F.—*Summary of principal labors.*

The following brief summary indicates partially the chief labors performed by this 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	8,949
The number of accounts of late postmasters prior to July 1, 1868	35,933
The number of accounts of present postmasters	27,106
The number of quarterly accounts of postmasters adjusted, audited, and registered	102,358
The number of accounts of mail contractors audited and reported for payment	25,336
The number of accounts of railway postal clerks, route and local mail agents, baggage masters, &c., audited and reported for payment	5,518
The number of accounts of special mail carriers settled	6,000
The number of accounts of mail messengers settled	8,708
The number of accounts of special agents audited and reported for payment	538
The number of miscellaneous accounts audited and reported for payment	377
The number of accounts of United States attorneys and marshals, and of clerks of the United States courts, adjusted and reported for payment	64

The number of accounts for advertising, audited and reported for payment.....	249
The number of suits instituted.....	192
The number of judgments obtained in favor of the United States.....	156
The number of collection orders issued to mail contractors.....	84,173
The number of collection drafts issued.....	7,230
The number of department drafts countersigned and registered.....	14,816
The number of department warrants countersigned and registered.....	5,303
The number of certificates of deposits made by postmasters with other postmasters, examined and registered.....	3,445
The number of letters received.....	175,700
The number of letters prepared, recorded, and mailed.....	119,390
The number of folio post pages of correspondence recorded in the collection book.....	2,940
The number of pages recorded in miscellaneous book.....	873
The number of pages recorded in suit book.....	890
The number of pages recorded in report book.....	171
The number of accounts on the ledgers.....	71,988
The number of corrected quarterly accounts of postmasters re-examined, copied, and mailed.....	27,853
The number of letter carriers accounts settled.....	6,712
The number of money-order accounts settled.....	87,620
The number of letters written and mailed relating to money-order affairs.....	1,540
Amount collected on drafts issued on late postmasters.....	\$163,746 40
Amount collected on orders issued in favor of mail contractors.....	2,333,898 76
Amount collected on drafts issued on mail contractors.....	23,680 11
Amount collected from mail and special messenger offices.....	344,160 84
Amount collected by suit.....	58,262 11
Amount of deposits made by postmasters with other postmasters.....	666,742 15

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST OFFICE DEPARTMENT, *October 29, 1869.*

G.—Statement showing the transactions of the money-order

State.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due postmasters.	Transferred from postage fund.
				Total fees received.	Premiums.			
Alabama	16,437	\$4,761 69	\$391,169 84	\$2,551 65	.....	\$21,168 00	.....	\$3,827 15
Arkansas	13,777	6,447 48	485,055 09	2,711 20	.....	13,450 00	\$55 69	3,638 80
California	32,012	51,439 15	1,684,840 87	6,126 60	.....	740,174 12	17 38	3,476 00
Colorado	2,273	2,514 36	43,905 56	311 50	.....	.....	.....	.....
Connecticut	25,320	8,392 27	443,139 45	3,337 80	.....	207,829 63	61 93	15,521 00
Dakota Ter.	429	480 24	13,003 19	76 10	.....	.....	.....	.....
Delaware	3,314	1,036 81	50,791 31	443 15	.....	1,975 00	16 39	4,059 64
Dis. of Columbia	14,108	1,753 18	309,525 14	2,023 25	.....	368,674 35	.....	.....
Florida	7,152	10,139 53	244,632 53	1,374 65	.....	.....	.....	518 00
Georgia	19,165	11,916 09	401,619 62	2,761 90	\$3 50	403,983 08	.....	12,852 84
Idaho Ter.	2,328	7,890 18	91,314 49	491 30	.....	4,300 00	.....	51 00
Illinois	132,734	45,396 92	2,282,793 37	17,237 05	.....	1,828,366 29	147 41	40,989 75
Indiana	73,415	21,860 04	1,229,305 59	9,581 50	.....	337,790 12	111 56	10,284 72
Iowa	62,959	13,922 06	1,125,416 52	8,370 75	.....	236,476 00	7 08	26,541 95
Kansas	19,413	15,163 31	455,211 82	2,992 35	.....	348,133 32	198 39	4,068 52
Kentucky	19,528	4,290 68	332,319 13	2,514 55	.....	201,140 34	126 62	11,227 04
Louisiana	13,341	12,376 91	376,893 83	2,263 50	.....	304,284 16	97	214 00
Maine	19,232	9,902 69	468,081 02	2,972 00	.....	237,301 00	116 45	21,640 39
Maryland	16,640	14,285 04	316,877 59	2,268 95	.....	459,893 01	10 84	3,576 55
Massachusetts ..	45,927	17,778 99	963,539 25	6,540 53	.....	1,484,136 22	37 10	33,980 50
Michigan	64,227	25,768 00	1,086,738 24	8,281 35	1 16	523,414 95	61 08	14,334 39
Minnesota	25,398	10,324 68	508,040 89	3,581 40	.....	146,381 23	13 02	10,794 64
Mississippi	13,088	1,471 13	306,766 43	2,017 95	.....	.....	26 79	1,278 48
Missouri	45,307	15,066 25	880,334 56	6,219 00	.....	651,693 33	14 30	16,230 02
Montana Ter.	1,646	2,870 02	54,868 84	310 60	.....	.....	.....	.....
Nebraska	6,764	1,759 98	148,584 15	993 40	.....	43,161 43	.....	1,245 00
Nevada	2,911	5,192 70	113,943 20	610 55	.....	.....	.....	.....
New Hampshire ..	12,577	3,843 87	248,885 50	1,744 65	.....	37,975 00	.....	13,502 15
New Jersey	20,159	7,145 99	385,069 93	2,746 40	.....	61,825 00	88 25	19,602 43
New York	117,088	91,931 94	2,097,100 25	15,997 10	.....	5,537,321 06	177 24	920,601 86
North Carolina ..	10,511	4,144 58	205,968 78	1,473 35	.....	2,506 00	.....	4,317 46
Ohio	119,089	33,356 79	1,942,672 08	15,275 40	12 50	1,407,441 69	31 61	44,020 74
Oregon	7,990	9,025 29	278,315 79	1,564 60	.....	10,851 00	87 85	4,980 84
Pennsylvania	95,030	30,761 77	1,690,440 40	12,565 20	.....	1,192,880 47	13 18	28,118 50
Rhode Island	8,415	2,154 61	154,329 00	1,116 80	.....	52,096 98	.....	2,539 01
South Carolina ..	9,063	2,082 05	204,728 38	1,351 95	39 87	114,039 00	3 30	1,319 22
Tennessee	28,185	9,081 05	619,892 92	4,148 75	.....	778,274 94	1 80	3,748 89
Texas	7,748	9,148 12	251,343 52	1,446 60	.....	.....	.....	3,386 35
Utah	1,759	2,363 34	47,603 92	290 05	.....	.....	.....	380 00
Vermont	14,354	4,644 52	242,958 40	1,849 25	.....	15,175 00	.....	19,355 00
Virginia	21,407	5,706 68	436,326 67	3,034 95	.....	472,842 43	.....	13,555 00
Washington Ter ..	3,116	6,963 84	125,035 40	672 15	.....	2,800 00	6 07	77 00
West Virginia	11,924	3,149 13	210,982 07	1,518 45	.....	10,600 00	4 45	490 00
Wisconsin	73,669	29,516 69	1,449,798 58	10,211 40	.....	983,663 00	430 10	5,732 52
Wyoming Ter.	1,214	.....	38,895 76	217 80	.....	.....	.....	.....
	1,264,143	579,218 31	24,848,058 93	176,190 90	56 97	19,199,017 15	1,868 28	1,326,077 41

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

office of the United States for the fiscal year ended June 30, 1869.

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.
4,757	\$130,763 01	\$3,557 69	\$683 60	\$291,074 00	\$9 70	\$918 72	\$6,471 61	
2,515	99,619 18	2,150 43	338 80	382,319 45	924 85	1,149 40	18,847 15	
9,030	360,744 48	2,131 85	1,057,215 00	415,110 12	121 23	5,483 98	39,267 46	
549	15,249 28	571 40		29,544 00	18 00		1,348 74	
22,467	469,709 74	3,374 65	1,500 00	194,796 63	3 35	2,012 26	6,750 43	\$45 02
97	3,168 12	84 00		9,842 50		32 94	431 97	
2,091	44,956 05	643 39		20,629 00	60	256 45	836 81	
16,125	341,721 86	1,834 76		329,395 00	159 30	2,676 71	6,188 29	
1,962	72,978 85	1,650 15		176,339 24	39 54	5,574 99	5,081 94	
13,066	289,498 14	3,894 20		500,631 00	104 42	1,243 73	37,765 60	
554	23,927 50	1,349 75		71,197 00	8 67	222 53	7,341 52	
131,576	2,430,324 35	20,101 97	14,461 90	1,697,508 06	155 32	10,219 62	42,156 03	3 54
36,149	707,710 60	8,625 99	2,637 85	865,505 22	154 20	4,456 29	19,538 69	303 49
34,093	765,618 60	9,607 62	1,708 17	611,244 65	85 10	4,141 50	18,319 56	9 16
11,133	307,286 60	3,826 19		490,449 05	65 50	1,462 04	22,606 45	71 88
16,716	351,204 14	3,087 04	2,047 56	158,862 00	21 21	882 81	5,513 90	
10,508	327,457 50	2,523 47	87,919 00	263,040 57	49 71	650 86	14,392 56	
15,788	427,612 60	2,232 18		297,015 00	30 50	1,461 09	11,663 08	
27,367	624,428 22	2,874 33		163,297 13	8 00	609 22	5,695 02	
142,545	2,270,907 45	8,188 72	160 31	201,835 47	423 46	6,043 06	18,345 80	48 34
36,474	764,032 10	11,488 23	52 15	854,528 45	5 85	3,789 06	24,683 27	
13,567	330,975 10	4,394 42	1,412 18	325,824 54	10 00	1,476 04	15,042 58	
2,601	62,059 25	2,000 89	77 25	242,411 23	5 00	569 10	4,438 06	
49,655	1,182,787 63	9,389 63	7,085 00	347,724 49	21 00	4,455 55	18,083 56	10 60
424	17,310 99	100 00		36,204 00		144 20	4,290 27	
2,740	71,789 95	1,540 73		106,434 00	8 00	414 37	15,556 91	
388	16,678 60	668 95		98,429 00	56 95	214 01	3,668 94	
8,938	207,905 34	1,173 44	7 05	91,212 53	20 10	1,086 09	4,546 60	
17,200	354,420 32	3,612 57	51 00	111,460 95	34 25	1,770 02	5,024 60	
276,212	4,609,613 44	21,454 73	117,845 00	3,810,960 13	918 97	12,204 32	89,674 76	458 10
3,689	69,977 14	1,470 32	310 46	141,395 60	32 04	662 32	4,562 29	
118,728	2,188,697 49	16,110 62	12,128 97	1,191,030 94	123 32	8,207 88	26,491 60	19 99
3,292	139,405 05	1,601 14	7 82	155,299 75		772 00	7,727 63	11 98
111,273	1,915,634 31	15,405 74	100 00	989,070 16	117 00	7,630 32	26,821 99	
5,519	129,571 55	1,426 95		77,683 98	2 00	708 37	2,824 05	19 50
5,429	126,059 68	1,015 16		188,256 00	18 54	403 64	7,806 97	3 78
15,212	350,741 59	4,849 57	962 24	1,003,701 80	45 75	2,078 35	22,769 11	
1,700	53,291 89	1,853 98	141,990 00	57,244 79	5,531 55	436 17	4,976 21	
474	15,399 68	1,241 15	380 00	31,268 00		134 20	2,214 28	
8,124	184,990 58	1,287 10	410 00	90,941 06	1 00	1,063 36	5,289 07	
15,222	329,855 49	3,094 86	5,590 00	581,149 97	95 33	1,277 18	10,383 45	19 45
1,072	47,273 07	703 63		81,082 00		326 04	6,169 72	
3,860	85,364 43	1,192 41		133,664 00	1 00	714 11	5,709 15	
47,453	1,075,177 11	11,165 43	31 46	1,309,658 00	102 50	5,915 79	32,302 12	
106	3,308 61	186 37	3,966 00	30,719 05		80 84	852 69	
1,248,874	24,447,376 66	206,746 80	1,461,078 77	19,262,990	139,631 81	101,062 19	640,472 49	1,129 10

J. J. MARTIN, Auditor.

H.—Statement showing the revenue accruing to the money-order department for the fiscal year ended June 30, 1869.

Total amount of fees received.....	\$176,190 90
Total amount received for premium on drafts.....	56 97
Total.....	<u>176,247 87</u>
Commissions and clerk hire allowed postmasters.....	\$101,062 19
Lost remittances.....	5,797 00
Incidental expenses.....	3,834 81
Total.....	<u>110,694 00</u>
Net revenue.....	<u>65,553 87</u>

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

I.—Statement showing the receipts and expenditures of the money-order department for the fiscal year ended June 30, 1869.

RECEIPTS.

Balance in hands of postmasters, June 30, 1868.....	\$579,218 31
Amount received for money orders issued.....	24,848,058 93
Amount received for fees.....	176,190 90
Amount received for premium on drafts.....	56 97
Amount received on deposit and drafts.....	19,199,017 15
Amount due postmasters.....	1,868 28
Amount transferred from postage fund.....	1,326,077 41
Total.....	<u>46,130,487 95</u>

DISBURSEMENTS.

Amount of money orders paid.....	\$24,447,376 66
Amount of money orders repaid.....	206,746 80
Amount transferred to postage fund.....	1,461,078 77
Amount deposited at first-class offices.....	19,262,990 13
Amount of incidental expenses.....	3,834 81
Amount allowed for lost remittances.....	5,797 00
Amount allowed for clerk hire and commissions.....	101,062 19
Miscellaneous items.....	1,129 10
Balance in hands of postmasters, June 30, 1869.....	640,472 49
Total.....	<u>46,130,487 95</u>

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

J.—Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1869.

RECEIVED.

	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$9,827 61	\$23,703 66	.....	\$123,678 05	\$157,209 32
Miscellaneous line.....	6,353 50	16,195 15	.....	74,967 91	97,516 56
Hamburg line	354 51	1,635 29	.....	6,711 51	8,701 31
Canadian line	345 49	1,082 58	.....	3,719 69	5,147 76
German Lloyd.....	2,675 78	10,016 79	.....	32,152 04	44,844 61
Baltimore and Liverpool St'ship Co. .	34	17	.....	2 52	3 03
British Steamship Company	2 16	.....	.....	70 70	72 86
Totals.....	19,559 39	52,633 64	.....	241,302 42	313,495 45
Amount received.....	72,193 03	.....	\$241,302 42	.....	.....

SENT.

	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$408 14	\$90,638 95	.....	\$6,523 18	\$97,570 27
Miscellaneous line.....	417 72	91,987 05	.....	7,898 48	100,303 25
Hamburg line	82 26	77,508 65	.....	6,288 67	83,879 58
Canadian line .....	.....	9,698 86	.....	546 20	10,245 06
German Lloyd.....	109 30	47,051 89	.....	8,386 90	55,548 09
Baltimore and Liverpool St'ship Co. .	.....	69 36	.....	1 44	70 80
British Steamship Company .....	.....	.....	.....	.....	.....
Totals.....	1,017 42	316,954 76	.....	29,644 87	347,617 05
Amount sent	317,972 18	.....	.....	29,644 87	.....

Amount collected in the United States

Amount collected in the United Kingdom.....

Total

Excess collected in the United States

Decrease, compared with last fiscal year.....

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

K.—Amount of letter postage on North German Union mails received in and sent from the United States during the fiscal year ended June 30, 1869.

RECEIVED.					
	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$3,698 50	\$39,867 65	\$6,871 88	\$4,796 98	\$55,235 01
Miscellaneous line.....	1,903 58	20,459 43	.....	5,866 61	28,229 62
German Lloyd.....	7,374 26	47,042 51	.....	52,067 17	106,483 94
Hamburg line.....	5,442 91	24,553 85	.....	44,186 62	74,183 38
Totals.....	18,419 25	131,923 44	6,871 88	106,917 38	264,131 95
Amount received.....	150,342 69	.....	113,789 26	.....	.....

SENT.					
	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$70 66	\$17,152 14	.....	\$3,135 96	\$20,358 76
Miscellaneous line.....	94 74	26,273 79	.....	4,741 94	31,110 47
German Lloyd.....	315 01	77,538 44	.....	9,690 00	87,543 45
Hamburg line.....	365 98	105,090 41	.....	12,635 20	118,091 59
Totals.....	846 39	226,054 78	.....	30,203 10	257,104 27
Amount sent.....	226,901 17	.....	.....	30,203 10	.....

Amount collected in the United States.....	\$377,243 86
Amount collected in the North German Union.....	143,992 36
Total	521,236 22
Excess collected in the United States.....	233,251 50

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

L.—Amount of letter postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1869.

RECEIVED.

	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$4,618 59	\$6,060 61	\$22,104 71	\$929 55	\$33,713 46
Miscellaneous line	2,857 74	5,058 01		17,599 84	25,515 59
Canadian line	75	15		3 15	4 05
German Lloyd	2,651 36	4,233 72		13,956 04	20,841 12
Hamburg line	1,423 80	1,976 60		7,093 86	10,493 26
French Steamship Company	2,455 69	3,468 96		13,164 50	19,089 15
Totals.....	14,006 93	20,798 05	22,104 71	52,746 94	109,656 63
Amount received.....	34,804 98		74,851 65		

SENT.

	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$119 22	\$23,825 13		\$8,767 29	\$32,711 64
Miscellaneous line.....	117 75	16,343 67		7,555 06	24,016 48
Canadian line		2,758 16		883 31	3,641 47
German Lloyd	60 66	11,650 80		9,574 91	21,286 37
Hamburg line	29 94	23,042 64		8,861 17	31,933 75
French Steamship Company		14,304 89		5,475 73	19,780 62
Totals.....	327 57	91,925 29		41,117 47	133,370 33
Amount sent.....	92,252 86			41,117 47	

Amount collected in the United States.....	\$127,057 84
Amount collected in France	115,969 12
Total	243,026 96
Excess collected in the United States	11,088 72
Decrease, compared with the last fiscal year	42,529 31

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

J. J. MARTIN, Auditor.

M.—Amount of letter postage on Belgian mails received in and sent from the United State during the fiscal year ended June 30, 1869.

RECEIVED.

	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$210 79	\$327 24	.....	\$2,029 52	\$2,567 55
Miscellaneous line.....	119 15	197 54	.....	1,223 27	1,539 96
Canadian line .....	.....	.....	.....	15	15
German Lloyd	134 70	196 64	.....	1,004 54	1,335 88
Hamburg line	32 16	42 90	.....	292 39	367 45
Totals.....	496 80	764 32	.....	4,549 87	5,810 99
Amount received.....	1,261 12	.....	\$4,549 87	.....	.....

SENT.

	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$17 85	\$1,118 86	.....	\$327 29	\$1,464 00
Miscellaneous line.....	24 30	1,319 48	.....	419 37	1,763 15
Canadian line .....	.....	50	.....	25	75
German Lloyd .....	.....	728 32	.....	478 03	1,206 35
Hamburg line	60	1,021 00	.....	296 20	1,317 80
Totals.....	42 75	4,188 16	.....	1,521 14	5,752 05
Amount sent.....	4,230 91	.....	.....	1,521 14	.....

Amount collected in Belgium	\$6,071 01
Amount collected in the United States.....	5,492 03
Total	11,563 04
Excess collected in Belgium	578 98
Decrease, compared with the last fiscal year.....	2,116 01

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

N.—Amount of letter postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1869.

RECEIVED.					
	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$279 05	\$1,406 20	\$1,631 35	.....	\$3,316 60
Miscellaneous line	572 05	627 60	968 25	.....	2,167 90
German Lloyd	208 60	1,151 75	1,104 10	.....	2,464 45
Hamburg line	58 35	293 30	281 80	.....	633 45
Totals	1,118 05	3,478 85	3,985 50	.....	8,582 40
Amount received	4,596 90	.....	3,985 50	.....	.....

SENT.					
	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$1,540 05	.....	\$530 20	\$2,070 25
Miscellaneous line	2,121 60	.....	667 05	2,788 65
German Lloyd	1,284 00	.....	474 99	1,758 99
Hamburg line	1,827 30	.....	556 00	2,383 30
Totals	6,772 95	.....	2,228 24	9,001 19
Amount sent	\$6,772 95	.....	.....	2,228 24	.....

Amount collected in the United States	\$11,369 85
Amount collected in the Netherlands	6,213 74
Total	17,583 59
Excess collected in the United States	5,156 11

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

REPORT OF THE POSTMASTER GENERAL.

O.—Amount of letter postage on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1869.

RECEIVED.

	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$470 05	\$1,974 25	\$3,565 25	.....	\$6,009 55
Miscellaneous line.....	725 63	736 10	1,964 40	.....	3,426 15
German Lloyd.....	371 25	1,563 20	3,035 65	.....	4,970 10
Hamburg line.....	107 90	518 05	1,062 55	.....	1,688 50
Totals.....	1,674 85	4,791 60	9,627 85	.....	16,094 30
Amount received.....	6,466 45	.....	9,627 85	.....	.....

SENT.

	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$2,232 90	.....	\$791 00	\$3,023 90
Miscellaneous line.....	3,021 45	.....	952 85	3,974 30
German Lloyd.....	2,085 60	.....	755 45	2,841 05
Hamburg line.....	3,246 75	.....	1,105 90	4,352 65
Totals.....	10,586 70	.....	3,605 20	14,191 90
Amount sent.....	\$10,586 70	.....	.....	3,605 20	.....

Amount collected in the United States.....	\$17,053 15
Amount collected in Switzerland.....	13,233 05
Total.....	30,286 20
Excess collected in the United States.....	3,820 10

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

P.—Amount of letter postage on Italian mails received in and sent from the United States, during the fiscal year ended June 30, 1869.

RECEIVED.					
	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$485 80	\$1,696 81	\$3,579 53		\$5,762 14
Miscellaneous line.....	512 70	406 65	1,379 95		2,299 30
German Lloyd.....	229 10	952 75	1,777 65		2,959 50
Hamburg line.....	58 85	213 30	337 65		609 80
Totals.....	1,286 45	3,269 51	7,074 78		11,630 74
Amount received.....	\$4,555 96		\$7,074 78		

SENT.					
	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....		\$1,673 10		\$256 30	\$1,929 40
Miscellaneous line.....		2,116 80		277 30	2,394 10
German Lloyd.....		888 45		167 75	1,056 20
Hamburg line.....		1,732 70		221 40	1,954 10
Totals.....		6,411 05		922 75	7,333 80
Amount sent.....	\$6,411 05			\$922 75	

Amount collected in the United States.....	\$10,967 01
Amount collected in Italy.....	7,997 53
Total.....	\$18,964 54
Excess collected in the United States.....	\$2,969 48

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

Q.—Number of letters, and weight of newspapers, &c., exchanged between the United States and the United Kingdom, in British mails, during the fiscal year ended June 30, 1869.

Lines.	Rates of letters.		Weight of newspapers, &c.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	1,270,342	786,960	<i>Lbs. ozs.</i> 161,054 13	<i>Lbs. ozs.</i> 59,169 7
Miscellaneous line.....	767,240	785,732	66,205 9	70,188 10
Canadian line.....	39,141	83,271	3,893 4	4,656 14
German Lloyd.....	426,749	436,321	41,864 15	35,866 15
Hamburg line.....	70,515	674,342	9,198 13	55,782 9
Baltimore and Liverpool Steamship Company.....	21	590		
British Steamship Company.....	1,685			
Totals.....	2,575,693	2,767,216	282,217 6	228,657 7
Increase, compared with last fiscal year.....	379,802	282,285		

No statement of weight of newspapers, &c., made during the last fiscal year.

J. J. MARTIN, Auditor

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

REPORT OF THE POSTMASTER GENERAL.

R.—Number of letters and weight of printed matter (sent) exchanged between the United States and the North German Union (in closed and open mails) during the fiscal year ended June 30, 1869.

Lines.	Rates of letters.		Weight of printed matter.
	Received.	Sent.	Sent.
Cunard line.....	271, 795	132, 258	<i>Lbs. ozs.</i> 4, 985 8
Miscellaneous line.....	148, 229	204, 927	6, 593 10
German Lloyd.....	778, 711	787, 529	36, 399 12
Hamburg line.....	619, 204	1, 083, 357	45, 107 0
Totals.....	1, 817, 939	2, 208, 071	93, 065 14

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

S.—Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1869.

Lines.	Rates of letters.		Newspaper statement.	
	Received.	Sent.	Received.	Sent.
Cunard line.....	214, 434	212, 798	<i>Number.</i> 23, 234	<i>Lbs. ozs.</i> 8, 511 00
Canadian line.....	23	23, 397	5	552 11
Hamburg line.....	65, 478	209, 768	10, 264	6, 035 11
German Lloyd.....	133, 262	137, 599	35, 454	4, 978 15
Dale line.....	165, 980	156, 099	32, 717	6, 609 11
French (direct) line.....	118, 826	125, 165	27, 088	(No.) 40, 233
Totals.....	698, 008	864, 826	128, 762	.....
Decrease, compared with last fiscal year.....	153, 693	74, 422	30, 938	.....

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

T.—Number of rates of letters and weight of printed matter (sent) exchanged between the United States and Belgium during the fiscal year ended June 30, 1869.

Lines.	Rates of letters.		Weight of printed matter.
	Received.	Sent.	Sent.
Cunard line.....	15, 809	9, 762	<i>Lbs. ozs.</i> 654 12
Dale line.....	9, 612	11, 972	658 9
Canadian line.....	1	5	1 13½
German Lloyd.....	8, 304	8, 651	667 8½
Hamburg line.....	2, 288	8, 825	411 1
Totals.....	36, 014	39, 215	2, 393 12
Increase, compared with last fiscal year.....	2, 624	6, 399	.....

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

U.—Number of letters exchanged between the United States and Netherlands during the fiscal year ended June 30, 1869.

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	19,554	13,803
Hamburg line.....	3,624	15,916
Dale line.....	12,602	18,680
German Lloyd.....	14,348	12,025
Totals.....	50,194	60,424

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

V.—Number of letters exchanged between the United States and Switzerland during the fiscal year ended June 30, 1869.

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	36,307	20,161
Hamburg line.....	10,350	29,029
German Lloyd.....	30,146	19,034
Dale line.....	20,595	26,528
Totals.....	97,398	94,752

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

W.—Number of letters exchanged between the United States and Italy during the fiscal year ended June 30, 1869.

Lines.	Number of letters.	
	Received.	Sent.
Cunard line.....	34,712	12,864
Hamburg line.....	3,596	13,043
German Lloyd.....	17,690	7,163
Dale line.....	13,803	16,000
Totals.....	69,801	49,070

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

REPORT OF THE POSTMASTER GENERAL.

X.—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, 1869.

Pacific Mail Steamship Company.	Letters.	News- papers.	Postage on letters.
Received.....	115,573	43,366	\$15,984 25
Sent.....	125,239	139,484	23,702 90
Totals.....	240,812	182,850	39,687 15
Add newspaper postage, at two cents each.....			3,657 00
Total postages.....			43,344 15
Compared with last fiscal year.....	15,163 (increase.)	9,062 (decrease.)	2,563 98 (increase.)

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

Y.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Mexico, during the fiscal year ended June 30, 1869.

United States and Mexican Mail Steamship Company.	Letters.	News- papers.	Postage on letters.
Received.....	16,607	6,104	\$1,853 83
Sent.....	23,879	31,832	2,505 57
Totals.....	40,486	37,936	4,359 40
Add newspaper postage, at two cents each.....			758 72
Total postages.....			5,118 12
Compared with last fiscal year, (increase).....	11,287	10,737	1,212 05

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

Z.—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, 1869.

The United States and Brazil Mail Steamship Company.	Letters.	News- papers.	Postage on letters.
Received.....	78,115	21,655	\$8,424 91
Sent.....	81,871	73,934	9,055 06
Totals.....	159,986	95,589	17,479 97
Add newspaper postage, at two cents each.....			1,911 78
Total postages.....			19,391 75
Compared with last fiscal year, (increase).....	37,091	12,113	4,437 65

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

AA.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Belize, Honduras, during the fiscal year ended June 30, 1869.

Honduras line.	Letters.	News-papers.	Postage on letters.
Received.....	4,005	not stated.	\$400 50
Sent.....	4,442	not stated.	444 20
Totals.....	8,447	.....	844 70
Add newspaper postage, at two cents each.....			
Total postages.....			844 70
Compared with last fiscal year, (increase).....	3,312		\$431 20

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

BB.—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, 1869.

West India mail steamers.	Letters.	News-papers.	Postage on letters.
Received.....	398,449	68,215	\$52,028 12
Sent.....	295,309	145,788	32,676 06
Totals.....	693,758	214,003	84,704 18
Add newspaper postages, at two cents each.....			4,280 06
Total postages.....			88,984 24
Compared with last fiscal year, (increase).....	46,703	12,315	\$3,997 85

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

CC.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to China, during the fiscal year ended June 30, 1869.

Pacific Mail Steamship Company.	Letters.	News-papers.	Postage on letters.
Received.....	No returns.	No returns.	No returns.
Sent, (from New York only).....	16,570	12,190	\$1,657 00
Totals.....	16,570	12,190	1,657 00
Add newspaper postages, at two cents each.....			243 80
Total postages.....			1,900 80
Compared with last fiscal year, (decrease).....	73	3,691	\$81 12

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

REPORT OF THE POSTMASTER GENERAL.

DD.—Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, during the fiscal year ended June 30, 1869.

Pacific Mail Steamship Company.	Letters.	News-papers.	Postage on letters.
Received.....	No returns.	No returns.	No returns.
Sent (from New York only).....	7,964	1,447	\$796 40
Totals.....	7,964	1,447	796 40
Add newspaper postages, at two cents each.....			28 94
Total postages.....			825 34
Compared with last fiscal year, (decrease).....	1,288	3,418	197 16

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

EE.—Statement of letters and newspapers, with the several postages on the mails sent from the United States to Capetown, Africa, (direct,) during the fiscal year ended June 30, 1869.

Pacific Mail Steamship Company.	Letters.	News-papers.	Postage on letters.
Sent.....	10		\$1 00
Total postages.....			1 00

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

FF.—Statement of the amount of letter postage on the Nova Scotia and Prince Edwards Island mails received in and sent from the United States during the fiscal year ended June 30, 1869.

Boston and Nova Scotia mail steamers.	Unpaid.	Unpaid distributed.	Paid distributed.	Paid stamps.
Received.....	\$179 46	\$177 26		
Sent.....			\$680 77	\$547 84
Compared with last fiscal year, (decrease).....	73 40	86 41	1,168 21	457 40

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

GG.—Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1869.

Countries.	Number of letters.	
	Received.	Sent.
Great Britain.....	2, 575, 693	2, 767, 216
North German Union.....	1, 817, 939	2, 208, 071
France.....	698, 008	864, 826
Belgium.....	36, 014	39, 215
Netherlands.....	50, 194	60, 424
Switzerland.....	97, 398	94, 752
Italy.....	69, 811	49, 070
West India Islands.....	398, 449	295, 309
Panama.....	115, 573	125, 239
Mexico.....	16, 607	23, 879
Brazil.....	78, 115	81, 871
Honduras.....	4, 005	4, 443
China. (from New York only).....		16, 570
Honolulu, (from New York only).....		7, 964
Capetown, Africa, (from New York only).....		10
Totals.....	5, 957, 796	6, 638, 858
Compared with last fiscal year, (increase).....	729, 571	738, 551

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

HH.—Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1869. (Incomplete returns.)

Amount on unpaid received.....	\$36, 505 44	
Amount on paid received.....	109, 944 99	
Amount on unpaid sent.....	21, 206 63	\$136, 450 43
Amount on paid sent.....	123, 123 63	
Total.....		144, 330 26
Amount collected in the United States.....		149, 629 07
Amount collected in the British Provinces.....		131, 151 62
Excess collected in the United States.....		18, 477 45
Compared with last fiscal year, (decrease).....		25, 364 99

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

II.—Amounts reported as due the steamers of the miscellaneous or Dale line for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$16, 663, 00
Fourth quarter, 1868.....	15, 124 58
First quarter, 1869.....	19, 925 44
Second quarter, 1869.....	22, 850 30
Total amount paid.....	74, 563 32

Amounts reported as due the steamers of the German Lloyd, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$15,697 10
Fourth quarter, 1868.....	18,368 06
First quarter, 1869.....	23,559 39
Second quarter, 1869.....	22,803 16
Total amount paid.....	<u>80,432 71</u>

Amounts reported as due the steamers of the Canadian line, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$1,076 71
Fourth quarter, 1868.....	1,072 51
First quarter, 1869.....	1,952 21
Second quarter, 1869.....	1,648 60
Total amount paid.....	<u>5,750 03</u>

Amounts reported as due the steamers of the Hamburg line, for services rendered during (three-quarters of) the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$23,083 23
Fourth quarter, 1868.....	26,267 05
First quarter, 1869.....	34,488 82
Second quarter, 1869, (not yet reported.)	
Total amount paid.....	<u>83,839 10</u>

Amounts reported as due the steamers of the Cunard line, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$14,564 69
Fourth quarter, 1868.....	13,562 36
First quarter, 1869.....	23,323 59
Second quarter, 1869.....	20,127 44
Total amount paid.....	<u>71,578 08</u>

Amounts reported as due the steamers of the Baltimore and Liverpool Steamship Company, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$44 25
Fourth quarter, 1868, (no service.)	
First quarter, 1869, (no service.)	
Second quarter, 1869, (no service.)	
Total amount paid.....	<u>44 25</u>

Amounts reported as due the steamers of the Boston and Nova Scotia line, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$254 45
Fourth quarter, 1868.....	116 14
First quarter, 1869.....	111 56
Second quarter, 1869.....	308 55
Total amount paid.....	<u>790 70</u>

Amounts reported as due the steamers of the Pacific Mail Steamship Company, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$7,907 86
Fourth quarter, 1868, (under contract with Post Office Department.)	
First quarter, 1869, (under contract with Post Office Department.)	
Second quarter, 1869, (under contract with Post Office Department.)	70
Total amount paid.....	<u>7,908 56</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, 1869.

Third quarter, 1868.....	\$16,707 61
Fourth quarter, 1868.....	17,792 95
First quarter, 1869.....	16,843 42
Second quarter, 1869.....	18,518 11
Total amount paid.....	<u>69,862 09</u>

Amounts reported as due the steamers of the Honduras line, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$173 67
Fourth quarter, 1868.....	147 35
First quarter, 1869.....	146 93
Second quarter, 1869.....	124 60
Total amount paid.....	<u>592 55</u>

Amounts reported as due the steamers of the United States and Mexican Mail Steamship Company, for services rendered during the fiscal year ended June 30, 1869.

Third quarter, 1868.....	\$470 05
Fourth quarter, 1868.....	783 30
First quarter, 1869.....	732 41
Second quarter, 1869.....	995 33
Total amount paid.....	<u>2,981 09</u>

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.

KK.—*Balances due the United States on the adjustment of the postal accounts between the United States and Switzerland, for the quarters indicated.*

Second quarter, 1868.....	\$1,525 35
Third quarter, 1868.....	2,395 51
Fourth quarter, 1868.....	1,853 61
First quarter, 1869.....	1,853 56
Total.....	<u>7,628 03</u>

Balances due the United States on the adjustment of the postal accounts between the United States and Netherlands, for the four quarters of 1868.

First quarter, 1868.....	\$738 68
Second quarter, 1868.....	700 65
Third quarter, 1868.....	698 32
Fourth quarter, 1868.....	712 61
Total.....	<u>2,850 26</u>

Balances due Belgium on the adjustment of the postal accounts between the United States and Belgium, for the four quarters of 1868.

First quarter, 1868.....	\$3,920 03
Second quarter, 1868.....	3,433 90
Third quarter, 1868.....	2,842 33
Fourth quarter, 1868.....	1,010 30
Total.....	<u>11,206 56</u>

Balances due the North German Union on the adjustment of the postal accounts between the United States and the North German Union, for the four quarters of 1868.

First quarter, 1868.....	\$20,631 40
Second quarter, 1868.....	13,183 38
Third quarter, 1868.....	14,132 04
Fourth quarter, 1868.....	12,460 17
Total.....	<u>60,407 99</u>

Balances due France on the adjustment of the postal accounts between the United States and France, for the quarters indicated.

Second quarter, 1868.....	\$9,182 68
Third quarter, 1868.....	7,616 38
Fourth quarter, 1868.....	8,595 29
First quarter, 1869.....	9,470 29
Total.....	<u>34,864 64</u>

Balances due the United Kingdom on the adjustment of the postal accounts between the United States and the United Kingdom, for the quarters indicated.

Third quarter, 1867.....	\$32,507 34
Fourth quarter, 1867.....	21,071 73
First quarter, 1868.....	17,449 84
Second quarter, 1868.....	18,355 26
Total.....	<u>89,384 17</u>

J. J. MARTIN, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 29, 1869.