

REPORT

OF

THE POSTMASTER GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 18, 1871.

SIR: The ordinary revenues of this Department for the fiscal year ended June 30, 1871, were \$20,037,045 42, and the expenditures of all kinds \$24,390,104 08. For the year ended June 30, 1870, the ordinary revenues (not including the amount of money-order funds deposited as postal receipts for convenience of transfer) were \$18,879,377 65; and the expenditures (not including the amount of money-order funds re-transferred) were \$23,348,837 63. The increase of revenue for the year 1871 over the year 1870 was \$1,157,667 77, or 6.13 per cent., and the increase of expenditures \$1,041,266 45, or 4.45 per cent., showing a net increase in revenue of \$116,401 32. The increase in revenue for the year 1871 over the year 1869 was \$2,722,869 70, or 15.72 per cent., and the increase of expenditures for 1871 over 1869 was \$1,251,972 58, or 5.41 per cent. The increase in revenue for 1871, compared with 1870, was less than the increase for 1870, compared with 1869, by \$270,042 16; and the increase of expenditures for 1871, compared with 1870, was greater than the increase for 1870, compared with 1869, by \$740,590 32.

If, in addition to the ordinary revenues, the Department be credited with \$700,000 appropriated for transportation of free matter and the amounts drawn and expended for subsidies to steamship lines, it will appear that the deficiency provided out of the general Treasury for the year 1871 is \$2,928,058 66, against \$2,814,116 98 for the year 1870.

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

The estimated expenditures for the year ending June 30, 1873, are....	\$27, 489, 750 00
The revenues, estimated at 10 per cent. increase over last year.....	\$22, 040, 749 00
Standing appropriations for free matter	700, 000 00
	22, 740, 749 00
Leaving a deficiency of	4, 749, 001 00

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

For mail steamship service between San Francisco and Japan and China	\$500, 000 00
For like service between the United States and Brazil	150, 000 00
For like service between San Francisco and Sandwich Islands	75, 000 00
Total	725, 000 00

Of the deficiency appropriated for the year 1870 there was unexpended at the close of that year the sum of..... \$4,740,000 00
 Amount appropriated for deficiency in 1871..... 4,685,032 00

A total of..... 9,425,032 00

There were drawn during the last fiscal year of the amount unexpended at the close of the year 1870 for payments on account of that year..... \$1,050,000 00

Of the amount appropriated for the year 1871..... 1,650,000 00

A total of..... 2,700,000 00

Leaving in the Treasury, unexpended, the sum of..... 6,725,032 00

Against which there are chargeable sundry unliquidated accounts, estimated as follows:

Excess of expenditures over receipts during year just closed \$226,858 66
 For balances to foreign countries 275,000 00
 For mail service under contract and recognized, but not yet reported 527,867 95
 Mail service still unrecognized..... 249,195 00

1,278,921 61

Leaving, after settlement of all liabilities to June 30, 1871, a net balance of deficiency appropriations of 5,446,110 39

The number of adhesive postage-stamps issued during the year was 498,126,175, representing..... \$14,630,715 00
 Stamped envelopes, plain, 49,954,625, representing 1,432,474 75
 Stamped envelopes, "request," 48,111,650, representing..... 1,434,181 50
 Newspaper wrappers, 6,609,000, representing..... 132,180 00

The whole number of stamps, envelopes, and newspaper wrappers was 602,801,450, of the aggregate value of..... 17,629,551 25

The increase in the issue of stamps, stamped envelopes, and newspaper wrappers is best exhibited by the following table:

Description.	Fiscal year ended June 30, 1870.	Fiscal year ended June 30, 1871.	Increase, amount.	Increase, per cent.
Adhesive postage-stamps	\$13,976,768 00	\$14,630,715 00	\$653,947 00	4.67
Stamped envelopes, plain	1,297,159 00	1,432,474 75	135,315 75	10.43
Stamped envelopes, request.....	1,084,250 00,	1,434,181 50	349,931 50	32.27
Newspaper wrappers	98,605 00	132,180 00	33,575 00	34.05
Aggregate	16,456,782 00	17,629,551 25	1,172,769 25	7.13

The number of packages of postage-stamps lost in the mails during the year was six, representing \$258; and of stamped envelopes three, representing \$51 70; being much less than the losses from similar delinquencies in 1870 and previous years.

CONTRACTS—TRANSPORTATION STATISTICS.

There were in the service of the Department on the 30th June, 1871, 7,286 contractors for the transportation of the mails.

Of mail routes in operation there were 8,951, aggregating in length (exclusive of special routes) 238,359 miles, in annual transportation 107,572,794 miles, and in annual cost \$11,529,395. Adding the compensation of railway post-office clerks, route-agents, local agents, mail-messengers, mail-route messengers, and baggage-masters in charge of registered passages, amounting to \$1,875,526, the aggregate annual cost was \$13,404,921.

The service was divided as follows:

Railroad routes: Length, 49,834 miles; annual transportation, 55,557,048 miles; annual cost, \$5,724,979—about 10.30 cents per mile.

Steamboat routes: Length, 20,334 miles; annual transportation, 4,684,778 miles; annual cost, \$776,943—about 16.58 cents per mile.

Other routes, on which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 168,191 miles; annual transportation, 47,330,968 miles; annual cost, \$5,027,473—about 10.62 cents per mile.

There was an increase over the preceding year in length of routes of 7,127 miles, in annual transportation 10,547,798 miles, and in cost \$644,742. Adding the increased cost for railway post-office clerks, route, local, and other agents, \$404,636, the total increase in cost was \$1,049,378.

The foregoing statements of distances and costs do not include service for "special" offices. There were at the close of the year 2,115 of these, 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, however, in the number of contractors and routes as given above.

The new railroad routes put in operation during the year 1871 amounted to 6,107 miles; during 1870, to 4,190 miles; and during 1869, to 3,519 miles—making in the aggregate an addition in three years of 13,816 miles to the 36,018 miles in operation on July 1, 1868. The increase in three years exceeds 38 per cent., and in the last year alone it reached the unparalleled proportion of 17 per cent

READJUSTMENT OF PAY ON RAILROAD ROUTES.

The regular four-years term of contracts for the transportation of mails in the States of West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, and Arkansas expired June 30, 1871. In anticipation of the close of the term, returns of the amount and character of the mail service performed on railroad routes in those States were obtained, as a basis for the readjustment of the rates of compensation for the new term commencing July 1, 1871. These returns, with those from a num-

ber of routes in other States, are presented in Table E, hereto appended, from the office of the Second Assistant Postmaster General. The readjustment founded upon these returns, and also the adjustment of rates on certain new routes, are exhibited in Table F. The rates were increased on fifty routes, and decreased on nine, the net excess of the present over the former amount of annual pay being \$205,448 87. Table F embraces ninety-five routes in all, of which thirty-six are new.

In both my former reports I have advocated a revision and readjustment of the rates of compensation for the transportation of mails on railroads, but as yet no effective action has been taken by Congress. The Department continues to encounter many annoying difficulties in its efforts to secure a rapid transmission of the mails, particularly those containing newspapers, to the South and West, owing to complaints by the managers of railroads of the inadequacy of their pay, and their refusal to allow the use of their fastest trains and most commodious mail-cars. It is important to the service that this long-pending controversy should be settled, and hence I again renew my recommendation that the act of 3d March, 1845, be so amended as to allow a fair and reasonable increase of the compensation of railroad companies, upon condition that they shall enter into contract with the Department for the prompt and faithful performance of their duties.

POST-ROUTE MAPS.

The work on the preparation and publication of the series of post-route maps of the United States has been continued during the past year under the supervision of the topographer of the Department. Six maps in all, comprising fifteen sheets, on a large scale, are now completed, embracing the northern tier of States, from Maine to Wisconsin. These maps are in constant demand, as brought up in successive editions, to be furnished, when considered requisite, to postmasters and other agents of the Department. They are also furnished to members of Congress, for their convenience in correspondence with their constituents and with the Department. During the past year the double-sheet map of the States of Michigan and Wisconsin has been completed by the engraver. The compilation and engraving of a map, in four sheets, of the States of Illinois, Iowa, and Missouri are being pushed forward as fast as the peculiar nature of the work, involving the great and rapid changes and extension of the mail service in that region, will allow.

I renew my previous recommendation that an effort be made to secure some more precise and correct system of survey than now exists in some of the Middle and Southern States.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors, and deductions made from their pay, on account of failures and other delinquencies, for the

last year, was \$75,256 71, and the amount remitted during the same period was \$10,076 94, leaving the net amount of fines and deductions \$65,179 77, as will appear by the following recapitulation :

Amount of fines	\$4, 132 02
Amount of deductions	71, 124 69
Total	<hr/> 75, 256 71
Amount remitted	10, 076 94
Net amount.....	<hr/> <hr/> 65, 179 77

MAIL-BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags, locks, and keys purchased and issued during the year. The total number of new mail-bags procured and put in service was 60,400, of which 54,000 were used for transmission of printed matter, and 6,400 for letter-mails. Their cost was \$86,015. Contracts for furnishing mail-bags of all kinds were made during the year, according to law, after due advertisement, at prices averaging about 18 per cent. less than the last contracts for similar articles.

The necessity of substituting new kinds of mail-locks and keys for those formerly in use demanded very large purchases during the year. The number of locks of the new kinds purchased was 100,000, and of keys 63,000, at a cost of \$68,190. Adding \$1,273 40, the cost of repairs, the total expenditures are shown to be \$69,463 40.

THROUGH MAILS.

Tables accompany the report of the Second Assistant Postmaster General, giving interesting details relative to the transmission of through mails from Washington, New York, Boston, Cincinnati, Chicago, and St. Louis to San Francisco and back; from Washington to New Orleans and back; from New York to New Orleans and back, by different routes; and from New York to Memphis and back, by different routes.

On the route to San Francisco and back, the gratifying regularity noted in the last annual report has been fully maintained. Of 644 mails carried through, during the year ended with the month of September, 1871, to San Francisco from New York, 569 were conveyed in schedule time, and only 75 behind time, against 573 in time and 145 behind time the preceding year. Of 364 mails carried through to New York from San Francisco, 321 were conveyed in schedule time, and only 43 behind time, against 280 in time and 72 behind time the preceding year. The average time, going west, was 173 hours, or 7 days, 5 hours—nearly 3 hours less than the average the preceding year. The average time, going east, was 169 hours, 45 minutes, or 7 days, 1 hour, and 45 minutes—nearly 3 hours less than the average the preceding year. The shortest time, going west, was 162 hours; going east, 167 hours; against 144

hours, 40 minutes, going west, and 159 hours, 10 minutes, going east, the preceding year.

Between New York and New Orleans, one mail a day is still sent in each direction over the *Southwestern* route, *via* Washington, Lynchburgh, Knoxville, Chattanooga, and Grand Junction, and one over the *Western* route, *via* Cincinnati, Louisville, Humboldt, and Grand Junction, at which last-mentioned point the two routes unite and run on the same road to New Orleans. Of 357 mails carried through, during the year ended with the month of September, 1871, by the *Southwestern* route, to New Orleans from New York, 236 were conveyed in schedule time, and 121 behind time, against 214 in time and 149 behind time the preceding year; the average time being 93 hours, 9 minutes—29 minutes more than the average the preceding year. Of 357 mails carried through, by the same route, to New York from New Orleans, 224 were conveyed in schedule time, and 133 behind time, against 221 in time and 142 behind time the preceding year; the average time being 95 hours, 36 minutes—54 minutes less than the average the preceding year. The shortest time, going south, was 85 hours, 29 minutes; going north, 85 hours; against 84 hours, 54 minutes, going south, and 85 hours, 30 minutes, going north, the preceding year. Of 355 mails carried through, by the *Western* route, to New Orleans from New York, only 127 were conveyed in schedule time, and 228 behind time, against 121 in time and 235 behind time the preceding year; the average time being 89 hours, 45 minutes—5 minutes more than the average the preceding year. Of 304 mails carried through, by the same route, to New York from New Orleans, only 70 were conveyed in schedule time, and 234 behind time, against 126 in time and 182 behind time the preceding year; the average being 93 hours, 24 minutes—5 hours, 8 minutes, more than the average the preceding year. The shortest time, going south, was 77 hours, 30 minutes; going north, 77 hours; against 75 hours, 45 minutes, going south, and 77 hours, going north, the preceding year. These figures show a slight improvement of the service on the *Southwestern* route, and on the *Western* a deterioration, yet not so great as wholly to destroy its usefulness as an adjunct to the other route, on a portion of which, between Washington and Chattanooga, until recently, only a single train a day was run. Arrangements are now in progress for the transmission of double daily through mails over the *Southwestern* route.

An order was made in June last to transfer the great through mails for and from New Orleans to the line of the Alabama and Chattanooga Railroad, diverging from the *Southwestern* route at Chattanooga, Tennessee, and running thence, by an air-line, to Meridian, Mississippi, and thence over the Mobile and Ohio and the New Orleans, Mobile and Texas Railroads, by which it appeared the time of transit might be reduced twelve hours; but the execution of the order was prevented by the interruption of the running of trains on the Alabama and Chattanooga road, so that the capability of that line as a route for the through mails remains yet to be tested by actual experiment.

DAILY MAIL TO CALIFORNIA.

An arrangement was made in January last to accommodate the citizens of California with a daily mail to and from the East, without the intermission occasioned previously by the lack of Sunday service between Chicago and the Missouri River. For this purpose, an allowance of \$25,000 per annum was made, from January 22, 1871, to the proprietors of the Chicago, Burlington and Quincy and the Burlington and Missouri River Railroads, the companies named being alone responsible to the Department for the service, but having the option of performing it on any one of the three lines between Chicago and Omaha, viz: the Chicago, Burlington and Quincy and the Burlington and Missouri River, *via* Burlington, Iowa; the Chicago and Northwestern, *via* Clinton, Iowa; or the Chicago, Rock Island and Pacific, *via* Rock Island, Illinois. The service has been performed in a manner entirely satisfactory to the Department and to the citizens interested.

MAIL DEPREDACTIONS.

The number of complaints of missing letters during the year is 4,600, of which 2,057 were registered and 2,543 unregistered, containing bonds, drafts, and currency to the nominal amount of \$418,748 92. Of registered letters, 659 were accounted for as received at their destination, and only 283 have been reported as actually lost. The remaining cases are in the hands of special agents for investigation.

For violations of the postal laws, 123 persons have been arrested, of whom 51 have been convicted and sentenced to different degrees of punishment, and the remainder are in the hands of the Department of Justice to be dealt with according to law.

RAILWAY POST-OFFICES.

The statement hereto appended shows an increase of eight lines and 2,956 miles of railway post-office service. The number of lines in operation on the 30th day of June, 1871, was 49, extending in the aggregate over 11,208 miles of railroad and steamboat routes. Upon 8,660 miles the service is performed daily, upon 2,527 miles twice daily, and upon 21 miles four times daily, equivalent in all to 13,798 miles each way daily. Counting all the lines both ways, the aggregate service is 27,596 miles daily, and 10,072,540 miles annually. The number of clerks employed was 513, at an annual cost of \$649,400, against 375 clerks, at a cost of \$442,600, for the previous year, showing the increased cost for the fiscal year to be \$206,800. Of this amount, the sum of \$28,600 was expended for the equalization of salaries, the clerks in the western division and on two lines in Massachusetts, numbering in all 143, having been paid, previous to July 1, 1870, for the same class of duties, each \$200 per annum less than those upon the other lines. Deducting this sum, the increased expenditure is \$178,200.

During the last year, the Union Pacific Railroad, 1,032 miles in length, from Omaha, Nebraska, to Ogden, Utah, has been added to this service, and it has been decided to extend this line over the Central Pacific Railroad, an additional distance of 881 miles, from Ogden, Utah, to San Francisco, California.

There is twice-daily service between Portland, Maine, and Chicago, Illinois, and over the greater portion of this route the mail-cars are carried upon the fastest passenger trains, thereby insuring the delivery of all through and way mails in the shortest possible time.

Arrangements have recently been completed to establish a continuous line of railway post-offices from Portland, Maine, over the Maine Central and the European and North American Railways, to Vanceborough, at the boundary-line between New Brunswick and the United States. The authorities of the Dominion of Canada will connect and continue a similar service to St. John, New Brunswick.

Partial arrangements have also been made for a line of railway post-offices from Washington, D. C., to New Orleans, Louisiana, an organization having been effected this month (November) as far as Chattanooga, Tennessee. From that point to New Orleans the service will be established as soon as the negotiations, now pending, can be concluded.

On the 15th instant, a line of railway post-offices was also established from Milwaukee, Wisconsin, to Saint Paul, Minnesota, for the purpose of securing a more accurate and expeditious distribution of the mails for the States of Wisconsin and Minnesota.

The distance from Vanceborough, Maine, to San Francisco, California, *via* Boston, Albany, Buffalo, Toledo, Chicago, and Omaha, is 3,832 miles; and from Vanceborough to New Orleans, *via* Boston, New York, Philadelphia, Baltimore, Washington, and Chattanooga, is 2,108 miles. It is the purpose of the Department to establish continuous lines of railway post-offices connecting these remote points and supplying all diverging lines. They will be the longest lines in the world, and will afford the most ample facilities now known for the transmission and distribution of the mails between the States and Territories which they will respectively traverse.

Special efforts have been made during the past year to perfect the distribution of mail matter upon the several lines. Thorough schemes of distribution have been carefully prepared and furnished the clerks, thus enabling them to facilitate greatly the delivery of mails by the quickest attainable routes.

The value of the railway post-office system was especially demonstrated after the destruction, by fire, of the great distributing post-office at Chicago, Illinois, on the 9th of October last. But for the lines leading to the West and concentrating at Chicago, the mails for the extreme Western and Northwestern States would have been seriously interrupted for many weeks. During the month of October, besides the letter-mails,

a large portion of the great paper-mails for the States mentioned were successfully distributed on the cars and passed to their destination with the usual dispatch.

The want of sufficient room upon the cars now in use prevents, however, the proper distribution of the large through paper-mails, subjecting them to frequent delays at the various distributing offices for separation, while the letter-mails go directly forward to their destination.

FOREIGN MAILS.

The total number of letters exchanged, during the year, with foreign countries, was 20,295,998, an increase of 1,936,620 over the number reported for 1870. Of this number, 10,461,868 were sent from, and 9,834,130 were received in, the United States.

The number of letters (single rates) exchanged in the mails with European countries was 14,113,560, an increase of 912,114 over the number reported for 1870.

The total postages on the letters exchanged with foreign countries amounted to \$1,735,266 32, being \$229,298 16 less than the amount reported for 1870.

The aggregate amount of postage (sea, inland, and foreign) on the letter-mails exchanged with the United Kingdom of Great Britain and Ireland, Germany, Switzerland, Italy, The Netherlands, Belgium, and France, was \$1,181,057 41, being \$264,885 19 less than the amount reported for 1870. The postages on letters *sent* exceeded the postages on letters *received* from the same countries in the sum of \$5,802 15, being less than one-half of one per cent. of the aggregate amount. The postages collected in the United States amounted to \$755,724 39, and in Europe to \$425,333 02, the excess of collections in the United States being \$330,391 37, or 28 per cent. of the entire postage receipts.

Comparing the year 1871 with the year 1870, the rate of increase in the total number of letters exchanged in the mails with foreign countries was $10\frac{1}{2}$ per cent., and the rate of decrease in the amount of postages thereon was $11\frac{2}{3}$ per cent. The increase in the number of letters exchanged with European countries was nearly 7 per cent., and the decrease of postages thereon amounted to $18\frac{3}{10}$ per cent.; this large reduction in postage receipts having resulted from the greatly reduced rates of international postages established between the United States and the different countries of Europe, which came into operation during the latter half of the fiscal year 1870, but the full effect of which was not realized until the year 1871. The most important of these reductions was that made between this country and the United Kingdom of Great Britain and Ireland on January 1, 1870, when the single rate for prepaid letters was reduced from 12 to 6 cents, causing a like reduction of 6 cents per single rate in the postage charges on letters to and from all countries and places served by the British mails. This was followed by reduced postage charges, from 15 to 10 cents per single rate, on the letters

exchanged by closed mails, *via* England, with Germany, Belgium, Italy, The Netherlands, and Switzerland, including all countries and places to which they respectively serve as intermediaries, which came into operation near the close of the last fiscal year. Reduced rates of postage were also established, at the same time, to countries on the west coast of South America, British Columbia, Sandwich Islands, New Zealand, Australia, and the East Indies.

The total weight of the mails exchanged, during the year, with European countries, under provisions of existing postal conventions, was 1,298,966 pounds; the weight of the letter correspondence being 281,905 pounds, and of printed matter and samples 1,017,061 pounds. The aggregate weight of the mails sent to Europe was 627,591 pounds, and of mails received from Europe 671,375 pounds. The weight of letter correspondence sent to Europe was 155,601 pounds, and of letter correspondence received from Europe 126,304 pounds.

The cost of the United States transatlantic mail steamship service for the year 1871 was \$174,138 39, being \$148,153 48 less than the cost of the same service during the year 1870. The steamships employed under contract with this Department received the sea postages of 6 cents an ounce on letter-mails, and 6 cents a pound on other matter, as full compensation for the service. The earnings of the respective lines were as follows, viz:

The Liverpool and Great Western line, for 53 trips, from New York to Queens-town	\$60,805 38
The Inman line, for 53 trips, from New York to Queenstown and Liverpool	49,537 35
The Cunard line, for 49 trips, from New York to Queenstown and Liverpool	22,178 81
The Hamburg-American Packet Company, for 29 trips, from New York to Plymouth and Hamburg	20,415 69
The North German Lloyd, of Bremen, for 48 trips, from New York to Southampton and Bremen	15,676 32
The Canadian line, for 52 trips, to Liverpool	5,524 84
Total	<u>174,138 39</u>

The United States postages on the mails conveyed to and from the West Indies, Mexico, Panama, South Pacific, Belize, (Honduras,) Nova Scotia, Newfoundland, and Bermuda, amounted to \$125,780 93, and the cost of the sea conveyance thereof was \$76,857 32. The United States postages on the mails exchanged with Brazil, Japan and China, the Sandwich Islands, New Zealand, and Australia, by means of the subsidized lines of direct mail steamers, amounted to \$46,993 52.

The total cost of the United States ocean mail steamship service for the year 1871 (including \$725,000 paid from special appropriations for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands) was \$975,995 71.

The mail steamship service on all the ocean routes has been regularly performed according to contract. The transatlantic mails have been conveyed exclusively by foreign steamship lines, receiving, under the general law, the sea postages thereon as compensation for the service. Regular monthly service has been maintained on the United States mail steamship routes to Japan and China, to Brazil, and to the Hawaiian Islands. There is no doubt that an increase of service from monthly to semi-monthly trips on the Brazil and China lines would greatly promote their efficiency for postal and commercial purposes. The great length of each of these routes, between ports distant from each other 5,500 and 7,000 miles, respectively, renders a monthly mail service on either of them disjointed and inadequate for rapid reliable postal communication. This is peculiarly the case with regard to the mail service performed on the United States and Brazil line. The schedule of sailing-days is the best that can be arranged for a monthly service on a route of that length, and allows, at most, only two days at New York between the arrivals and departures of the steamers, so that merchants in Boston, Philadelphia, Baltimore, and other Atlantic seaboard cities are usually unable to answer correspondence or fill orders by the return steamers, causing them great delay, inconvenience, and loss. The result is that a majority of the letters from the United States for Brazil are forwarded in the British mail *via* Southampton, reaching their destination by that circuitous route sooner than if detained a month for transmission by the next direct steamer from New York to Rio de Janeiro. It is manifest, therefore, that a monthly service on this commercially important route is inadequate to the wants of the public, and fails to accomplish the purposes which Congress had in view in granting a money subsidy to this line of steamers.

In my report of last year I renewed the recommendation of the preceding year for an increase of mail service to semi-monthly trips on the route from San Francisco to Japan and China. I am still impressed with the importance of authorizing additional trips on this line, the establishment of which has already given us the control of the large and rapidly increasing commerce of the North Pacific Ocean with Japan and China; and, for like considerations, I deem it expedient that suitable provision should be made for increasing the service from monthly to semi-monthly trips on the steamship line from New York to Rio de Janeiro.

An application was made to Congress at its last session, by American citizens, for governmental aid in establishing an American line of mail steamships between San Francisco, New Zealand, and the Australian colonies, by way of the Sandwich Islands. A bill granting a money subsidy to the proposed line was reported by the Senate Committee on Post-Offices and Post-Roads, but it failed to pass the Senate, as did all other similar bills proposing Government aid to projected steamship lines. Disappointed in obtaining the desired legislation from Congress,

the projectors of this enterprise entered into a contract for the contemplated service with the government of New Zealand, which government had previously signified its readiness to assist, by a moderate subsidy, in establishing a direct postal communication by steamships with the United States. An American line of steamships has thus been placed upon the route between San Francisco, New Zealand, and Australia, *via* the Sandwich Islands, and is now carrying our mails regularly once in four weeks from San Francisco, under the patronage of the New Zealand government, with the expectation, on the part of the proprietors of the line, that additional aid to maintain this service will be granted by Congress at the approaching session. There can be no question of the commercial importance to the United States of establishing and maintaining a direct and rapid steam communication by American steamships with the countries and islands of the Southwest Pacific Ocean. Such a line will secure to our citizens a large share of the trade of those colonies, now rapidly growing in population and wealth, and greatly benefit the general business interests of the country. A large portion of the heavy traffic and travel between Europe and Australia, which has heretofore taken the routes *via* Suez and the Cape of Good Hope, will be transferred to the American route *via* San Francisco, if reliable and rapid steam communication shall be permanently established between that port and the countries of Australasia. Already, since the inauguration of direct steamship service from San Francisco, heavy English mails are being transported across our continent to and from New Zealand and the Australian colonies, the time occupied in their conveyance to destination being less by nearly two weeks than by the Suez route. As manifest considerations of public policy and commercial advantage make it desirable to sustain a first-class line of American steamships upon this route, the question of uniting with the Australian colonies in the support of the existing service by a moderate money subsidy is respectfully submitted to Congress for its consideration and appropriate action.

In previous reports I have called attention to the importance of judicious legislation to encourage the establishment of American mail steamship lines. For several years past we have practically ceased, as a nation, to compete with other maritime powers in ocean steam navigation. Various projects have been devised and urged upon Congress by interested parties, many of them without capital or practical experience in steam commerce, seeking large subsidy grants, in a variety of forms, for the conveyance of our mails in American steamships to European ports. Much valuable time has been devoted by the Post-Office committees and by Congress to the consideration and discussion of the many conflicting schemes presented for their action, without accomplishing any practical results; and the transportation of our mails, passengers, and freights across the Atlantic is still performed exclusively by the steamship lines of other nations. Surely some legislation

is demanded to revive the great maritime interests of the country and encourage the construction and equipment of an efficient ocean steam mercantile marine. The subject is one of paramount importance to the material interests of the country, and should receive the most thorough and careful attention of Congress.

It is a very gratifying fact, in this connection, to state that, amid all the discouragements of the present situation, a new line of American iron steamships, to ply between Philadelphia and Liverpool, consisting of four first-class propellers of 3,000 tons each, (old measurement,) are now being built on the Delaware for the American Steamship Company of Philadelphia, of materials exclusively of American manufacture. They will be completed and ready for service early in the fall of 1872, and will form a regular weekly line between the above-named ports. The proprietors of this pioneer line of American iron steamships are among the most enterprising merchants and capitalists of Philadelphia, and deserve such encouragement in their praiseworthy undertaking as can properly be extended by Congress. A reasonable compensation for conveying the mails, in excess of the postage receipts, is probably the only Government aid needed to insure the permanent establishment of this or any other similar line of American ocean steamers plying between our own and foreign ports; and, in my judgment, the granting of such incidental aid, in connection with proper legislation to encourage the construction by American builders of first-class iron steamships, is the most simple, economical, and practical method of establishing American lines of ocean steamers and advancing the general commercial prosperity of the country.

An additional article to the postal convention between the United States and Germany was signed at Washington March 3, and at Berlin May 14, 1871, reducing the postage on direct letter-mails exchanged between the two countries, a copy of which is annexed. Arrangements have also been concluded with the German postal administration, and carried into operation on the 1st of October, 1871, further reducing the postage charge for prepaid letters between the United States and Germany transmitted by closed mail *via* England from 10 to 7 cents per single rate, and also the postage charges for prepaid letters by the direct routes *via* Bremen and Hamburg, respectively, from 7 to 6 cents per single rate.

Postal conventions have been negotiated with the republic of Ecuador and with the Argentine Republic establishing and regulating the reciprocal exchange of correspondence with each of those countries at reduced rates of international postage. The duplicate originals of said conventions have been transmitted to those governments, respectively, for ratification, and notice was recently received through the Department of State that the convention with Ecuador had been ratified by the congress of that republic.

Negotiations are in progress with the governments of Denmark, Swe-

den, and Norway for the conclusion of postal conventions ameliorating the exchange of correspondence and reducing rates of postage between the United States and each of those kingdoms. I have every reason to hope for the early conclusion of the desired conventions.

I have also submitted to the Russian government, through its minister at Washington, propositions for a postal convention with Russia providing for an exchange of correspondence with that country in closed mails *via* England and Germany, at moderated postage charges.

Negotiations have been renewed for a postal convention with France, but I regret to state that there is little prospect of a favorable result. Modified propositions, based on the liberal provisions of our postal arrangements with Germany and other leading countries of Europe, were submitted by this Department more than a year ago, at the request of the French minister at Washington, and transmitted by him to his government for consideration and instructions. No reply having been received, the attention of Mr. Washburne, our minister to France, was recently invited to the subject, with request to bring these proposals to the notice of the French government, and, if possible, have them considered and acted upon by the proper authorities at Paris; but I am not advised that any action has yet been taken.

APPOINTMENTS.

The report of the Appointment Office shows the following:

Number of post-offices established during the year	2, 407
Number discontinued	854
Increase	1, 553
Number in operation on June 30, 1870	28, 492
Number in operation on June 30, 1871	30, 045
Number to be filled by appointments of the President	1, 172
Number to be filled by appointments of the Postmaster General	28, 873

Appointments were made during the year:

On resignations	4, 307
On removals	1, 179
On changes of names and sites	178
On deaths of postmasters	309
On establishment of new post-offices	2, 407

Total appointments

8, 370

Number of cases acted on during the year

9, 416

The number and aggregate compensation of special agents, route-agents, mail-route messengers, railway post-office clerks, and local agents in service during the year ended June 30, 1871, were:

50 special agents	\$121, 899 00
684 route-agents	671, 280 00
103 mail-route messengers	61, 910 00
513 railway post-office clerks	649, 400 00
82 local agents	58, 430 00
Total compensation	1, 562, 919 00

FREE-DELIVERY SYSTEM.

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

Number of letter-carriers	1, 419
Mail letters delivered	112, 612, 693
Local letters delivered	27, 045, 760
Newspapers delivered	32, 610, 353
Letters collected	113, 287, 602
Amount paid carriers, including incidental expenses	\$1, 353, 923 23
Postage on local matter	\$758, 120 78

This shows the following increase, compared with last year:

Letter-carriers	57
Mail letters delivered	14, 800, 862
Local letters delivered	5, 248, 111
Newspapers delivered	4, 743, 330
Letters collected	15, 496, 556
Amount paid carriers, including incidental expenses	\$123, 843 38
Postage on local matter	\$76, 256 08

EMPLOYÉS IN THE POST-OFFICE DEPARTMENT.

The following table will show the number of employés in the Post-Office Department; also the number of postmasters, contractors, clerks in post-offices, route-agents, railway post-office clerks, and other officers, in service on the 30th June, 1871:

Department officers:

Postmaster General	1
Assistant Postmasters General	3
Superintendent of Foreign Mails	1
Superintendent of Money-Order Office	1
Chief of division of dead letters	1
Chief clerk of Department	1
Chief clerks of Bureaus	4
Clerks, laborers, watchmen, &c	319

Total departmental 331

Other officers:

Postmasters	30, 045
Contractors	7, 286
Clerks in post-offices	3, 439
Letter-carriers	1, 419
Route-agents	684
Railway post-office clerks	513
Mail-route messengers	103
Local agents	82
Special agents	52

Total in service 43, 954

DEAD LETTERS.

The number 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, 931, 244
Drop	492, 300
Unmailable	373, 363
Hotel	26, 732
Fictitious	66, 264
Registered	6, 162
Returned from foreign countries	77, 010
Total domestic letters	3, 973, 075
Foreign letters	221, 673
Whole number	4, 194, 748

Of domestic letters not registered, 16,218 contained money amounting to \$59,608 37, in sums of one dollar and upward; and of the registered letters, 2,359 contained \$19,204 61, making a total of 18,577 letters, containing \$78,812 98. Of these, 17,082, containing \$74,420 90, were delivered to the writers or persons addressed; 2,902, containing \$10,397 02, which could not be returned to the owners, were filed for reclamation; and 1,495, containing \$4,392 08, were outstanding. The number inclosing sums less than one dollar was 14,956, containing \$3,808 92; of which 12,413, containing \$3,094 90, were delivered to the writers, and 2,543, containing \$714 02, were filed for reclamation.

The number of letters containing bank checks, drafts, deeds, &c., was 19,193, of the nominal value of \$3,075,869 23; of which 17,905, of the nominal value of \$2,855,030 31, were delivered to the owners, and 1,288, of the nominal value of \$220,838 92, were outstanding or filed for reclamation.

The number of packages and letters containing jewelry, books, and other property was 6,498; of which 4,298 were delivered, and 2,200 were filed for reclamation.

The number containing photographs was 42,119; of which 36,544 were delivered, and 5,575 were filed. The number containing receipts, bills of lading, &c., was 28,196; of which 27,081 were delivered, and 1,115 were filed. The number containing postage and revenue stamps and articles of small value was 40,749; of which 37,889 were delivered, and 2,860 were filed.

The number of letters without inclosures remailed to the writers was 1,628,803; of which 1,334,303 were delivered, and 294,500 were returned to the office and destroyed. The number in which the writer's name and local address were omitted or were illegible, and of letters containing circulars, &c., and consequently destroyed, was 2,173,984.

Of the unmailable letters, 301,472 were detained for postage, not being prepaid, as required by law. They were either wholly unpaid,

were not prepaid one full rate, or were stamped with illegal or revenue stamps; 68,373 were misdirected, the post-office, State, or some necessary part of the address being omitted; and 3,518 had no address whatever.

The number of applications for dead letters was 7,371, and in 2,471 cases the letters were found and forwarded to the owners.

The amounts deposited in the United States Treasury were—

For unclaimed dead-letter money during the year.....	\$8,480 16	
For unclaimed dead-letter money on July 5, 1871.....	2,200 00	
	<u> </u>	\$10,680 16
For proceeds of sale of jewelry, books, &c		1,669 35
For proceeds of sale of waste-paper during the year.....	\$2,229 45	
For proceeds of sale of waste-paper on July 1, 1871	1,248 75	
	<u> </u>	3,478 20
Total deposited to July 5, 1871.....		<u>15,827 71</u>

POSTAL MONEY-ORDER SYSTEM.

During the last fiscal year, the number of money-order offices in operation was 2,076. On the 31st of July, 1871, 376 additional money-order offices were established, so that the whole number of such offices is at present 2,452.

The number of domestic money-orders issued during the year was 2,151,794, the aggregate value of which was	\$42,164,118 03
The number of such orders paid was 2,121,664, amounting in value to	\$41,705,667 03
To this sum is to be added the amount of orders repaid to the purchasers.....	<u>321,669 28</u>
Total of payments.....	<u>42,027,336 31</u>
Excess of issues over payments.....	<u>136,781 72</u>

The amount of fees or commissions paid by the public to postmasters for the issue of orders was \$295,286 15.

This statement shows an increase over 1870, in the amount of orders issued, of \$8,109,923 32, or $23\frac{1}{2}$ per cent.; in the amount of orders paid, of \$8,099,411 52, or $23\frac{1}{2}$ per cent.; and in the amount of fees received, of \$60,650 35, or $25\frac{1}{2}$ per cent.

The average amount of the money-orders issued during the year was \$19 59. This amount varies but little from year to year, not having fallen below \$19 for the last five years, and having only once slightly exceeded \$20.

The whole number of duplicate orders drawn was 8,858, of which 8,725 were issued in lieu of original orders which failed to reach the respective payees because of their change of residence, or because of erroneous or imperfect address, or for other causes; 111 were substituted for orders which became invalid because not presented for payment before the expiration of one year after date; and 22 for orders

rendered invalid in consequence of bearing, contrary to law, more than one indorsement.

The increase in the number of duplicates during the last year was 1,683, or $23\frac{2}{3}$ per cent., nearly the same rate of increase as that of the orders issued and paid.

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

Receipts:

Fees received for money-orders issued	\$295,286 15
Amount received for premium on drafts	277 23
Total	295,563 38

Expenditures:

Commission to postmasters and allowances for clerk hire....	\$177,773 56
Allowances for remittances lost in transmission by mail.....	7,715 00
Incidental expenses for stationery and fixtures.....	8,833 04
	<hr/> 194,381 60
Excess of receipts over expenditures, being revenue derived from the trans- action of the money-order business.....	<hr/> 101,181 78

During the past year, the amount of surplus money-order funds accruing at the smaller post-offices from the sale of money-orders, and by them remitted to and deposited in the larger or first-class offices designated as their depositories, was \$30,965,223 35.

Forty-two remittances, to the aggregate amount of \$11,053 52, were reported as having been lost in transmission by mail last year, of which the sum of \$4,492 52 was recovered through the efforts of special agents of the Department; the sum of \$2,627 was allowed to the credit of postmasters who furnished satisfactory proof that they had, respectively, duly remitted the several amounts stated by them; credit claimed for remittances to the amount of \$495 was disallowed; and claims amounting to \$3,439 were unsettled and pending at the close of the year.

The total amount of allowances made to postmasters during the year for lost remittances was \$7,715; but of this amount the sum of \$5,088 was on account of losses during previous years.

The drafts drawn by postmasters whose money-order payments habitually exceed their issues against credits furnished them to a designated amount, in each case, with the postmaster at New York, amounted to \$3,850,227 86. Funds amounting in the aggregate to \$58,636 15 were also furnished by the postmaster at San Francisco to postmasters in the Pacific States and Territories who required assistance to pay orders drawn upon them.

Out of the whole number of orders paid, viz: 2,121,664, payment of 30, amounting to \$922 68, was claimed to have been improperly or fraudulently obtained. In nine cases, the amount of the orders, \$381 54, was recovered by special agents and paid to the rightful owners. In five cases, amounting to \$141, the paying postmasters were held responsible

for the erroneous payment and required to pay over that amount to the several persons entitled to receive it. The Department refunded the amount of two orders, for \$45, improperly paid, the postmaster not having been found at fault. In four cases, amounting to \$81, the claim for compensation was not allowed, as it was discovered upon investigation to be without good foundation. Ten cases, of the value of \$274 14, are still pending.

From the establishment of the money-order system, on the 1st of November, 1864, the profits accruing from its operations have been as follows, viz :

Proceeds from November 1, 1864, to July 1, 1866.....	\$90 82
Proceeds during the fiscal year 1867.....	26,260 61
Proceeds during the fiscal year 1868.....	54,158 15
Proceeds during the fiscal year 1869.....	65,553 87
Proceeds during the fiscal year 1870.....	90,174 63
Proceeds during the fiscal year 1871.....	101,181 78
	<u>337,419 86</u>

Postmasters are allowed, by the standing regulations of the Department, "to make deposits of surplus money-order funds, by procuring from any disbursing officer of the United States a check on an assistant treasurer or designated depository thereof located in the same city or town as the post-office where the deposit is to be made." This mode of remittance is not only very convenient for postmasters of money-order offices at or near military posts, but is often the only means by which they can forward their surplus funds without extreme danger of loss. The Treasury Department, however, by the Second Comptroller's circular of May 15, 1871, notified disbursing officers that it would decline thereafter to approve any duplicate check except for "additional bounty and pensions, as specially authorized by law," for the reason that Congress, at its last session, declined to pass a bill providing a general system for the issue and payment of duplicates of lost checks drawn by disbursing officers of the United States. Hence, if such check, drawn in consideration of money-order funds received from a postmaster, is lost or destroyed, the money which it represents is lost to this Department. A case of this kind has already occurred, a quartermaster's check for \$522, in favor of the postmaster at New York, having been lost in course of transmission by mail by the total wreck of a steamer off Cape Hatteras. For this check no duplicate can now be obtained. Under these circumstances, I would respectfully suggest such legislation as would authorize disbursing officers of the Army, under regulations to be prescribed by the Treasury Department, to issue duplicates of lost checks drawn by them in favor of one postmaster on account of public moneys received from another.

By the act of February 13, 1865, any assistant treasurer or depository of the United States is allowed, in case of sickness or unavoidable ab-

sence from his office, to authorize, with the approval of the Secretary of the Treasury, his chief clerk, or some other clerk employed therein, to act in his place, and to discharge all the official duties required of him by law, "provided that the official bond given by the principal of the office shall be held to cover and apply to the acts of the person appointed to act in his place in such cases." The interests of the postal service require the passage of an act giving postmasters at money-order offices similar authority in like circumstances.

The recommendation made in my last report with reference to the expediency of additional legislation to authorize the extension of the money-order system to the stations or sub-post-offices in the large cities is respectfully renewed.

During the year 1871, the amount, in currency, received by postmasters for orders issued by them on the exchange office at New York in favor of payees in Switzerland, was \$38,489 56. The amount of orders paid in the United States on account of remittances from Switzerland was \$12,003 53; showing an increase over the corresponding transactions of last year of \$16,299 86, or 73.45 per cent., in the issues, and a decrease of \$8,447 39, or 70.37 per cent., in the payments. From the commencement of the international system with Switzerland, on the 1st of September, 1869, to the close of the last fiscal year, a period of twenty-two months, the amount of orders issued by the United States offices for payment in Switzerland was \$60,679 26, and the amount of orders paid on account of remittances from that country was \$32,454 45. After payment of the entire balance due Switzerland on account of this exchange of money-orders, a net profit of \$4,521 21 accrued to the United States, the expenses proper, exclusive of the premiums paid for gold funds purchased to pay balances found due periodically to Switzerland, having amounted to but \$51 87. The total cost of such premiums was \$2,623 77.

It was stated in my last annual report that negotiations were in progress for the establishment of an international system of postal money-orders between the United States and the United Kingdom of Great Britain and Ireland. As these negotiations, which were conducted by means of epistolary correspondence for a period of eighteen months, failed to effect an agreement as to the provisions of such a system, I decided, in May last, to send a competent officer of this Department to confer personally with the postal authorities of the United Kingdom upon the points in controversy. The Superintendent of the Money-Order System was accordingly dispatched to London for that purpose on the 25th of that month, as a special agent, duly authorized to negotiate the terms of a convention for a money-order system between the two countries, subject to my approval, by and with the advice and consent of the President. The special agent succeeded in negotiating a convention for that object, which was signed in London June 30, 1871, and approved and signed in Washington July 27, 1871. A copy of that convention

will be found in the appendix. In pursuance of its provisions, the money-order system between the two countries went into operation October 2, 1871. From that date up to October 28, a period of four weeks, the amount of the orders remitted from this country to Great Britain was \$63,061 13, and of orders in the opposite direction \$14,684 19, a manifest indication that this system of exchange supplies an existing public want and will be extensively used by remitters of small sums to and from Great Britain.

A communication having been received May 15, 1871, from the post department of the German Empire, expressing a desire to enter into negotiations "for the introduction of the money-order system into the postal intercourse between the two countries," I instructed the special agent above mentioned to proceed, after having completed negotiations with the British office, to Berlin, and to treat with the post department of Germany as to the terms of a convention for establishing an international money-order system with that country. A convention to that end was duly negotiated, in pursuance of these instructions, with an authorized agent of the German post department, at Berlin, July 22, 1871, and now awaits complete ratification by the proper authorities of both countries. By the terms of this convention, the money-order business between the two countries is to commence on the 1st of October, 1872.

MISCELLANEOUS.

The recent experience of the Contract Office of this Department indicates the propriety of a material amendment to the laws regulating mail contracts.

On the 30th of September, 1870, advertisements were issued, in regular form, for all mail contracts in the section comprising the States of West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, and Arkansas. In response to these advertisements, many bids were received and duly entered, and, under the 24th section of the act of July 2, 1836, contracts were, without exception, awarded to the lowest bidders. On the 1st of July, the time when, agreeably to the advertisement and the usage of the Department, the new contractors were required to commence the discharge of their duties, it was ascertained that the bidders to whom contracts on most of the important routes had been awarded had failed to perform the service. The whole number of failing bidders was 195, and the routes thus left without regular contractors were found to be located as follows: 3 in West Virginia, 11 in Virginia, 2 in Georgia, 2 in Florida, 77 in Alabama, 2 in Mississippi, 11 in Louisiana, 42 in Texas, and 45 in Arkansas. Suspecting that the bidders who had thus failed were not acting in good faith, and that in many cases they were fictitious and what are called "straw bidders," the Department, on the 19th July last, addressed a letter to the Attorney General, stating the condition of affairs, and asking for an authoritative interpretation of the laws

as to the powers of the Postmaster General in making contracts for the conveyance of the mails.

In strict conformity with the opinion of the Attorney General, dated July 22 last, the Department proceeded to make temporary contracts, on the best terms attainable, for six months, or longer, in the discretion of the Postmaster General, and to readvertise, for the residue of the contract term, all the routes whereon service had failed. The new advertisements, for a reletting from January 1, 1872, to June 30, 1875, were issued on August 4, 1871, and the new awards were made on the 1st of November, instant.

It was hoped that, under the operation of the 4th section of the act of March 3, 1871, which required all bidders to accompany their bids for five thousand dollars or over with a certified check or draft, payable to the order of the Postmaster General, for an amount not less than five per cent. of their bids, and which was applied, for the first time, to the bids under the last-named advertisement, a more favorable result would be obtained. I regret, however, to be obliged to say that the bids under the last advertisement are in no respect an improvement on those under the first, and that, of all the routes readvertised, only two were awarded to bidders who bid over five thousand dollars and who gave evidence of honesty of purpose by accompanying their bids with a check for five per cent. of the amount thereof.

This second failure satisfied me that, under existing laws, it is impossible for the Department to secure a fair competition among responsible parties who are willing and able to perform the required service for a fair price. Herewith I file a statement of the Second Assistant Postmaster General, showing the number and termini of all the routes readvertised, the compensation under the old contracts, the amount of failing bids, the cost per annum of temporary service for six months, and the amount of accepted bids for the same from January 1, 1872, from which it will appear that the cost of temporary service is largely in excess of the cost of a like amount of service under the regular contracts, which expired on the 1st of July last.

Hoping to frustrate like attempts to defraud the Government in the future, I respectfully recommend that the laws regulating mail contracts be so amended as to make it a misdemeanor, punishable by fine and imprisonment, for any person who, after bidding for mail service and receiving an award thereof, shall fail to make a contract in due form and perform the service described in his bid or proposal, and also so as to declare it to be a misdemeanor, punishable in like manner, for any person to withdraw or attempt to withdraw, after the day appointed for the opening thereof, any bid he may make for such service, until a contract therefor shall have been duly signed and accepted and the contractor shall have proceeded to perform his duties thereunder to the satisfaction of the Postmaster General. I furthermore recommend that additional power be given to the Postmaster General to reject manifestly fraudulent

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or fictitious bids, and, after a regular bidder or contractor shall have failed to enter into contract, or to fulfill his contract when made, to proceed to contract on the best terms obtainable from any responsible party, whether a bidder or not, for the performance of the service for the residue of the contract term. If it be deemed advisable to continue in force the provision requiring certified checks or drafts to accompany the bids, then I recommend that the amount of the check or draft in each case be fixed at five per cent. of the last regular contract price, where said contract price exceeded \$5,000. This would compel bidders to make deposits in support of their proposals on all the more important routes, and would not leave open, as now, an opportunity to the fraudulent bidder to defeat the law by simply reducing his bid below five thousand dollars.

The Postmaster General being required by a clause of the first section of the civil appropriation act of March 3, 1871, to fix the rates to be paid for telegraphic dispatches by the several Departments of the Government, I called to my assistance Brigadier General Albert J. Myer, Chief Signal Officer of the Army, and, upon his recommendation, supported by the legal opinion of Hon. William Whiting, specially retained as Assistant Attorney General, I passed an order, dated June 29 last, declaring—1st. That the rates for all telegraphic communications known as the signal-service messages and reports should be two cents for each word for each circuit over which it may pass in accordance with the schedule of circuits and plans of the Chief Signal Officer of the Army, and that no additional or extra allowance should be made under any pretext whatever; 2d. That for all other communications on behalf of the Government the rate should be one cent per word for each distance of two hundred and fifty miles or fraction of such distance. The views of General Myer are fully stated in a communication addressed to the Postmaster General, dated 18th of July last, and made part of this report.

The postal telegraph is by far the most important subject now inviting consideration in connection with the transmission and interchange of intelligence. The governments of the continental countries of Europe have, with few exceptions, claimed and exercised for years past the right of controlling and managing the electric telegraph, and in every instance with a degree of success commensurate with the care and attention bestowed upon their respective administrations. In Sweden, Norway, Russia, Bavaria, Italy, Turkey, Greece, and Spain, great advantages have been gained by making the telegraph a part of the public postal system; while in Switzerland, Belgium, The Netherlands, Prussia, and France, where modern appliances and improvements have been more thoroughly utilized, the policy of governmental control has been fully vindicated. It remained for Great Britain to give a practical test of the public system as compared with the management of corporations and companies of private stockholders. After a protracted and

most laborious investigation, Parliament passed, on 31st July, 1868, "An act to enable Her Majesty's Postmaster General to acquire, work, and maintain electric telegraphs," which was followed on the 9th August, 1869, by an act providing the money necessary to purchase the undertakings of the several telegraph companies in Great Britain and Ireland. On the 5th of February, 1870, the transfers were effected, and the work of the postal telegraph began. At first, serious difficulties were encountered by reason of the delay in passing the money bill and the inadequate preparations to accommodate the immense increase of business which immediately followed the large reduction of rates. These difficulties, however, were soon overcome, and, thanks to the indefatigable and intelligent labors of Hon. Frank Ives Scudamore, second secretary, and his assistants, the advocates of the measure can already boast of its triumphant success. The charges established in the beginning were uniform throughout the United Kingdom, without regard to distance, and were fixed at the maximum permitted by law, that is to say, one shilling (24 cents) for the first twenty words or part of twenty words, and threepence (six cents) for each additional five words or part of five words, exclusive of signature and address. Referring to an elaborate report of Mr. Scudamore, it appears that the average cost of inland messages was about one shilling, one penny, (26 cents,) against an average cost prior to the transfer of one shilling, sevenpence, (38 cents,) showing a reduction in price of nearly one-third. In the first week after the transfer, the number of messages (exclusive of news and press messages) forwarded from all stations was 128,872; in the week ending 31st March, the number had risen to 160,775. The average weekly number in 13 weeks, to 30th June, was 177,410; the average number in 13 weeks, to 30th September, was 200,787; and the average number in 13 weeks, to 31st December, was 203,572. In the week ending on the 31st December, which is usually considered the worst week in the year for telegraphic work, the number was 144,041, or nearly 16,000 in excess of the number of the first week. The total number of messages forwarded in the three quarters, to 31st December, 1870, was as follows:

In quarter to 30th June.....	2, 306, 340
In quarter to 30th September.....	2, 610, 237
In quarter to 31st December.....	2, 646, 438
In three quarters.....	7, 563, 015

In addition to the foregoing, ample provision was made for the press and news work. The companies, before the transfer, sent news to 306 subscribers in 144 towns only in the United Kingdom; the postal telegraph sent news to 1,106 subscribers in 365 towns. The companies sent news to 173 newspapers only; the postal telegraph sent news to

467 newspapers: showing an increase of 221 in the number of towns to which news was sent, an increase of 800 in the total number of subscribers for news, and an increase of 294 in the number of newspapers taking news. There was, moreover, a vast increase in the quantity of news transmitted. The companies sent, during the session of Parliament, nearly 6,000 words of news daily; during the remainder of the year, they sent nearly 4,000 words daily. The postal telegraph sent, during the session of Parliament, in behalf of the news associations, nearly 20,000 words of news daily; and during the remainder of the year, nearly 15,000 words daily. The postal telegraph also transmitted from 15,000 to 20,000 words daily for the ordinary newspaper correspondents; and seven newspapers rented special wires during the night at the uniform rate of £500, instead of rates ranging from £750 to £1,000, as before. Two other wires were about to be rented to newspaper proprietors at the close of the year, and many more could have been rented if the department could have spared them. There has been doubtless a still further increase of messages during the current year. By an official statement received from the British office, the number of messages for the week ended September 23, 1871, is shown to be 256,456, against 189,636 for the corresponding week of last year. This increase for a single week of 66,820, averaged through the year, would exhibit an annual increase of 3,474,640 messages. The financial results are even more satisfactory. The official report of Honorable George Chetwynd, receiver and accountant general of the British office, shows the following most favorable result for the fiscal year ended 31st March last.

	Gross receipts.		Payments out.		Net produce.	
	£	s. d.	£	s. d.	£	s. d.
Amount received for the transmission of telegraphic messages, &c., in cash.	212, 519	5 4	273, 281 17 3½		697, 933 16 8	
Amount received for the transmission of telegraphic messages, &c., in postage stamps.	758, 696	8 7½				
	971, 215	13 11½	273, 281	17 3½	697, 933	16 8

Let it be noted that the net produce is £697,933, or, computing the pound sterling at \$4 86, \$3,391,954 38.

These facts, all tending, with overwhelming force, in one direction, demonstrate conclusively the utility of the postal telegraph for both government and people.

Some may hesitate to adopt it in this country because of the great extent of our territory, the paucity of our population in certain large sections, and the great expense involved in extinguishing the rights of telegraph companies. The first two are the same objections that were urged for many years against all ameliorations of our postal service; neverthe-

less, postages have been cheapened and made uniform, and, at the same time, the postal system has been maintained and improved. Rightly viewed, the extent of the country is a strong argument in favor of a postal telegraph and the additional facilities and uniform rates it will afford. It is only in countries of large extent that the value of instantaneous, or nearly instantaneous, communication can be appreciated. Who, that desires to convey or acquire any information, would hesitate between sending a telegram from New York to California in seven minutes for twenty cents, and sending a letter in seven days for three cents? Our sparse population is rapidly growing more dense by the acquisition of one million and a quarter of people per annum. As railroads are extended across the plains and through the mountains, they banish solitude and reclaim the wilderness with a celerity unknown to men of the last generation. The emigrant of to-day moves as part of an organized community. The railroad preserves for him a channel of constant supply, and the telegraph keeps unbroken the communication between the new and the old homestead. Before many years we shall hear complaints, not that we have too much land, but rather that we have not land enough.

It is true that a large sum of money will be required for the purchase of the present telegraph lines and their appurtenances. But if this be a difficulty, delay only magnifies it; for, admitting that the Government must at some time become the exclusive proprietor of the telegraphs, it is clear that every year will add to the amount of purchase-money it will have to pay. The companies now in existence will extend their operations, and new companies will be organized from time to time, all of whom would demand compensation for a surrender of their privileges and property. I therefore deprecate further delay as injurious to the public interests. The Post-Office Department is now prepared to undertake the organization and management of the telegraph in connection with its other duties. Indeed, I believe that the Department itself can aid materially in raising the money needed for the purchase through post-office savings banks, if Congress will authorize their establishment. The security of the Government being the best that could be obtained, many depositors would give it the preference over every other. By paying four per cent. interest, at the most, on deposits, a large fund could be readily accumulated and invested, under the direction of the Treasury Department, in the public securities. The proceeds of these investments could be used to reimburse the original purchase-money and all other expenditures for construction and repairs.

To prove the feasibility of this plan, I recur to the history of the British office. Savings banks in connection with post-offices were established in Great Britain on the 16th of September, 1861, with a limitation in the law creating them that they should not pay exceeding $2\frac{1}{2}$ per cent. interest on deposits. The following table will show with what

rapidity and to what extent they have been intrusted with the money of the people :

Period.	Number of post-office savings banks.	Number of deposits.	Amount of deposits.	Total sum standing to credit of post-office savings banks on books of National Debt Commissioners at close of the year.	Balance in hands of Postmaster General, after allowing for charges of management, at close of the year.	Total balance in hand applicable to payment of depositors at close of the year.
From September 16, 1861, to December 31, 1862...	2, 535	639, 216	£ 2, 114, 669	£ 1, 659, 032	£ 35, 692	£1, 694, 724
Year 1863.....	2, 901	842, 848	2, 651, 2 9	3, 328, 182	44, 413	3, 372, 595
1864.....	3, 681	1, 110, 762	3, 350, 000	4, 995, 663	5, 522	5, 001, 185
1865.....	3, 321	1, 302, 309	3, 719, 017	6, 582, 329	4, 327	6, 586, 656
1866.....	3, 507	1, 525, 871	4, 400, 657	8, 231, 176	25, 791	8, 256, 967
1867.....	3, 629	1, 592, 344	4, 643, 906	9, 867, 703	47, 690	9, 915, 393
1868.....	3, 813	1, 757, 303	5, 333, 638	11, 963, 053	Nil.	11, 899, 400
1869.....	4, 047	1, 998, 644	5, 787, 218	13, 755, 547	19, 386	13, 774, 933
1870.....	4, 082	2, 135, 993	5, 995, 121	15, 305, 040	158, 888	15, 463, 928

The total amount in hand after ten years' operations, and for which the British government pays only $2\frac{1}{2}$ per cent. interest, is £15,463,928, or \$75,145,690—a much larger sum than will be required for the purchase and thorough repair of all the telegraphic lines in the United States.

Convinced of the wisdom of establishing the postal telegraph and post-office savings banks in this country, I earnestly recommend the passage by Congress of the laws necessary therefor. In my judgment, those laws should provide as well for the absolute purchase of the lines and appurtenances of all telegraph companies now in operation as for the exclusive right and authority of the Government, after the several purchases shall be concluded, to conduct the business of transmitting telegraphic messages.

Again I renew my recommendation for the repeal of the franking privilege. Its existence is utterly incompatible with an economical and vigorous administration of postal affairs. Flagrant frauds have been practiced during the past year, and will continue to be practiced, under its cover, so long as the privilege is protected by law. I refer to my arguments on this subject in former reports with unshaken confidence in their soundness.

The bill "to revise, consolidate, and amend the statutes relating to the Post-Office Department," known as the postal code, having failed in the last Congress, has been again introduced into the Senate. Much time and labor having been expended in perfecting it, I trust it may be passed at the approaching session with as little delay as possible. It contains some new provisions of much importance—among others, an

authority for the introduction of correspondence-cards, an improvement for which a strong desire has been manifested on the part of the public.

The salaries of the three Assistant Postmasters General and the Superintendents of Foreign Mails and the Money-Order System are entirely incommensurate with their valuable services. The Government, in simple justice to a class of officers whose faithful labors in its behalf require them to remain with their families in Washington during the entire year, should not hesitate to increase their annual compensation to \$5,000. I cheerfully reiterate my acknowledgment of their conspicuous merit and industry, and earnestly commend them to the favorable consideration of Congress.

Renewing the assurances of my high regard, I have the honor to be your obedient servant,

JNO. A. J. CRESWELL,
Postmaster General.

The PRESIDENT.

APPENDIX.

No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1873.*

For inland mail transportation, including pay of mail-messengers, route-agents, mail-route messengers, local agents, railway postal clerks, baggage-masters in charge of through mails.....	\$15,400,000
For foreign mail transportation	300,000
For ship, steamboat, and way letters	10,750
For compensation to postmasters	5,525,000
For clerks for post-offices	2,800,000
For payments to letter-carriers.....	1,425,000
For wrapping-paper	30,000
For twine.....	38,000
For letter-balances	3,500
For compensation to blank agent and assistants	10,000
For office furniture.....	3,500
For advertising	70,000
For postage-stamps and stamped envelopes, including salary of distributing agent and incidental expenses of agency	620,000
For mail depredations and special agents.....	130,000
For mail-bags and mail-bag catchers	180,000
For mail-locks and keys	40,000
For post-marking and canceling stamps for offices	12,000
For miscellaneous payments, including balances due foreign countries; the preparation and publication of post-route maps; rent, light, fuel, stationery, and miscellaneous items for post-offices; registered-package envelopes; official envelopes for use of postmasters; dead-letter envelopes; fees to United States marshals, clerks of courts, and attorneys; engraving, printing, and binding drafts and warrants; and miscellaneous items.	892,000
Total estimated expenditures	27,489,750
Estimated amount provided by the Department, being its own revenue accruing from postages and appropriations for free-mail service.....	22,740,749
Amount to be provided from the general Treasury to make the receipts equal expenditures.....	4,749,001
Expenditures under special appropriations to be provided out of the general Treasury :	
For steamship service between San Francisco, Japan, and China.....	\$500,000
For steamship service between the United States and Brazil.....	150,000
For steamship service between San Francisco and the Sandwich Islands..	75,000
Total	725,000

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

REPORT OF THE POSTMASTER GENERAL.

No. 2.—Statement exhibiting receipts and expenditures under appropriate heads, by quarters, for June

RECEIPTS.

	Quarter ended September 30, 1870.	Quarter ended December 31, 1870.	Quarter ended March 31, 1871.	Quarter ended June 30, 1871.
Letter postage.....	\$91,041 96	\$83,343 11	\$94,688 11	\$92,378 33
Newspapers and pamphlets.....	220,716 79	226,107 59	232,993 99	229,197 35
Registered letters.....	243,995 74	239,534 87	248,151 52	251,315 13
Emoluments, (box-rent, &c.).....	1,325 65	1,370 00	59 00	70 73
Stamps sold.....	4,110,786 28	4,418,312 92	4,696,142 05	4,522,147 79
Dead letters.....	1,900 00	4,269 35	2,227 16	2,200 00
Internal revenue from postmasters.....	6,190 49	7 42		
Miscellaneous.....	2,524 24	5,913 80	4,388 08	3,754 96
Money-order funds deposited.....				
	4,678,481 15	4,978,859 07	5,278,640 91	5,101,064 29

Comparison, including deposits of money-order funds:

Increase of receipts over year ended June 30, 1869, \$1,692,534 70, or 8.63 per centum.

Increase of receipts over year ended June 30, 1870, 234,824 77, or 1.33 per centum.

EXPENDITURES.

Compensation to postmasters.....	1,247,561 83	1,267,891 94	1,257,538 93	1,255,389 15
Ship, steamboat, and way letters.....	3,114 75	2,845 28	1,774 90	2,981 52
Transportation of the mails.....	2,932,130 60	3,342,474 84	3,554,126 71	3,840,961 93
Wrapping-paper.....	8,890 00	2,300 00	11,100 00	5,177 00
Office furniture.....	620 40	654 44	1,133 50	803 17
Advertising.....	17,714 81	31,288 39	7,049 11	1,407 49
Mail-bags and mail-bag catchers.....	48,401 37	38,935 76	35,823 36	35,413 00
Blank agent and assistants.....	1,299 57	1,945 32	1,988 95	2,837 14
Mail locks, keys, and stamps.....	19,809 04	15,272 29	39,635 41	5,402 39
Mail depredations and special agents.....	27,949 77	28,700 03	31,746 39	33,502 82
Clerks for offices.....	622,082 93	631,057 01	645,995 11	676,949 35
Postage-stamps and stamped envelopes.....	106,030 42	140,332 98	130,692 74	129,833 45
Letter-carriers.....	330,189 53	331,876 24	339,749 97	352,111 09
Dead letters.....				
Miscellaneous.....	115,211 29	129,751 98	117,616 25	168,144 19
Mails to North German Union.....	37,118 56	29,603 60		
Mails to Bremen.....				
Mails to France.....				
Mails to Great Britain.....	141,468 73		36,619 32	
Mails to Hamburg.....				
Mails to Prussia.....				
Mails to Belgium.....		1,482 31	4,593 74	
Money-order funds re-transferred.....				
	5,665,593 60	5,996,412 40	6,217,184 39	6,510,913 69

Comparison, including re-transfers of money-order funds:

Increase of expenditures over year ended June 30, 1869, \$691,972 58, or 2.91 per centum.

Increase of expenditures over year ended June 30, 1870, 391,266 45, or 1.63 per centum.

the fiscal year ended June 30, 1871, compared with the fiscal years ended June 30, 1869, and 30, 1870.

RECEIPTS.

Total year ended June 30, 1871.	Total year ended June 30, 1869.	Total year ended June 30, 1870.	Compared with year ended June 30, 1869.		Compared with year ended June 30, 1870.	
			Increase.	Decrease.	Increase.	Decrease.
\$361,451 51	\$419,282 85	\$413,751 70	.....	\$57,831 34	.....	\$52,300 19
969,015 72	778,882 30	835,727 99	\$130,133 42	.....	\$73,287 73	.....
.....	828 15	6 25	.....	828 15	.....	6 25
982,997 26	843,339 57	927,876 47	139,657 69	.....	55,120 79	.....
2,816 38	57 50	28,476 45	2,758 88	.....	25,660 07	.....
17,747,389 05	15,171,721 36	16,581,050 44	2,575,667 69	.....	1,166,338 61	.....
10,566 51	8,818 00	8,023 30	1,778 51	.....	2,573 21	.....
6,197 91	63,529 19	66,251 01	.....	57,331 28	.....	60,053 10
16,581 08	27,716 80	18,214 04	.....	11,135 72	.....	1,632 96
.....	1,030,333 00	892,843 00	.....	1,030,335 00	.....	892,843 00
20,637,045 42	18,344,510 72	19,772,220 65	2,849,996 19	1,157,461 49	1,297,320 34	1,032,495 57
.....	20,037,045 42	20,037,045 42	1,157,461 49	.....	1,032,495 57	.....
.....	1,692,534 70	264,824 77	1,672,534 70	.....	264,824 77	.....

Comparison, exclusive of deposits of money-order funds:
 Increase of receipts over year ended June 30, 1869, \$2,722,869 70, or 15.72 per centum.
 Increase of receipts over year ended June 30, 1870, 1,157,667 77, or 6.13 per centum.

EXPENDITURES.

5,028,381 85	4,546,958 43	4,673,466 79	481,423 42	.....	354,915 06	.....
10,716 45	8,076 35	9,247 59	2,640 10	.....	1,468 86	.....
13,669,694 08	13,485,406 15	13,356,251 85	184,287 93	.....	313,442 23	.....
27,467 00	30,201 00	25,530 15	.....	2,734 00	1,936 85	.....
3,211 51	2,284 65	2,198 37	926 86	.....	1,013 14	.....
57,459 80	79,565 41	66,571 80	.....	22,105 61	.....	9,112 00
158,573 49	130,189 68	179,834 29	28,383 81	.....	.....	21,260 80
8,070 98	7,840 27	7,857 50	230 71	.....	213 48	.....
80,119 13	22,767 77	22,294 43	57,351 36	.....	57,824 70	.....
121,899 00	134,341 78	94,802 18	.....	13,442 78	27,096 82	.....
2,582,084 40	2,295,353 46	2,457,190 67	286,730 94	.....	124,893 73	.....
506,889 59	473,212 31	507,534 97	33,677 28	.....	.....	645 38
1,353,926 83	1,183,915 31	1,231,340 68	170,011 52	.....	122,586 15	.....
.....	5 00	.....	.....	5 00	.....	.....
530,723 71	1,073,691 72	546,450 84	.....	542,968 01	.....	15,727 13
66,722 16	60,847 09	115,163 78	5,875 07	.....	.....	48,441 62
.....	40,045 07	.....	.....	40,045 07	.....	.....
.....	55,020 28	.....	.....	55,020 28	.....	.....
178,088 05	52,993 19	48,453 18	125,094 86	.....	129,634 87	.....
.....
6,076 05	15,416 58	4,648 56	.....	9,340 53	1,427 49	.....
.....	.....	650,000 00	.....	.....	.....	650,000 00
24,390,104 08	23,698,131 50	23,998,837 63	1,376,633 86	684,661 28	1,136,453 38	745,186 93
.....	24,390,104 08	24,390,104 08	684,661 28	.....	745,186 93	.....
.....	691,972 58	391,266 45	691,972 58	.....	391,266 45	.....

Comparison exclusive of re-transfers of money-order funds:
 Increase of expenditures over year ended June 30, 1869, \$1,251,972 58, or 5.41 per centum.
 Increase of expenditures over year ended June 30, 1870, 1,041,266 45, or 4.45 per centum.

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

No. 3.—*Statement of payments under various heads charged to miscellaneous accounts for the fiscal year ended June 30, 1871.*

Regular allowances to postmasters for rent, light, fuel, stationery, and incidental expenses	\$399,418 68
Extra allowances for same during year ended June 30, 1866	1,681 40
Extra allowances for same during year ended June 30, 1867	75 00
Extra allowances for same during year ended June 30, 1870	1,894 72
Extra allowances for same during year ended June 30, 1871	3,500 11
For preparing and publishing post-route maps	21,760 38
For registered package-envelopes	13,055 35
For envelopes for official use of postmasters	37,569 33
For envelopes for return of dead letters to writers	4,278 94
For letter-balances	2,847 50
For cotton and hemp twine	35,719 75
For fees to United States marshals	1,980 47
For fees to United States attorneys	3,027 50
For fees to United States commissioner	12 57
For fees to clerks of United States courts	1,411 01
For engraving, printing, and binding drafts and warrants	1,182 50
For miscellaneous items	1,317 50
	<hr/>
	530,723 71

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

NO. 4.—*Estimate of indebtedness of Post Office Department on June 30, 1871, and not yet adjusted.*

Balances due foreign countries for fiscal years ended June 30, 1870, and June 30, 1871	\$275,000 00
Mail service under contract or recognized, but not yet reported for payment	527,867 95
Mail service unrecognized	249,195 00
Excess of expenditure in year ended June 30, 1871	226,858 66
Total.....	<u>1,278,921 61</u>
To meet which there is available in the Treasury, being the undrawn balances of the appropriations for deficiencies in fiscal years ended June 30, 1870, and June 30, 1871	<u>\$6,725,032 00</u>

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

No. 5.—Receipts and disbursements at Treasury

Depositories.	Deposits.	Grants from Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.
Treasurer U. S., Washington, D. C.	\$60,320 05		\$295,117 47	\$355,437 52	\$60,320 05
Ass't Treas. U. S., Baltimore, Md.	127,191 78		75,000 00	202,191 78	127,191 78
Ass't Treas. U. S., Boston, Mass.	466,728 78			466,728 78	466,728 78
Ass't Treas. U. S., Charleston, S. C.	73,291 06		100,000 00	173,291 06	73,291 06
Ass't Treas. U. S., New Orleans, La.	127,777 69		305,000 00	432,777 69	127,777 69
Ass't Treas. U. S., New York, N. Y.	1,490,487 32	\$4,132,459 00	10,589 59	5,633,526 91	5,622,937 32
Ass't Treas. U. S., Philadelphia, Pa.	413,432 23		25,000 00	438,432 23	413,432 23
Ass't Treas. U. S., San Francisco, Cal.	200,479 91		265,000 00	465,479 91	200,479 91
Ass't Treas. U. S., Saint Louis, Mo.	152,952 46		250,496 45	403,448 91	152,952 46
Des. dep. U. S., Buffalo, N. Y.	25 01			25 00	25 00
Des. dep. U. S., Chicago, Ill.	1,271 33			1,271 33	1,271 33
Des. dep. U. S., Cincinnati, Ohio	51 28			51 28	51 28
Des. dep. U. S., Mobile, Ala.	578 78			578 78	578 78
Des. dep. U. S., Pittsburgh, Pa.	1,094 85			1,094 85	1,094 85
Des. dep. U. S., Santa Fé, N. M.	1,300 47			1,300 47	1,300 47
Des. dep. U. S., Tucson, Ar. Ter.	167 10			167 10	167 10
1st National Bank, Nashville, Tenn.	812 00			812 00	812 00
1st Nat'l Bank, Leavenworth, Kan.	1,450 08			1,450 08	1,450 08
1st National Bank, Milwaukee, Wis.	10,212 94			10,212 94	10,212 94
1st National Bank, Wilmington, Del.	140 00			140 00	140 00
1st National Bank, Portland, Me.	1,184 00			1,184 00	1,184 00
1st National Bank, Portsmouth, N. H.	100 00			100 00	100 00
1st National Bank, Richmond, Va.	1,681 41			1,681 41	1,681 41
1st National Bank, Saint Paul, Min.	30 00			30 00	30 00
1st National Bank, Knoxville, Tenn.	305 12			305 12	305 12
1st National Bank, Galveston, Tex.	237 31			237 31	237 31
1st National Bank, Springfield, Ill.	138 22			138 22	138 22
2d National Bank, Detroit, Mich.	7 00			7 00	7 00
Merchants' National Bank, Cleveland, Ohio	1,270 39			1,270 39	1,270 39
Merchants' National Bank, Savannah, Ga.	3,347 62			3,347 62	3,347 62
Merchants' National Bank, Little Rock, Ark.	704 15			704 15	704 15
Merchants' National Bank, Portland, Me.					
Atlanta National Bank, Atlanta, Ga.	1,130 20			1,130 20	1,130 20
San Antonio National Bank, San Antonio, Tex.	39 75			39 75	39 75
Indianapolis National Bank, Indianapolis, Ind.	121 00			121 00	121 00
Total	3,140,061 28	4,132,450 00	1,326,203 51	8,598,714 79	7,272,511 28

Comparative statement between fiscal years

Deposits for fiscal year of 1871	\$3,140,061 28
Deposits for fiscal year of 1870	\$3,976,562 44
From which must be deducted amount of money-order funds deposited at San Francisco during the year	1,142,108 00
	2,834,454 44
Difference in favor of 1871	305,606 84
Payments from Treasury fiscal year of 1870	4,844,579 21
Payments from Treasury fiscal year of 1871	4,132,450 00
	712,129 21
Deduct gain in receipts for 1871	305,606 84
	406,522 37
Total receipts fiscal year 1870	\$8,821,141 65
Deduct money-order funds as above	1,142,108 00
	7,679,033 65
Total receipts fiscal year 1871	7,272,511 28
Loss to 1871 in receipts occasioned by decrease in payments from Treasury, which is, in fact, a gain	406,522 37
Decrease in receipts for 1871	2,682,819 04
Add amount of deposits made in 1870, at depositories with which there were no accounts for fiscal year of 1871	11,021 63
Carried forward	2,693,840 67

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depositories, fiscal year ended June 30, 1871.

Increase of receipts over 1870.	Decrease of receipts from 1870.	Warrants.	Increase over 1870.	Decrease from 1870.	Balance June 30, 1871.	Transfer account.	
						From.	To.
.....	\$173,453 64	\$355,082 46	\$102,520 05	.....	\$26,897 90	.....	\$295,117 47
\$127,191 78	.....	195,068 74	195,068 74	.....	7,161 37	.....	75,000 00
.....	129,144 51	465,470 63	.....	\$125,545 37	108,348 26	.....	.....
.....	191,576 86	191,841 24	.....	115,045 03	20,873 10	.....	100,000 00
.....	309,805 59	494,482 00	.....	10,971 56	5,095 54	.....	305,000 00
993,518 14	.....	4,888,554 42	145,598 58	.....	76,943 12	\$1,240,000 00	10,589 59
.....	203,030 66	450,294 74	.....	144,515 26	79,625 16	25,000 00	25,000 00
.....	1,183,673 30	565,033 02	.....	644,469 33	14,035 23	.....	365,000 00
.....	450,759 26	395,030 60	.....	301,252 34	19,637 34	40,000 00	250,496 45
25 00	.....	.....	.....	.....	.....	25 00	.....
1,271 33	.....	.....	.....	.....	1,246 33	25 00	.....
5 00	.....	.....	.....	.....	.....	51 28	.....
398 29	.....	.....	.....	.....	207 81	370 97	.....
249 32	.....	.....	.....	.....	370 13	765 56	.....
1,300 47	.....	.....	.....	.....	.....	1,310 47	.....
167 10	.....	.....	.....	.....	.....	167 10	.....
.....	1,758 26	.....	.....	.....	31 50	789 50	.....
1,334 62	.....	.....	.....	.....	.....	1,459 08	.....
10,166 14	.....	.....	.....	.....	.....	10,212 94	.....
140 00	.....	.....	.....	.....	.....	140 00	.....
1,184 00	.....	.....	.....	.....	.....	1,184 00	.....
100 00	.....	.....	.....	.....	.....	100 00	.....
1,681 41	.....	.....	.....	.....	500 00	1,181 41	.....
30 00	.....	.....	.....	.....	.....	30 00	.....
305 12	.....	.....	.....	.....	305 12	.....	.....
237 31	.....	.....	.....	.....	68 40	168 91	.....
.....	642 60	412 20	43 58	.....	138 22	.....	.....
.....	32,846 95	.....	.....	.....	.....	7 00	.....
.....	301 81	.....	.....	.....	.....	1,270 39	.....
3,347 62	.....	.....	.....	.....	3,347 62	.....	.....
436 65	.....	.....	.....	.....	.....	704 15	.....
.....	1,185 05	.....	.....	.....	.....	200 09	.....
.....	4,335 04	.....	.....	.....	222 20	968 00	.....
.....	305 51	.....	.....	.....	.....	39 75	.....
121 00	.....	.....	.....	.....	.....	121 00	.....
1,145,210 30	2,682,819 04	8,001,330 05	443,230 95	1,341,798 89	365,054 35	1,326,203 51	1,326,203 51

of 1870 and 1871, at Treasury depositories.

Deduct money-order deposit	Amount brought forward	\$2,693,840 67
.....	.....	1,142,168 00
Deduct increase in receipts for 1871 .....	.....	1,551,732 67
.....	.....	1,145,210 30
.....	.....	406,522 37
Warrants drawn during fiscal year of 1870 .....	.....	8,951,225 95
Warrants drawn during fiscal year of 1871 .....	.....	8,001,330 05
Difference in favor of 1871 .....	.....	949,895 90
Decrease of warrants in 1871 .....	.....	1,341,798 89
Add amount of warrants drawn in 1870, at depositories with which there were no accounts for 1871 .....	.....	51,327 96
.....	.....	1,393,126 85
Deduct increase of warrants in 1871 .....	.....	443,230 95
.....	.....	949,895 90
Total number of warrants issued during fiscal year of 1871 .....	.....	6,017
Total number of warrants issued during fiscal year of 1870 .....	.....	5,061
Increase in 1871 .....	.....	956

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

Offices.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft, June 30, 1870.	Total.	Disbursements.	Amount subject to draft June 30 1871.
Albany	New York	\$71,054 45	\$79,192 11	\$1,219 38	\$151,465 94	\$4,045 54	\$155,511 48	\$145,879 79	\$9,631 69
Atlanta	Georgia	29,358 51	8,392 29	4,847 02	42,597 82	5,315 20	47,913 02	43,945 55	3,967 47
Bangor	Maine	15,162 62	9,730 99	218 11	25,171 72	2,132 68	27,304 40	21,129 72	6,174 68
Batavia	New York	3,732 24	323 13	618 88	4,674 25	719 67	5,393 92	4,086 64	1,307 28
Binghamton	New York	13,835 96	4,367 34	2,254 09	20,457 39	1,044 39	21,501 78	17,388 52	4,113 26
Buffalo	New York	69,507 18	2,814 61	10,098 20	82,419 99	.....	82,419 99	80,876 07	1,543 92
Chicago	Illinois	539,147 60	31,834 13	4,223 37	575,205 10	26,478 53	601,683 63	573,663 24	28,020 39
Cincinnati	Ohio	246,788 26	24,053 02	636 15	271,477 43	24,483 45	295,960 88	269,760 12	26,200 76
Cleveland	Ohio	93,083 89	7,509 97	285 73	100,879 59	6,324 52	107,204 11	92,928 35	14,275 76
Columbus	Ohio	27,830 27	7,889 66	1,100 93	36,820 86	6,254 47	43,075 33	37,934 19	5,141 14
Concord	New Hampshire	11,558 97	12,368 54	.....	23,927 51	1,569 39	25,496 90	23,141 67	2,355 23
Davenport	Iowa	15,106 50	6,401 87	310 36	21,818 73	4,142 88	25,961 61	23,834 17	2,127 44
Des Moines	Iowa	15,715 00	2,417 42	4,364 18	22,496 60	3,436 65	25,933 25	22,976 45	2,956 80
Detroit	Michigan	86,701 58	14,890 98	3,388 57	104,981 13	5,956 03	110,937 76	97,368 68	13,569 08
Dover	Delaware	1,193 95	1,296 06	1,633 08	4,123 09	130 70	4,253 79	3,793 26	460 53
Dubuque	Iowa	18,623 16	18,583 94	223 16	37,430 16	4,981 71	42,411 87	39,069 91	3,341 96
Easton	Pennsylvania	9,234 01	488 41	1,290 41	11,012 83	1,540 57	12,553 40	9,740 48	2,812 92
Evansville	Indiana	13,239 46	2,125 00	2,665 16	18,029 62	2,694 42	20,724 04	17,738 57	2,985 47
Fort Wayne	Indiana	11,861 31	3,196 80	134 30	15,192 41	3,844 79	19,037 20	15,471 19	3,566 01
Geneva	New York	6,469 33	2,244 57	.....	8,713 90	623 43	9,337 33	3,804 74	5,532 59
Grand Rapids	Michigan	16,467 91	8,780 07	1,439 88	26,687 86	3,432 82	30,120 68	25,031 37	5,089 31
Harrisburgh	Pennsylvania	31,378 41	10,732 61	2,614 71	44,725 73	6,338 69	51,064 42	39,910 14	11,154 28
Hartford	Connecticut	63,034 46	22,412 47	1,182 58	86,629 51	11,533 05	98,162 56	88,360 73	9,801 83
Huntsville	Alabama	2,529 74	1,075 03	284 13	3,888 90	2,074 74	5,963 64	5,561 15	402 49
Indianapolis	Indiana	44,655 54	27,753 35	5,724 67	78,133 56	10,307 60	88,441 16	78,927 36	9,513 80
Kalamazoo	Michigan	8,464 18	10,872 82	1,368 82	20,705 82	538 01	21,243 83	15,756 02	5,487 81
Keene	New Hampshire	5,107 97	1,251 99	2,085 15	8,445 11	1,513 29	9,958 40	7,126 00	2,832 40
Knoxville	Tennessee	6,870 39	4,454 18	214 13	11,538 70	1,815 56	13,354 26	11,765 07	1,589 19
Lafayette	Indiana	8,558 77	1,427 27	958 55	11,244 59	3,068 24	14,312 83	9,633 41	4,659 42
Lancaster	New Hampshire	1,008 42	1,224 99	61 83	2,295 24	1,471 59	3,766 83	2,854 51	912 32
Leavenworth	Kansas	16,294 58	11,124 57	11,241 09	38,666 24	6,319 41	44,985 65	40,133 58	4,849 07
Lexington	Kentucky	9,754 47	7,712 51	439 02	17,906 00	3,903 52	21,809 52	17,114 91	4,694 61
Lima	Ohio	2,636 31	1,799 29	597 72	5,033 32	2,174 75	7,208 07	4,543 45	2,664 62
Louisville	Kentucky	84,368 81	12,743 24	540 58	97,652 63	8,699 14	106,351 77	96,462 59	9,889 18
Lowell	Massachusetts	24,547 42	2,928 38	96 40	27,572 20	4,068 14	31,640 34	25,443 83	6,196 51
Madison	Wisconsin	15,490 74	4,775 71	178 67	20,445 12	2,163 95	22,609 07	20,472 04	2,137 03
Meadville	Pennsylvania	5,636 66	18,331 40	802 64	24,770 70	6,871 76	31,642 46	26,732 65	4,909 81
Memphis	Tennessee	51,611 26	17,502 92	7,669 05	76,783 23	13,956 41	90,739 64	79,738 11	11,001 53
Milwaukee	Wisconsin	79,027 71	11,304 43	1,492 91	91,825 05	7,301 97	99,127 02	94,139 85	4,987 17
Mobile	Alabama	37,643 89	4,354 46	699 09	42,697 44	13,049 92	55,747 36	50,663 58	5,083 78
Montpelier	Vermont	4,792 56	3,303 66	9 18	8,105 40	1,863 63	9,969 03	8,559 82	1,409 21
Nashville	Tennessee	20,836 11	13,348 27	2,412 67	36,597 05	4,852 15	41,449 20	39,788 94	1,660 26
Newark	New Jersey	46,737 76	10,859 18	2,742 77	60,339 71	6,209 71	66,549 42	58,551 39	7,998 03

New Haven.....	Connecticut.....	53,803 42	15,447 29	59 70	69,310 41	8,779 39	78,089 80	70,354 69	7,735 11
Olean.....	New York.....	1,486 19	871 47	17 55	2,357 21	499 02	2,874 23	2,510 14	364 09
Ogdensburg.....	New York.....	6,778 91	965 53	93 85	7,838 29	1,218 06	9,056 35	7,650 22	1,406 13
Peoria.....	Illinois.....	20,404 83	4,420 11	4,093 39	28,918 73	6,372 23	35,290 96	27,223 14	8,067 82
Plattsburgh.....	New York.....	3,108 64	589 28	221 37	3,919 29	2,681 58	6,000 87	4,994 77	1,006 10
Pittsburgh.....	Pennsylvania.....	118,866 74	8,831 06	8,972 80	136,670 60	8,781 96	145,452 56	145,103 60	348 96
Portland.....	Maine.....	43,211 63	14,807 21	3,052 09	61,070 93	3,209 59	64,280 52	54,978 25	9,302 27
Portsmouth.....	Ohio.....	5,095 78	3,540 77	349 77	8,986 32	1,828 55	10,814 87	8,941 63	1,873 24
Providence.....	Rhode Island.....	84,049 98	7,964 83	363 23	92,378 04	8,031 02	100,409 06	90,477 95	9,931 11
Quincy.....	Illinois.....	16,223 68	2,779 81	587 74	19,591 23	632 31	20,213 54	18,636 54	1,577 00
Raleigh.....	North Carolina.....	7,392 31	2,673 72	1,638 59	11,704 62	1,892 53	13,507 15	12,661 22	845 93
Richmond.....	Virginia.....	42,936 50	5,291 60	228 50	48,526 60	6,677 42	55,204 02	54,894 22	309 80
Ripon.....	Wisconsin.....	1,641 40	1,118 01	411 40	3,170 81	712 09	3,882 90	2,213 38	1,669 52
Rochester.....	New York.....	80,840 67	12,139 87	418 29	93,398 83	9,316 56	102,715 39	95,525 69	7,189 70
Rutland.....	Vermont.....	5,427 13	2,721 28	79 05	8,227 46	68 84	8,296 30	8,001 93	294 37
Saint Paul.....	Minnesota.....	28,536 65	11,543 14	1,014 94	41,094 73	3,956 21	45,050 94	40,066 44	4,984 50
Sandusky.....	Ohio.....	6,795 09	1,311 69	61 75	8,168 53	2,331 07	10,499 60	8,129 91	2,369 69
Scranton.....	Pennsylvania.....	12,386 04	23,226 96	3,470 10	39,083 10	6,825 31	45,908 41	40,146 82	5,761 59
Springfield.....	Illinois.....	17,662 40	9,792 34	1,336 11	28,789 85	3,913 40	32,704 25	27,580 16	5,124 09
Springfield.....	Massachusetts.....	32,365 08	16,721 15	279 38	49,365 61	9,412 07	58,777 68	48,017 37	10,760 31
Steubenville.....	Ohio.....	4,853 36	1,597 62	1,606 98	8,057 96	2,925 08	10,983 04	7,268 93	3,714 11
Syracuse.....	New York.....	45,672 00	9,562 11	4,905 56	60,139 67	5,651 52	65,791 19	37,515 56	28,275 63
Urbana.....	Ohio.....	3,381 48	439 75	217 74	4,038 97	2,127 54	6,166 51	5,211 53	954 98
Utica.....	New York.....	31,086 09	10,552 98	816 35	42,455 42	3,252 34	45,707 76	40,300 09	5,407 67
Vincennes.....	Indiana.....	2,250 82	1,265 10	196 91	3,712 83	791 98	4,504 81	3,071 61	1,433 20
Wheeling.....	West Virginia.....	9,850 59	2,259 82	161 56	12,271 97	218 50	12,490 47	10,235 29	2,255 18
Williamsport.....	Pennsylvania.....	12,228 21	1,044 37	2,731 65	16,004 23	3,530 97	19,525 20	16,221 72	3,303 48
Woonster.....	Ohio.....	3,317 63	3,492 05	649 56	7,459 24	169 02	7,628 26	5,063 23	2,565 03
Worcester.....	Massachusetts.....	42,136 36	14,339 95	161 58	56,637 89	4,824 21	61,462 10	52,954 25	8,507 85
Zanesville.....	Ohio.....	8,742 11	2,477 38	260 21	11,479 70	3,037 74	14,517 44	13,459 23	1,058 21
Miscellaneous.....			45,637 13		45,637 13		45,637 13		
Total.....		2,639,489 94	689,679 02	122,898 42	3,452,067 38	342,805 78	3,794,873 16	3,396,868 45	398,004 71

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, 1871.*

POSTAGE-STAMPS.

Quarter ending—	NUMBER AND DENOMINATION OF STAMPS.											Value.
	1-cent.	2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	
September 30, 1870	3,684,800	17,222,300	86,944,500	1,414,100	.....	803,880	231,500	326,480	30,300	28,920	5,070	\$3,252,126
December 31, 1870	5,163,000	22,756,850	97,146,100	1,723,500	.....	886,260	246,350	346,640	78,075	67,320	9,910	3,742,597
March 31, 1871	5,699,100	24,571,100	99,791,100	2,109,900	166,400	961,030	303,725	503,320	57,725	69,110	14,770	3,936,516
June 30, 1871	5,603,900	21,174,300	93,719,500	2,138,150	427,600	926,430	232,675	463,620	71,925	70,150	30,790	3,699,476
Total	20,152,800	85,724,550	377,601,200	7,285,650	594,000	3,579,600	1,014,250	1,640,060	238,025	235,500	60,540	14,630,715

STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS, PLAIN.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.										Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	Wrappers, 2-cent.	
September 30, 1870	5,000	1,170,000	6,741,825	21,100	10,250	.....	.....	500	500	924,500	\$246,755 75
December 31, 1870	151,500	2,039,000	14,124,300	63,650	2,500	1,600	100	100	.....	1,852,000	5 7,364 00
March 31, 1871	125,750	1,895,250	11,511,400	26,650	2,250	700	200	.....	.....	2,061,000	427,662 50
June 30, 1871	106,750	1,455,750	10,440,000	46,000	10,750	750	.....	250	250	1,771,500	382,872 50
Total	389,000	6,560,000	42,817,525	157,400	25,750	3,050	300	850	750	6,609,000	1,564,654 75

No. 7.—*Postage-stamps, stamped envelopes, &c.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST FOR THE RETURN OF UNCLAIMED LETTERS, ETC.

Quarter ending—	NUMBER AND DENOMINATION OF ENVELOPES.					Value.
	1-cent.	2-cent.	3-cent.	6-cent.	12-cent.	
September 30, 1870	12, 500	170, 500	9, 776, 250	29, 150	500	\$298, 631 50
December 31, 1870.....	103, 000	219, 500	12, 166, 000	50, 500	1, 000	373, 550 00
March 31, 1871.....	88, 500	206, 500	11, 497, 250	40, 750	.....	352, 377 50
June 30, 1871.....	83, 500	261, 000	13, 358, 250	47, 000	.....	409, 622 50
Total	287, 500	857, 500	46, 797, 750	167, 400	1, 500	1, 434, 181 50

RECAPITULATION.

Description.	Whole number.	Value.
Postage-stamps	498, 126, 175	\$14, 630, 715 00
Stamped envelopes, plain	49, 954, 625	1, 432, 474 75
Stamped envelopes, request.....	48, 111, 650	1, 434, 181 50
Newspaper-wrappers	6, 649, 000	132, 180 00
Total	602, 801, 450	17, 629, 551 25

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

REPORT OF THE POSTMASTER GENERAL.

No. 8.—*Postage-stamps, stamped envelopes, &c.*

	Quarter ending Sept. 30, 1870.	Quarter ending Dec. 31, 1870.	Quarter ending Mar. 31, 1871.	Quarter ending June 30, 1871.	Total.
<i>Postage-stamps.</i>					
One-cent	3,684,800	5,163,000	5,699,100	5,605,900	20,152,800
Two-cent	17,222,300	22,756,850	24,571,100	21,174,300	85,724,550
Three-cent	86,944,500	97,146,100	99,791,100	93,719,500	377,601,200
Six-cent	1,414,100	1,723,500	2,109,900	2,038,150	7,285,650
Seven-cent			166,400	427,600	594,000
Ten-cent	803,880	886,260	963,050	926,430	3,579,600
Twelve-cent	231,500	246,350	303,725	232,675	1,014,250
Fifteen-cent	326,480	346,640	503,320	463,620	1,640,060
Twenty-four-cent	30,300	78,075	57,725	71,925	238,025
Thirty-cent	28,920	67,320	69,110	70,150	235,500
Ninety-cent	5,070	9,910	14,770	30,790	60,540
Amount	\$3,252,126	\$3,742,597	\$3,936,516	\$3,699,476	\$14,630,715
<i>Stamped envelopes and newspaper-wrappers, plain.</i>					
One-cent	5,000	151,500	125,750	106,750	389,000
Two-cent	1,170,000	2,039,000	1,895,250	1,455,750	6,560,000
Three-cent	6,741,825	14,124,300	11,511,400	10,440,000	42,817,525
Six-cent	21,100	63,650	26,650	46,000	157,400
Ten-cent	10,250	2,500	2,250	10,750	25,750
Twelve-cent		1,600	700	750	3,050
Fifteen-cent		100	200		300
Twenty-four-cent	500	100		250	850
Thirty-cent	500			250	750
Newspaper-wrappers, (2-cent)	924,500	1,852,000	2,061,000	1,771,500	6,609,000
Amount	\$246,755 75	\$507,364 00	\$427,662 50	\$382,872 50	\$1,564,654 75
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	12,500	103,000	88,500	83,500	287,500
Two-cent	170,500	219,500	206,500	261,000	857,500
Three-cent	9,776,250	12,166,000	11,497,250	13,358,250	46,797,750
Six-cent	29,150	50,500	40,750	47,000	167,400
Twelve-cent	500	1,000			1,500
Amount	\$298,631 50	\$373,550 00	\$332,377 50	\$409,622 50	\$1,434,181 50

RECAPITULATION.

	Number.	Value.
Postage-stamps	498,126,175	\$14,630,715 00
Stamped envelopes, plain	49,954,625	1,432,474 75
Stamped envelopes, request	48,111,650	1,434,181 50
Total stamped envelopes	98,066,275	2,866,656 25
Newspaper-wrappers	6,609,000	132,180 00
Whole number and value of stamps, stamped envelopes, and wrappers issued	602,801,450	17,629,551 25

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

No. 8.—Continued.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, and newspaper-wrappers for the fiscal year ended June 30, 1871, over the preceding fiscal year.

Description.	1870.		1871.		INCREASE.		PER CENT. OF INCREASE.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Postage-stamps	468, 118, 445	\$13, 976, 768 00	498, 126, 175	\$14, 630, 715 00	30, 007, 730	\$653, 947 00	6. 41	4. 67
Stamped envelopes, plain	45, 027, 250	1, 297, 159 00	49, 954, 625	1, 432, 474 75	4, 927, 375	135, 315 75	10. 94	10. 43
Stamped envelopes, request	36, 326, 000	1, 084, 250 00	48, 111, 650	1, 434, 181 50	11, 785, 650	349, 931 50	32. 44	32. 27
Newspaper-wrappers	4, 936, 250	98, 605 00	6, 609, 000	132, 180 00	1, 672, 750	33, 575 00	33. 88	34. 05
Aggregate	554, 407, 945	16, 456, 782 00	602, 801, 450	17, 629, 551 25	48, 393, 505	1, 172, 769 25	8. 73	7. 13

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

No. 9.—Comparative statement of dead letters received and disposed of during fiscal years 1870 and 1871.

Character of letters.	1870.		1871.		INCREASE.		DECREASE.		INCREASE.	DECREASE.
	Number.	Amount, or nominal value.	Number.	Amount, or nominal value.	No.	Amount, or nominal value.	No.	Amount, or nominal value.	Per cent.	Per cent.
Number of domestic letters received.....	3,932,045		3,973,075		41,030				1.03	
Number of foreign letters received.....	220,415		221,673		1,258				0.56	
Money letters containing one dollar and upward.....	22,321	\$92,867 82	18,577	\$78,812 98			3,744	\$14,054 84		16.77
Number delivered to owners.....	18,250	77,116 22	17,082	74,420 90			1,168	2,695 32		6.40
Number filed for reclamation, and outstanding.....	4,071	15,751 60	4,397	14,789 10	326			962 50	8.00	
Money letters containing sums less than one dollar.....	22,992	5,793 60	14,956	3,808 92			8,038	1,984 68		34.95
Number delivered to owners.....	20,356	5,058 72	12,413	3,094 90			7,943	1,963 82		39.02
Number filed for reclamation.....	2,638	734 88	2,543	714 02			95	20 86		36.01
Letters containing bills of exchange, deeds, &c.....	17,860	3,075,544 90	19,193	3,075,869 23	1,333	\$324 33			7.46	
Number delivered to owners.....	16,868	2,963,400 02	17,905	2,855,030 31	1,037			108,369 71	6.14	
Number held for reclamation, and outstanding.....	992	112,144 88	1,288	220,838 92	296	108,694 04			29.83	
Letters and packages containing jewelry, books, &c.....	6,921		6,498				423			6.11
Number delivered to owners.....	4,740		4,298				442			9.03
Number held for reclamation.....	2,181		2,200		19				0.87	
Letters containing photographs, postage-stamps, receipts, &c.....	110,920		111,064		144				0.13	
Number delivered.....	100,015		101,514		1,499				1.49	
Number filed.....	10,905		9,550				1,355			12.42
Letters without inclosures sent out for delivery.....	1,842,325		1,628,803				213,522			11.58
Number delivered.....	1,477,021		1,334,303				152,718			10.27
Number returned and destroyed.....	355,304		294,500				60,804			17.11
Letters, circulars, &c., destroyed.....	1,908,704		2,173,984		265,280				13.89	
Domestic letters returned from foreign countries.....	69,461		77,010		7,549				10.86	
Foreign letters returned to countries from which they emanated.....	220,415		221,673		1,258				0.56	

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

POST-OFFICE DEPARTMENT,

Contract Office, November 2, 1871.

SIR: For a statement of the mail service for the contract year ended June 30, 1871, &c., I have the honor to 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, at the close of the contract year.

Table B exhibits the railroad service as in operation on the 30th of June, 1871; also the cost per mile in each State.

Table C exhibits the steamboat service as in operation on the 30th of June, 1871.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1871.

Table E shows the weight of the mails, the speed with which they are conveyed, 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 June 30, 1871.

Table F shows the readjustment of the rates of pay per mile on certain railroad routes, and on certain new routes the adjustment of the rates, based upon returns of the weight of the mails, the speed with which they are conveyed, the accommodations provided for mails and agents, and the number of trips per week.

Table G is a statement of the number, description, and cost of mail-bags purchased by contract and put into service during the fiscal year ended June 30, 1871.

Table H is a list of railway post-office lines in operation on June 30, 1871, giving the termini and length of each route, the miles of service performed, the number of trips per day, and the number of clerks of each grade of pay.

Through-mail tables, numbered from 1 to 18, show the time occupied in the transit of mails from Washington, New York, Boston, Cincinnati, Chicago, and St. Louis to San Francisco and back, from Washington to New Orleans and back, and from New York to New Orleans and Memphis and back, for the year ending with the month of September, 1871.

Very respectfully, your obedient servant,

JOHN L. ROUTT,

Second Assistant Postmaster General.

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

A.—Table of mail service for the year ended June 30, 1871, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay on each route are set down to the State under which the route is numbered, though extending sometimes into other States, instead of being divided among the States in which the different portions lie.]

States and Territories.	Length of routes.	Annual transportation and cost.						Total annual trans- portation by celer- ity, certainty, and security.	Total annual trans- portation by steam- boat.	Total annual trans- portation by rail- road.	Total annual trans- portation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>		<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Maine	4, 318	3, 538	\$74, 086			780	\$76, 631	1, 514, 290		633, 530	2, 147, 820	\$150, 717
New Hampshire	1, 920	1, 347	25, 380	108	\$3, 340	465	38, 490	505, 877	46, 020	463, 474	1, 015, 371	67, 210
Vermont	2, 259	1, 719	42, 111			533	73, 869	831, 389		589, 318	1, 420, 707	115, 980
Massachusetts	2, 664	1, 064	53, 407	30	2, 500	1, 570	208, 898	740, 867	18, 720	2, 458, 361	3, 217, 948	264, 805
Rhode Island	550	260	8, 037	160	2, 500	130	13, 974	118, 118	99, 840	283, 764	5, 11, 722	24, 511
Connecticut	1, 615	829	29, 431			786	105, 988	438, 464		1, 380, 356	1, 818, 820	135, 419
New York	11, 191	6, 920	241, 370	182	7, 149	4, 089	551, 905	3, 100, 113	126, 741	6, 289, 395	9, 516, 249	760, 424
New Jersey	2, 205	1, 102	36, 890	72	3, 873	1, 031	123, 495	529, 516	61, 776	1, 293, 286	1, 884, 578	164, 258
Pennsylvania	14, 439	11, 168	244, 517	94	6, 300	3, 168	305, 532	3, 505, 327	58, 656	4, 479, 138	8, 043, 121	556, 349
Delaware	481	263	8, 247			218	16, 698	117, 400		251, 695	369, 095	24, 945
Maryland	3, 355	2, 492	63, 035	40	750	823	181, 294	880, 145	12, 480	1, 449, 441	2, 342, 066	245, 079
West Virginia	4, 625	4, 212	52, 375	259	12, 149	163	15, 802	742, 846	156, 312	102, 102	1, 001, 260	80, 326
Virginia	9, 429	6, 944	119, 563	1, 017	43, 575	1, 468	129, 667	1, 518, 230	369, 051	1, 246, 529	3, 133, 810	292, 745
North Carolina	7, 156	5, 896	79, 725	316	6, 599	944	73, 115	944, 658	82, 992	715, 099	1, 742, 740	159, 439
South Carolina	3, 208	1, 974	28, 714	51	806	1, 183	109, 125	284, 414	5, 314	1, 052, 993	1, 342, 721	138, 645
Georgia	4, 923	2, 570	45, 232	584	10, 330	1, 769	134, 926	422, 032	60, 736	1, 675, 279	2, 158, 047	190, 488
Florida	6, 457	1, 173	24, 933	4, 851	154, 706	433	31, 374	185, 996	441, 152	274, 885	902, 033	211, 007
Alabama	6, 434	4, 736	104, 268	487	25, 683	1, 611	136, 165	812, 656	159, 640	1, 159, 779	2, 132, 075	266, 116
Mississippi	4, 191	2, 918	69, 952	272	5, 000	1, 001	105, 775	559, 468	56, 576	914, 113	1, 530, 157	180, 727
Louisiana	5, 349	2, 324	79, 332	2, 612	102, 200	413	51, 472	555, 786	552, 656	4 9, 128	1, 517, 570	233, 004
Texas	11, 065	10, 183	456, 694	483	40, 500	399	38, 310	2, 142, 836	153, 816	295, 785	2, 592, 437	535, 504
Arkansas	8, 143	6, 602	218, 054	1, 453	53, 250	88	10, 600	1, 623, 518	301, 928	54, 912	1, 980, 358	281, 004
Missouri	12, 474	9, 758	210, 361	681	22, 000	2, 035	247, 012	2, 760, 264	237, 344	2, 555, 470	5, 553, 078	479, 373
Tennessee	6, 021	4, 558	59, 745	235	10, 500	1, 228	100, 253	853, 494	59, 280	954, 463	1, 867, 237	170, 498
Kentucky	7, 048	5, 074	101, 015	1, 089	50, 800	885	89, 317	1, 411, 686	489, 606	888, 758	2, 790, 050	241, 132
Ohio	11, 616	6, 799	139, 482	281	9, 410	4, 536	606, 703	2, 224, 042	110, 760	5, 181, 063	7, 515, 865	255, 595
Indiana	7, 370	4, 867	77, 650			2, 503	258, 933	1, 104, 948		2, 908, 270	4, 013, 218	336, 583
Illinois	10, 182	5, 834	112, 095			4, 348	539, 262	1, 721, 928		5, 328, 960	7, 050, 888	651, 357
Michigan	9, 219	5, 132	111, 735	1, 723	37, 535	2, 364	223, 769	1, 622, 806	361, 061	2, 737, 453	4, 621, 320	373, 039
Wisconsin	7, 973	6, 251	97, 970	252	11, 100	1, 470	153, 134	1, 697, 817	81, 185	1, 425, 533	3, 204, 535	262, 204
Iowa	8, 773	6, 579	131, 954			2, 194	178, 097	1, 896, 330		2, 101, 941	3, 998, 271	310, 051
Minnesota	6, 299	4, 990	80, 354	230	12, 740	1, 079	84, 150	1, 179, 532	84, 120	941, 229	2, 204, 881	177, 244
Nebraska	3, 134	1, 997	47, 180			1, 137	289, 443	615, 224		819, 338	1, 434, 580	336, 623

Kansas	5,509	3,889	72,972			1,620	140,629	1,086,696		1,157,872	2,244,568	213,601
Nevada	1,722	1,722	100,425					528,978			528,978	100,425
California	8,842	6,289	412,317	1,251	65,000	1,302	277,747	2,138,947	291,024	1,041,861	3,471,832	755,064
Oregon	2,102	1,873	49,581	229	31,000			290,588	126,048		416,636	80,581
Washington Territory	2,661	1,360	102,619	1,301	45,654			313,040	79,944		392,984	148,273
Idaho Territory	855	855	91,936					295,400			295,400	91,936
Montana Territory	1,339	1,339	84,572					377,520			377,520	84,572
Dakota Territory	681	681	6,985					169,728			169,728	6,985
Wyoming Territory	108	108	9,666					33,696			33,696	9,666
Utah Territory	2,759	2,723	316,689			36	1,825	1,338,174		22,516	1,360,690	318,514
Colorado Territory	2,053	2,021	166,994			32	1,600	809,478		19,968	829,446	168,594
New Mexico Territory	1,763	1,763	313,224					661,008			661,008	313,224
Arizona Territory	1,495	1,495	64,659					225,680			225,680	64,659
Total	238,359	168,191	5,027,473	20,334	776,943	49,834	5,724,979	47,330,968	4,684,778	55,557,048	107,572,794	11,529,395
Railway post-office clerks												649,400
Route agents												671,280
Mail-route messengers												61,910
Local agents												58,430
Mail-messengers												433,393
Baggage-masters in charge of registered packages												1,113
Aggregate												13,404,921

JOHN L. ROUTT,
Second Assistant Postmaster General.

B.—Railroad service as in operation on the 30th of June, 1871.

Number of route.	State and 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.
	MAINE.		<i>Miles.</i>	<i>Miles.</i>					
1	Augusta to Skowhegan.....	Portland and Kennebec.....	39		6	\$2,925 00		\$75 00	
9	Danville Junction to Bangor.....	Maine Central.....	110		6	13,750 00		195 00	
9a	Newport to Dexter.....	do.....	14		6	840 00		60 00	
19	Farmington to Brunswick.....	Androscoggin.....	66.50		6 }	5,412 50		75 00	{ Includes \$50 per annum for mail messenger service at Lisbon.
			5		12 }			75 00	
84	Calais to Princeton.....	Lewy's Island.....	21		6	2,100 00		100 00	
114	Portland to Portsmouth, N. H.....	Portland, Saco, and Portsmouth...	52		18	9,137 50		175 72	
115	{ Portland to Augusta..... } { With branch to Bath..... }	Portland and Kennebec.....	73			8,275 00		113 35	{ 6 times a week for 5 months. 12 times a week for 7 months.
116	Portland to Canada Line.....	Grand Trunk.....	48		12 }	17,700 00		125 00	
			117		6 }			100 00	
117	Portland to Springvale.....	Portland and Rochester.....	36		6	1,999 97		55 55	
163	Mechanics' Falls to Canton.....	Portland and Oxford Central.....	27.50		6	1,246 57		45 33	
181	Bangor to Mattawamkeag.....	European and North America.....	62.25		6	7,781 25		125 00	
188	Oldtown to Dover.....	Bangor and Piscataquis.....	40		6	2,000 00		50 00	
201	Belfast to Burnham Village.....	Maine Central.....	34.19		6	1,709 50		50 00	
202	Portland to West Baldwin.....	Portland and Ogdensburgh.....	35½		12	1,756 25		50 00	Pay estimated.
				780 113-200			\$76,633 54		
	NEW HAMPSHIRE.								
251	Concord to Nashua.....	Concord.....	36		18	5,400 00		150 00	
253	Concord to Wells River.....	Boston, Concord and Montreal.....	50.75		12 }	9,300 00		100 00	{ Includes \$850 per annum for mail messenger service.
			42.25		6 }			100 00	
254	{ Concord to White River Junction..... }	Northern.....	69		12 }	11,160 00		140 00	
	{ Branch to Bristol..... }		13		6 }			50 00	
255	Concord to Bradford.....	Concord and Claremont.....	26		6	1,500 00		75 69	
256	Concord to Portsmouth.....	Concord.....	60		12	3,000 00		50 00	
269	Manchester to North Weare.....	do.....	25.50		6	1,025 00		50 00	
278	Nashua to Wilton.....	Boston and Lowell and Nashua and Lowell.....	16		12	900 00		56 25	
299	Contoocook Village to Hillsborough Bridge.....	Contoocook River.....	15		6	750 00		50 00	
338	Dover to Alton Bay.....	Boston and Maine.....	28		6	1,400 00		50 00	
300	Brock's Crossing to Union.....	Portsmouth, Gr't Falls & Conway.....	6		12 }	1,300 00		50 00	
			20		7 }			50 00	

331	Lancaster to Wells River	Boston, Concord and Montreal	43. 10	.....	6	2, 155 00	.....	50 00	
342	Hooksett to Pittsfield	Suncook Valley	20	.....	6	600 00	.....	30 00	
				465. 60			38, 490 00		
	VERMONT.								
412	Burlington to Rouse's Point, New York.	Vermont Central and Vermont and Canada.	{ 32. 50	.....	15 {	9, 712 50	.....	{ 175 00	
452	White River Junction to Derby Line.	Connecticut and Passumpsic Rivers.	{ 23	.....	6 {	11, 417 00	.....	{ 175 00	
461	Windsor to Burlington	Vermont Central	119	.....	15	20, 825 00	.....	175 00	
475	Rutland to State Line, with branch to Bennington.	Harlem Extension	59	.....	6	2, 950 00	.....	50 00	
481	Bellows Falls to Windsor	Sullivan	25	.....	12	3, 500 00	.....	140 00	
482	Bellows Falls to Burlington	Rutland and Burlington	{ 52	.....	6 {	20, 405 00	.....	{ 100 00	{ Includes \$3,000 per annum for mail-messenger service.
487	Brattleborough to Bellows Falls	Vermont Valley	{ 67. 50	.....	18 {	3, 360 00	.....	{ 180 81	
508	Saint Albans to Canada Line	Vermont and Canada	{ 24	.....	12 {	1, 700 00	.....	{ 140 00	
			17	.....	6			100 00	
				533. 17			73, 869 50		
	MASSACHUSETTS.								
601	Boston to Portsmouth, N. H.	Eastern	56. 50	.....	31	11, 300 00	.....	200 00	
602	{ Boston to South Berwick Junction.	Boston and Maine	{ 75	.....	12 {	11, 400 00	.....	{ 150 00	
	{ Branch to Great Falls		{ 3	.....	12 {		.....	{ 50 00	
603	Boston to Nashua	Boston and Lowell and Nashua and Lowell.	42	.....	21	6, 300 00	.....	150 00	
604	Boston to Fitchburgh	Fitchburgh	52	.....	18	8, 000 00	.....	153 84	
			45	.....	43		.....	375 00	
605	Boston to Albany, N. Y.	Boston and Albany	{ 56	.....	25 {	68, 475 00	.....	{ 375 00	
			{ 102	.....	15 {		.....	{ 300 00	
606	Boston to Woonsocket Falls, R. I. ....	.....do	{ 4	.....	25 {	1, 984 00	.....	{ 50 00	
			{ 35. 68	.....	12 {		.....	{ 50 00	
607	Boston to Southbridge	Boston, Hartford and Erie	70	.....	12	3, 500 00	.....	50 00	
608	Boston to Providence, R. I.	Boston and Providence	44	.....	25	8, 800 00	.....	200 00	
609	Boston to Plymouth	Old Colony and Newport	38	.....	12	5, 345 00	.....	125 00	Includes \$595 per annum for mail-messenger service.
610	Boston to Medford	Boston and Maine	5. 50	.....	6	275 00	.....	50 00	
615	Boston to Mattapan	Old Colony and Newport	8. 50	.....	12	768 00	.....	50 00	Includes \$343 per annum for mail-messenger service.
616	Boston to West Lynn Depot	Eastern	10	.....	12	500 00	.....	50 00	
617	Boston to Dedham	Boston and Providence	11	.....	12	550 00	.....	50 00	
618	Grafton Depot to Milbury	Boston and Albany	4	.....	12	200 00	.....	50 00	
619	Salem to Gloucester	Eastern	16	.....	12	800 00	.....	50 00	
620	Salem to Marblehead	do	4	.....	6	200 00	.....	50 00	
621	Salem to Lawrence	do	20	.....	6	1, 000 00	.....	50 00	
622	Georgetown to Haverhill	Boston and Maine	6. 50	.....	6	325 00	.....	50 00	
627	Lawrence to Manchester	Concord, Manchester and Lawrence	28	.....	12	2, 800 00	.....	100 00	
629	Lowell to Lawrence	Boston and Lowell and Nashua and Lowell.	14	.....	21	1, 050 00	.....	50 00	Includes \$350 per annum for mail-messenger service.
631	Winchester to Woburn	Boston and Lowell and Nashua and Lowell.	3	.....	12	150 00	.....	50 00	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
	MASSACHUSETTS—Cont'd.		<i>Miles.</i>	<i>Miles.</i>					
632	Porter's Station to Lexington	Lexington and Arlington	8		12	\$400 00		\$50 00	Includes \$50 per annum for mail-messenger service. Includes \$250 per annum for route-agent service.
635	South Acton Depot to Hudson	Fitchburgh	9		12	500 00		50 00	
636	Ayer to Lowell	Boston and Lowell and Nashua and Lowell	17		15	1,100 00		50 00	
637	Ayer to Mason Village	Fitchburgh	23		6	1,150 00		50 00	
638	Auburndale Station to Newton Lower Falls	Boston and Albany	2		6	100 00		50 00	
639	Natick to Saxonville	do	4		12	200 00		50 00	
640	South Framingham to Pratt's Junction	Boston, Clinton and Fitchburgh	29		18	2,175 00		75 00	
641	South Framingham to Milford	Boston and Albany	12		18	900 00		50 00	Includes \$300 per annum for mail-messenger service. Includes \$50 per annum for mail-messenger service. Includes \$930 per annum for mail-messenger service. Includes \$80 per annum for mail-messenger service.
650	Canton Depot to Stoughton	Stoughton and Easton Branch	4		12	250 00		50 00	
654	South Braintree Junction to Newport, Rhode Island	Old Colony and Newport	61.75		12	7,105 00		100 00	
655	South Abington to Bridgewater	do	7.75		6	380 00		38 70	
656	Braintree Depot to Cohasset	South Shore	12		12	1,304 00		50 00	Includes \$704 per annum for mail-messenger service. Includes \$1,000 per annum for mail-messenger service. Includes \$2,600 per annum for mail-messenger service, and \$100 per annum for an additional daily trip to West Harwich.
663	Middleborough to Hyannis	Cape Cod	47		12	6,500 00		117 00	
670	Yarmouthport to Wellfleet	do	31		12	5,800 00		100 00	
672	New Bedford to West Wareham	New Bedford and Taunton	16.25		12	812 50		50 00	
676	Taunton to Middleborough	Middleborough and Taunton	9.50		12	475 00		50 00	Includes \$300 per annum for mail-messenger service. Includes \$462 50 per annum for mail-messenger service.
677	Taunton to Mansfield Junction	Taunton Branch	12		23	1,500 00		100 00	
678	Taunton to New Bedford	New Bedford and Taunton	20.50		25	2,000 00		75 00	
683	Worcester to Nashua	Worcester and Nashua	46.25		18	4,625 00		100 00	
688	Sterling Junction to Fitchburgh	Boston, Clinton and Fitchburgh	14		18	1,050 00		75 00	
689	Fitchburgh to Bellows Falls, Vt.	Cheshire and Ashuelot	64		18	7,500 00		117 18	

690	Fitchburgh to Brattleboro', Vt. and Miller's Falls to Hoosac Tunnel.	Vermont and Massachusetts.....	108	6	10,800 00	100 00	
696	Palmer to Miller's Falls	New London Northern.....	35	12	2,625 00	75 00	
702	Springfield to South Vernon Junction.	Connecticut River	50	15	6,550 00	125 00	Includes \$300 per annum for side supply of Chicopee Falls.
703	South Vernon Junction to Keene..	Cheshire and Ashuelot.....	24	6	1,200 00	50 00	
721	Pittsfield to North Adams	Pittsfield and North Adams.....	21	12	1,575 00	60 00	Includes \$315 per annum for mail-messenger service.
727	Gloucester to Pigeon Cove.....	Eastern.....	{ 5	12 }	450 00	{ 50 00	Includes \$125 per annum for mail-messenger service.
728	Wakefield to Newburyport	Boston and Maine.....	1. 50	6 }		50 00	
731	South Braintree Junction to Fall River.	Old Colony and Newport.....	30. 50	6	1,525 00	50 00	
732*	East Salisbury to Amesbury.....	Eastern.....	34	6	1,700 00	50 00	
733	Palmer to Gilbertsville.....	New London Northern.....	4	12	250 00	62 50	
735	Mansfield to South Framingham..	Boston, Clinton and Fitchburgh..	15. 75	6	775 00	50 00	
738	Winchendon to Peterborough	Monadnock	22	6	1,100 00	50 00	
			16	6	800 00	50 00	
			1,570. 43		\$208,898 50		
RHODE ISLAND.							
801	Providence to Worcester, Mass....	Providence and Worcester.....	44	24	4,800 00	75 00	Includes \$1,500 per annum for mail-messenger service.
802	Providence to New London, Conn.	New York, Providence and Boston	63. 75	22	7,968 75	125 00	
803	Providence to Bristol	Providence, Warren and Bristol ..	15. 50	12	855 00	55 16	
821	Warren to Fall River, Mass	Fall River, Warren and Providence.	7	12	350 00	50 00	
			130. 25		13,973. 75		
CONNECTICUT.							
925	Norwich to Worcester, Mass	Norwich and Worcester.....	60	12	3,600 00	60 00	
926	New London to Palmer, Mass.....	New London Northern.....	{ 30	12 }	5,625 00	{ 100 00	
932	Middletown to Berlin Depot	Hartford and New Haven.....	35	18 }	1,000 00	{ 75 00	Includes \$250 per annum for mail-messenger service.
936	New Haven to New London	New Haven and New London.....	10	18	7,567 00	150 00	Includes \$67 per annum for mail-messenger service.
937	New Haven to Springfield, Mass ..	Hartford and New Haven.....	50	23	20,745 83	325 00	
938	{ New Haven to Williamsburgh, }	New Haven and Northampton.....	63 5-6	31	8,425 00	{ 75 00	Includes \$1,000 per annum for mail-messenger service.
	{ with branch to New Hartford. }		83	12 }		{ 75 00	
939	New Haven to New York, N. Y....	New York and New Haven	16	18 }	28,625 00	{ 375 00	
942	Bridgeport to Winsted.....	Naugatuck	70 1/2	31	4,650 00	75 00	
943	Bridgeport to State Line, Mass., with branch to Pittsfield, Mass.	Housatonic	62	12	9,680 00	80 00	
			121	12			
945	{ South Norwalk to Danbury..... }	Danbury and Norwalk.....	{ 23. 50	12 }	2,120 00	{ 85 11	
	{ Branch to Ridgefield		4	12 }		{ 30 00	
955	Waterbury to Providence, R. I....	Hartford, Providence and Fishkill	122. 50	12	12,250 00	100 00	
972	Vernon Depot to Rockville.....	Rockville	4 1/2	12	500 00	50 00	Includes \$268 50 per annum for mail-messenger service to Vernon.

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
	CONNECTICUT—Continued.		Miles.	Miles.					
975	New Haven to Middletown	New Haven, Middletown and Willimantic.	24	785 19-24	6	\$1,200 00	\$105,987 83	\$50 00	
	NEW YORK.								
1001	{ New York to Middletown	Erie	{ 67	23½	17	122,675 00		{ 300 00	
	{ Middletown to Hornellsville		{ 265					{ 275 00	
	{ Hornellsville to Salamanca		{ 82					{ 250 00	
	{ Salamanca to Dunkirk		{ 46					{ 200 00	
1002	New York to Troy	Hudson River	150	25	25	52,500 00		350 00	
1003	New York to Chatham Village	New York and Harlem	130.50	6	6	13,050 00		100 00	Old rate of pay.
1004	New York to Manhasset	Flushing and North Side	{ 13	{ 8.75	{ 12	2,400 00		{ 110 35	Includes all side service.
1005	Stapleton to Tottenville	Staten Island	{ 21					{ 110 35	
1006	New York to Greenport	Long Island	{ 67.50	{ 33	{ 12	12,050 00		{ 85 70	Do.
			{ 33					{ 100 00	
1007	Mineola to Locust Valley	do	12.25	12	12	862 50		50 00	Includes \$2,000 per annum for mail messenger service at New York.
1008	Hicksville to Northport	do	16.50	12	12	1,250 00		50 00	Includes \$425 per annum for side service.
1009	Suffern to Piermont	Erie	18	6	6	900 00		50 00	
1010	Newburgh to Chester	do	19.75	6	6	987 50		50 00	
1011	Hudson to West Stockbridge	Hudson and Boston	35	12	12	1,750 00		50 00	
1012	Albany to Albany Junction	Rensselaer and Saratoga	{ 9	{ 3	{ 18	1,029 00		{ 85 75	
			{ 3					{ 85 75	
1013	Albany to Binghamton	Delaware and Hudson Canal	142	12	12	14,200 00		100 00	
1014	Central Bridge to Schoharie	Schoharie Valley	5	18	18	400 00		80 00	
1015	Schenectady to Ballston	Rensselaer and Saratoga	16	12	12	800 00		50 00	
1016	Troy to Schenectady	New York Central	22	18	18	1,650 00		75 00	Offer of Department.
1017	{ Troy to North Adams	Troy and Boston	{ 50	{ 5.50	{ 18	6,937 50		{ 125 00	
	{ Branch to State Line		{ 5.50					{ 125 00	
1018	Troy to Saratoga Springs	Rensselaer and Saratoga	32.81	12	12	4,921 50		150 00	
1019	Eagle Bridge to Rutland	do	62.50	12	12	9,375 00		150 00	
1020	Saratoga Springs to Castleton	do	54	12	12	8,100 00		150 00	

1021	Plattsburgh to Canada Line	Montreal and Plattsburgh	23			1,725 00		75 00	Twelve times a week 8 months, six times a week 4 months.
1022	Rouse's Point to Ogdensburgh	Ogdensburgh and Lake Champlain	119		12	10,710 00		90 00	
1023	Rouse's Point to Canada Line	Champlain and St. Lawrence	2 25		6	262 50		116 66	
1024	Watertown to Cape Vincent	Rome, Watertown and Ogdensburgh	26		12	1,300 00		50 00	
1025	Utica to Lowville	Utica and Black River	{ 35		{ 12			{ 67 80	Offer of Department. Do. Old rate of pay.
			{ 24		{ 6	4,000 00		{ 67 80	
1026	{ Rome to Ogdensburgh	{ Rome, Watertown and Ogdensburgh	{ 72		{ 24			{ 115 00	
	{ Branch to Potsdam Junction		{ 70		{ 12	19,205 00		{ 115 00	
			{ 25		{ 6			{ 115 00	
1027	Syracuse to Rochester	New York Central	104		21	10,400 00		100 60	
1028	Syracuse to Binghamton	Syracuse, Binghamton and New York	80		12	7,200 00		90 00	
1029	Syracuse to Oswego	Oswego and Syracuse	35.50		12	2,662 50		75 00	
1030	Canandaigua to Niagara Falls	New York Central	97		12	4,850 00		50 00	
1031	Canandaigua to Elmira	Northern Central	68.50		12	5,137 50		75 00	
1032	Rochester to Avon	Erie	18		6	1,350 00		75 00	Offer of Department. Do.
1033	Avon to Mount Morris	Avon, Genesee and Mount Morris	16		12	950 00		59 37	
1034	Suspension Bridge to Detroit	Great Western Railroad of Canada	229		25	11,450 00		50 00	
1035	{ Buffalo to Attica	{ Erie	{ 31		{ 24			{ 200 00	
	{ Attica to Corning		{ 111		{ 24	17,300 00		{ 100 00	
1036	Buffalo to Lockport	New York Central	22		12	1,100 00		50 00	
1037	Buffalo to Lewiston	do	29		6	2,175 00		75 00	
1038	Attica to Hornellsville	Erie	60		12	12,000 00		200 00	
1039	Buffalo to Erie	Lake Shore and Michigan Southern	89		31	22,250 00		250 00	
1040	Owego to Ithaca	Delaware, Lackawanna and Western	35		12	3,000 00		85 71	
1041	Chesterville to Warwick	Warwick Valley	11		12	550 00		50 00	Includes \$220 per annum for side service. Includes \$600 per annum for side service. Includes \$550 per annum for side service, and \$100 per annum for supply of Bell-port and Fireplace.
1042	Oswego to Richland	Rome, Watertown and Ogdensburgh	28.50		12	1,645 00		50 00	
1043	Brocton to Corry	Buffalo, Corry and Pittsburgh	45.30		6	2,865 00		50 00	
1044	New York to Patchogue	South Side	55		12	3,400 00		50 00	
1045	Goshen to Montgomery	Montgomery and Erie	10.25		9	400 00		39 02	
1046	Skaneateles Junction to Skaneateles	Skaneateles	5.50		18	350 00		63 63	
1079	Albany to Buffalo	New York Central	298		25	89,400 00		303 00	
1228	Utica to North Norwich	Delaware, Lackawanna and Western	48.50		6	2,425 00		50 00	
1282	Rochester to Niagara Falls	New York Central	76		12	19,000 00		250 00	
1338a	Fredonia to Dunkirk Station	Dunkirk and Fredonia	3.50		18	400 00		114 28	
1405	Chenango Forks to Norwich	Delaware, Lackawanna and Western	30.69		6	1,534 50		50 00	
1451a	Middletown to Unionville	Middletown, Union and Water Gap	14		6	500 00		35 71	
1454	Utica to Smith's Valley Station	Utica, Clinton and Binghamton	31.40		6	1,570 00		50 00	
1509	Buffalo to Holland	Buffalo and Washington	27.57		6	1,340 00		50 00	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
NEW YORK—Continued.			<i>Miles.</i>	<i>Miles.</i>					
1510	Schoharie to Middleburgh	Middleburgh and Schoharie Valley	5. 50		12	\$395 00		\$50 00	Includes \$120 per annum for mail-messenger service.
1518	Plattsburgh to Ausable Forks	Whitehall and Plattsburgh	23		6	1,000 00		43 47	
1524	Chatham Village to Bennington	Harlem Extension	57. 80		6	2,890 00		50 00	
1525	Cooperstown to Cooperstown Junction.	Cooperstown and Susquehanna Valley	16		12	1,000 00		62 50	
1540	Oswego to Sidney Plains	New York and Oswego Midland ..	124. 28		12	6,214 00		50 00	Includes \$500 per annum for side service.
1541	{ Fishkill on the Hudson to Miller- ton. }	{ Dutchess and Columbia. }	{ 56. 50 }		{ 6 }	{ 3,050 00 }		{ 50 00 }	
1542	{ Branch to Sylvan Lake	{ Southern Central	{ 4. 50 }		{ 6 }	{ 3,960 93 }		{ 50 00 }	
1543	Owego to Auburn		69. 37		6			50 00	
1543	Montgomery to New Paltz	Wallkill Valley	18		6	540 00		30 00	
1544	Cobleskill to Cherry Valley	Delaware and Hudson Canal	22. 47		12	1,123 50		50 00	
1545	Cassville Junction to Richfield Springs.	Delaware, Lackawanna and Western.	21		6	1,050 00		50 00	Includes all side service.
1546	Sidney Plains to New Berlin	New York and Oswego Midland ..	24. 84		6	1,242 00		50 00	
1560	Johnsonville to Greenwiche	Greenwich and Johnsonville	14		12	600 00		42 85	
1561	Fonda to Gloversville	Fonda, Johnstown and Gloversville.	10		12	700 00		70 00	
1562	Canastota to Cazenovia	Cazenovia and Canastota	15		12	750 00		50 00	Do.
1563	Poughkeepsie to Stissing	Poughkeepsie and Eastern	21. 65		6	1,082 50		50 00	
1564	Port Jervis to Monticello	Monticello and Port Jervis	24		6	1,200 00		50 00	
1565	{ Middletown to Ellenville	{ New York and Oswego Midland .. }	{ 22. 75 }		{ 6 }	{ 2,087 50 }		{ 50 00 }	
1566	{ Branch to Monticello	{	{ 19 }		{ 6 }	{ 725 00 }		{ 50 00 }	Do.
1567	Ithaca to McLean	Ithaca and Cortland	14. 50		12	725 00		50 00	
	Goshen to Pine Island	Goshen and Deckertown	11		6	250 00		22 18	
NEW JERSEY.				4,088. 68			\$551,905 43		
1602	New York to Piermont	Northern Railroad Company of New Jersey.	30		6	1,865 00		52 16	Do.
1603	New York to New Bridge	Hackensack and New York	16. 50		12	825 00		50 00	
1604	New York to Easton, Pa	Morris and Essex	63		12	7,520 00		100 00	
1605	New York to Harrisburgh, Pa	Central Railroad of New Jersey ..	24. 40		6			50 00	
			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 Atco	Raritan and Delaware Bay	{ 74.10	{ 6	5,177 50	{ 50 00	
	{ Eatontown to Branch Shore		{ 5	{ 6		{ 50 00	
	{ Manchester to Tom's River		{ 7.25	{ 6		{ 50 00	
	{ Whiting to Pemberton		{ 17.20	{ 6		{ 50 00	
1613	Newark to Mount Clair	Newark and Bloomfield	5.67	12	275 00	48 60	
1628	{ Waterloo to Newton	Sussex	{ 12	{ 12	1,200 00	{ 75 25	
	{ Branch to Franklin		{ 12	{ 6		{ 25 00	
1654	Lambertville to Flemington	Belvidere, Delaware	12.13	6	606 50	50 00	
1661	Trenton to Belvidere	do	68.70	12	5,152 00	75 00	
1666	New Brunswick to Philadelphia	Philadelphia and Trenton	54	25	20,250 00	375 00	
1670	Jamesburgh to Freehold	Freehold, Jamesburgh and Agricultural	11.45	6	860 00	66 37	Includes \$100 per annum for mail-messenger service.
1691	Mount Holly to Medford	Mount Holly, Lumberton and Medford	6.50	6	325 00	50 00	
1692	{ Philadelphia to South Amboy	Camden and Amboy	{ 66	{ 12	7,462 00	{ 103 64	
	{ Branch to Trenton		{ 6	{ 12		{ 103 64	
1693	{ Philadelphia to Heightstown	Camden and Burlington County, and Pemberton and Heightstown.	{ 25	{ 12	4,000 00	{ 75 00	Includes \$400 per annum for mail-messenger service.
	{ Branch to Mount Holly		{ 27.50	{ 6		{ 50 00	
1694	Philadelphia to Bridgeton	West Jersey	7	12	4,440 00	50 00	Includes \$600 per annum for mail-messenger service.
1698	Camden to Atlantic City	Camden and Atlantic	38.40	12	4,440 00	100 00	13 times a week 8 months. 6 times a week 4 months.
1702	Glassborough to Millville	West Jersey	60	12	3,000 00	50 00	
1703	Elmer to Salem	Salem	22	6	2,200 00	100 00	
1709	Millville to Cape May	West Jersey	16.60	6	1,000 00	60 24	
1721	Somerville to Flemington	West Jersey	41	6	3,075 00	75 00	
1725	Rocky Hill to Monmouth Junction	Central Railroad of New Jersey	16.06	6	690 00	43 00	
1739	New Bridge to Hillsdale	Rocky Hill	8	6	400 00	50 00	
		Hackensack and New York Extension.	6.50	6	325 00	50 00	
1740	Dover to Chester	Morris and Essex	10	6	500 00	50 00	
1741	Lafayette Junction to Branchville	Sussex	6.24	6	450 00	72 00	Includes side service.
1743	New York to Denville	Delaware, Lackawanna and Western.	35.93	12	1,796 50	50 00	
	PENNSYLVANIA.			1,031.33		123,495 00	
1801	Philadelphia to Pittsburgh	Pennsylvania	354	37	132,750 00	375 00	
1802	Philadelphia to Pottsville	Philadelphia and Reading	93	12	9,300 00	100 00	
1803	Philadelphia to West Chester	West Chester and Philadelphia	27.50	12	2,062 50	75 00	
1804	{ Philadelphia to Bethlehem	North Pennsylvania	{ 54	{ 6	4,800 00	{ 75 00	
	{ Branch to Doylestown		{ 10	{ 6		{ 75 00	
1805	Philadelphia to Norristown	Philadelphia and Reading, (lessees)	17	6	620 00	40 00	
1806	Philadelphia to Darby	Philadelphia and Darby	8	6	500 00	62 50	
1807	Bridgeton to Downingtown	Philadelphia and Reading, (lessees)	21.50	6	537 50	25 00	
1808	Chester to Port Deposit	Philadelphia and Baltimore Central	59.25	18	4,443 75	75 00	
1809	Honesdale to Lackawanna	Erie	25	6	1,875 00	75 00	
1810	Allentown to Waverly	High Valley	189	12	9,450 00	50 00	
1811	Penn Haven to Mount Carmel	do	49.70	6	1,242 50	25 00	
1812	Penn Haven to Audenried, with branch to Treskow.	do	17.50	6	525 00	30 00	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	PENNSYLVANIA—Continued.		<i>Miles.</i>	<i>Miles.</i>					
1813	Pottsville to Tamaqua	Philadelphia and Reading	17. 50	.....	6	\$875 00	.....	\$50 00	
1814	Port Clinton to Milton	Catawissa	92. 43	.....	12	6, 932 25	.....	75 00	
1815	Tamaqua to Shamokin	Philadelphia and Reading, (lessees)	42	.....	6	1, 680 00	.....	40 00	
1816	Hazleton to Junction, with branches	Lehigh Valley	10. 7-12	.....	6	423 33	.....	40 00	
1817	Scranton to Northumberland	Lackawanna and Bloomsburgh	80. 10	.....	12	6, 007 50	.....	75 00	
1818	Scranton to Carbondale	Delaware and Hudson Canal and Railroad	17	.....	12	850 00	.....	50 00	
1819	Binghamton, N. Y., to New Hampton, Pa.	Delaware, Lackawanna and Western	144. 40	.....	6	10, 830 00	.....	75 00	
1820	{ Blossburgh 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			{ 50 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	.....	6	1, 400 00	.....	150 00	
1824	Alton to Carrollton	Erie, (lessees)	28	.....	6	1, 000 00	.....	50 00	
1826	Irvine to Corry	Oil Creek and Alleghany River	50. 20	.....	6	5, 840 00	.....	40 00	
1827	Strasburgh to Leaman Place	Herr & Co	44. 40	.....	12	.....	.....	50 00	
1828	Lancaster to Middletown	Pennsylvania	5	.....	6	250 00	.....	75 00	
1829	{ Harrisburgh to Auburn	Schuylkill and Susquehanna	{ 31. 30	.....	{ 6	2, 347 50	.....	{ 50 00	
	{ Branch to Tremont		{ 59		{ 12			{ 30 00	
1830	Harrisburgh to Hagerstown	Cumberland Valley	7	.....	6	1, 980 00	.....	30 00	
1831	{ Columbia to Sinking Spring	Reading and Columbia	{ 52	.....	{ 12	6, 300 00	.....	{ 100 00	
	{ Branch to Lancaster		{ 22		{ 6			{ 50 00	
1832	York to Columbia	Northern Central	39. 49	.....	6	1, 424 70	.....	30 00	
1833	Hanover Junction to Littlestown	Hanover Branch	8	.....	6	700 00	.....	50 00	
1834	Hanover to Gettysburgh	Gettysburgh	20. 40	.....	12	1, 020 00	.....	50 00	
1836	Huntingdon to Mount Dallas, with branch to Broad Top	Huntingdon and Broad Top	17. 50	.....	12	875 00	.....	50 00	
1837	Tyrone to Clearfield	Pennsylvania, (lessees)	49. 32	.....	6	2, 466 00	.....	50 00	
1838	Altoona to Hollidaysburgh and Newry .....	.....do	40. 73	.....	6	2, 036 50	.....	50 00	
1839	Cresson to Ebensburg .....	.....do	10. 77	.....	6	538 50	.....	50 00	
			11. 30	.....	6	565 00	.....	50 00	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
MARYLAND—Continued.			<i>Miles.</i>	<i>Miles.</i>					
2908	Annapolis to Junction	Annapolis and Elk Ridge	20	13	\$2,000 00	\$100 00	
2909	Salisbury to Berlin	Wicomico and Pokomoke	23	6	1,150 00	50 00	
2910	Weverton to Hagerstown	Baltimore and Ohio	24.25	12	1,818 75	75 00	
2911	Cambridge to Seaford	Dorchester and Delaware	33.50	6	1,340 00	40 00	
WEST VIRGINIA.				823.25			\$181,293 75		
4169	Laurel Junction to Volcano	Laurel Fork and Sand Hill	8	6	240 00	30 00	
4253	Harper's Ferry to Strasburgh	Baltimore and Ohio	51½	6	5,162 50	100 00	
4269	Grafton to Parkersburgh	do.	104	6	10,400 00	100 00	
VIRGINIA.				163.625			15,802 50		
4401	{ Alexandria to Lynchburgh	Orange, Alexandria and Manassas {	171.50	7 }	17,600 00	100 00	Seven times a week on 136½ miles. On 91 miles, six times a week four months, and three times a week eight months.
	{ Branch to Warrenton		9	.....	6 }		.....	50 00
4402	Game Point to Richmond	Richmond, Fredericksburgh and Potomac.	75.50	.....	13	11,325 00	.....	150 00
4403	Alexandria to Hamilton	Alexandria, London & Hampshire Orange, Alexandria and Manassas.	45	.....	6	2,250 00	.....	50 00
4404	Manassas to Harrisonburgh		111	.....	6	5,550 00	.....	50 00
4405	Richmond to Covington	Chesapeake and Ohio	{ 76.50	.....	{	15,380 00	.....	100 00
			151	.....			.....	50 00
4406	Richmond to Greensborough, N. C.	Richmond and Danville	190.50	.....	14	23,812 50	.....	125 00
4407	Richmond to Petersburg	Richmond and Petersburg	24.50	.....	14	3,675 00	.....	150 00
4408	Richmond to West Point	Richmond and York	40	.....	6	1,000 00	.....	25 00
4409	Petersburgh to Norfolk	Norfolk and Petersburg	81.50	.....	6	4,075 00	.....	50 00
4410	Petersburgh to City Point	Southside	12	.....	6	600 00	.....	50 00
4411	Petersburgh to Lynchburgh	do.	123	.....	6	6,150 00	.....	50 00
4412	Petersburgh to Weldon, N. C.	Petersburgh	65	.....	14	9,750 00	.....	150 00
4413	Portsmouth to Weldon, N. C.	Seaboard and Roanoke	80	.....	6	6,000 00	.....	75 00
4414	Lynchburgh to Goodson and Bristol, Tenn.	Virginia and Tennessee	205	.....	7	20,500 00	.....	100 00
4724	Washington, D. C., to Alexandria, Va.	Washington, Georgetown and Alexandria.	7	14	2,000 00	285 71	
				1,468.50			129,667 50		

NORTH CAROLINA.									
5001	{Weldon to Wilmington.....}	Wilmington and Weldon.....	{ 162. 25	7	24, 337 50	150 00			
	{Branch to Tarborough.....}		{ 26	7	608 00	23 38			
5002	Raleigh to Weldon.....	Raleigh and Gaston.....	97	6	7, 275 00	75 00			
5004	Goldsborough to Charlotte.....	North Carolina.....	{ 130	12 }	21, 375 00	75 00			
			{ 93	12 }		125 00			
5005	Goldsborough to Morehead City.....	Atlantic and North Carolina.....	95	6	4, 750 00	50 00			
5006	Salisbury to Pleasant Retreat.....	Western North Carolina.....	109	6	5, 450 00	50 00			
5007	Wilmington to Wadesborough.....	Wilmington, Charlotte and Ruth- erford.	141	6	7, 050 00	50 00			
5008	Fayetteville to Egypt Depot.....	Western North Carolina.....	45	2	920 00	20 44			
5196	Charlotte to Cherryville.....	Western division Wilmington, Charlotte and Rutherford.	45	3	1, 350 00	30 00			
			943. 25		73, 115 50				
SOUTH CAROLINA.									
5601	Kingsville to Wilmington.....	Wilmington, Columbia and Au- gusta.	{ 64	7 }	22, 450 00	100 00			
	{Kingsville to Augusta.....}		{ 107	14 }		150 00			
	{Branch, Kingsville to Camden..}		{ 119	7	11, 900 00	100 00			
5602	{Branch, Kingsville to Columbia..}	South Carolina.....	{ 37. 50	7	1, 125 00	30 00			
	{Br. Branchville to Charleston..}		{ 27	7	1, 350 00	50 00			
			{ 62	7	6, 200 00	100 00			
5603	Florence to Cheraw.....	Cheraw and Darlington.....	40	6	1, 200 00	30 00			
5604	Charleston to Florence.....	North Eastern.....	104	13	15, 600 00	150 00			
5605	Charleston to Savannah.....	Savannah and Charleston.....	104	7	7, 800 00	75 00			
5606	Columbia to Charlotte.....	Charlotte, Columbia and Augusta	110	13	13, 750 00	125 00			
	{Columbia to Greenville.....}		{ 143. 50	6	10, 762 50	75 00			
5607	{Branch, Hodges to Abbeville ..}	Greenville and Columbia.....	{ 11. 50	6	345 00	30 00			
	{Branch, Belton to Anderson C. H}		{ 9. 75	6	292 50	30 00			
5608	Chester C. H. to Yorkville.....	King's Mountain.....	23. 50	4	705 00	30 00			
5609	Alston to Spartanburgh C. H.....	Spartanburgh and Union.....	70	3	2, 800 00	40 00			
5610	Newberry C. H. to Laurens C. H.....	Laurens.....	32	3	1, 200 00	37 50			
5682	Anderson C. H. to Walhalla.....	Blue Ridge.....	34	6	1, 020 00	30 00			
5712	Columbia to Augusta.....	Charlotte, Columbia and Augusta	85	13	10, 625 00	125 00			
			1, 183. 75		109, 125 00				
GEORGIA.									
6001	{Augusta to Atlanta.....}	Georgia.....	{ 171½	13	21, 458 33	125 00			
	{Branch, Camak to Milledgeville}		{ 47	6	2, 350 00	50 00			
6002	Atlanta to Chattanooga.....	Western and Atlantic.....	138	7	17, 250 00	125 00			
6003	Atlanta to West Point.....	Atlanta and West Point.....	86. 25	7	8, 625 00	100 00			
6004	Millen to Augusta.....	Central Railroad and Banking Co.	53. 125	14	5, 313 00	100 00			
6005	Washington to Double Wells.....	Georgia.....	18. 50	6	925 00	50 00			
6006	Union Point to Athens.....	do.....	41	6	2, 050 00	50 00			
6008	Kingston to Rome.....	Rome.....	20. 50	7	1, 025 00	50 00			
	{Savannah to Live Oak.....}		{ 180. 75	7	13, 556 25	75 00			
6009	{Branch, Lawton to Bainbridge..}	Atlantic and Gulf.....	{ 105. 50	6	5, 275 00	50 00			
6010	Savannah to Macon.....	Central Railroad and Banking Co.	192. 125	14	19, 212 00	100 00			
6011	Macon to Columbus.....	Southwestern.....	100	13	5, 000 00	50 00			
6012	Macon to Atlanta.....	Macon and Western.....	103	7	7, 725 00	75 00			
6014	Milledgeville to Gordon.....	Central Railroad and Banking Co.	18. 25	6	1, 368 75	75 00			

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

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	GEORGIA—Continued.		<i>Miles.</i>	<i>Miles.</i>					
6015	Milledgeville to Eatonton	Central Railroad and Banking Co.	22.125		6	\$1,106 00		\$50 00	
	{ Fort Valley to Eufaula		113½		13	5,783 00		50 00	
6016	{ Branch, Renwick to Albany	Southwestern	22.50		7	1,125 00		50 00	
	{ Branch, Cuthbert to Fort Gaines		24		7	1,200 00		50 00	
6152	Macon to Brunswick	Macon and Brunswick	198		7	9,900 00		50 00	
6154	Thomasville to Albany	Atlantic and Gulf	58½		6	2,916 00		50 00	
6158	Griffin to Newnan	Savannah, Griffin and North Alabama.	35.75		6	1,072 50		30 00	
6159	Barnesville to Thomaston	Macon and Western	17.25		6	690 00		40 00	
	FLORIDA.			1,768.875			\$134,925 83		
6402	Fernandina to Cedar Keys	Florida	154.80		6	7,740 00		50 00	
6403	Jacksonville to Lake City	Tallahassee	61		6	6,100 00		100 00	
	{ Quincy to Lake City		131.25		6	13,125 00		100 00	
6404	{ Br., Station No. 3 to Monticello	do	4.50		6	337 50		75 00	
	{ Branch, Tallahassee to St. Marks		21.75		6	1,087 50		50 00	
6477	Pensacola to Whiting Junction	Pensacola and Louisville	44		7	2,200 00		50 00	
6479	Tocoi to St. Augustine	St. John's	15.69		6	784 50		50 00	
	ALABAMA.			432.99			31,374 50		
6601	Montgomery to West Point, Ga.	Montgomery and West Point	88.50		6	8,850 00		100 00	
6606	Opelika to Columbus, Ga.	do	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	81.70		6	6,127 50		75 00	
6609	Selma to Dalton, Ga.	Selma, Rome and Dalton	237.50		6	17,812 50		75 00	
6611	Marion Junction to Greensborough	Selma, Marion and Memphis	37.25		6	1,862 50		50 00	
	{ Memphis, Tenn., to Stevenson,		271.50		6	40,725 00		150 00	
	{ Ala.								
6613	{ Branch, Moscow to Somerville	Memphis and Charleston	14.50		6	435 00		30 00	
	{ Branch, Tusculumbia to Florence		6.50		6	325 00		50 00	
6729	Gainsville to Gainsville Junction	Mississippi, Gainsville and Tuscaloosa.	22		6	1,100 00		50 00	
6817	Montgomery to Midway	Montgomery and Eufaula	53		6	2,650 00		50 00	
6824	Mobile to Montgomery	Mobile and Montgomery	187		6	18,700 00		100 00	

6825	Chattanooga, Tenn., to Meridian, Miss.	Alabama and Chattanooga	290		7	14,500 00	50 00	Pay estimated.
6846	Montgomery to Calera	South and North Alabama	63.55		7	3,177 50	50 00	
6847	Mobile to New Orleans, La.	New Orleans, Mobile and Chattanooga.	140	1,611 00	14	14,000 00	100 00	
MISSISSIPPI.						136,165 00		
7001	Canton to Jackson, Tenn.	Mississippi Central	237		14	35,550 00	150 00	
7002	Memphis, Tenn., to Grenada, Miss.	Mississippi and Tennessee	101.70		6	7,627 50	75 00	
7003	{ Vicksburgh to Jackson	Southern Mississippi	{ 45.50		14	5,687 50	125 00	
	{ Jackson to Meridian		{ 95.20		7	7,140 00	75 00	
7006	St. Francisville, La., to Woodville, Miss.	Manuel Liberty	27		3	1,200 00	44 44	
7007	{ Mobile, Ala., to Columbus, Ky.	Mobile and Ohio	{ 472.70		7	47,270 00	100 00	
	{ Branch, Artesia to Columbus		{ 14		7	700 00	50 00	
7189	Grand Gulf to Port Gibson	Grand Gulf and Port Gibson	8	1,001.10	6	600 00	75 00	
LOUISIANA.						105,775 00		
8001	New Orleans to Brashear	Morgan's Louisiana and Texas	83		6	12,850 00	150 00	Includes \$400 per annum for side service.
8002	New Orleans to Canton, Miss	New Orleans, Jackson and Great Northern	206		14	30,900 00	150 00	
8081	Clinton to Port Hudson	Clinton and Port Hudson	21		3	1,200 00	57 14	
8086	Baton Rouge to Livonia	Baton Rouge, Grosse Tete and Opelousas.	28		1	360 00	12 86	
8107	Vicksburgh, Miss., to Monroe, La.	North Louisiana and Texas	75.50	413.50	6	6,162 50	75 00	Includes \$500 per annum for mail-messenger service.
TEXAS.						51,472 50		
8502	Houston to Galveston	Galveston, Houston and Henderson.	53.60		14	6,700 00	125 00	
8504	Houston to Groesbeek	Houston and Texas Central	169.50		6	16,950 00	100 00	
8505	Harrisburgh to Columbus	Galveston, Harrisburgh and San Antonio.	84		6	8,400 00	100 00	
8561	Hempstead to Brenham	Houston and Texas Central	25.30		6	1,265 00	50 00	
8595	Longview to Shreveport	Southern Pacific	66.60	399	6	4,995 00	75 00	
ARKANSAS.						38,310 00		
7501	{ Memphis, Tenn., to Madison, Ark.	Memphis and Little Rock	{ 40		6	5,800 00	145 00	
	{ Duvall's Bluff to Argenta		{ 48		6	4,800 00	100 00	
MISSOURI.				88		10,600 00		
10501	St. Louis to Atchison, Kans	Pacific Railroad Company of Mo.	{ 285.50		12	{ 59,312 50	{ 200 00	
			{ 44.25		12		{ 50 00	
10502	{ St. Louis to Columbus, Ky.	St. Louis and Iron Mountain	{ 197		13	{ 20,437 50	{ 100 00	
	{ Branch, Mineral Point to Potosi		{ 4		6		{ 50 00	
	{ Branch, Bismark to Pilot Knob		10.75		6		50 00	
10503	Pacific to Seneca	South Pacific	293.25		6	29,325 00	100 00	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
	MISSOURI—Continued.		Miles.	Miles.					
10504	St. Louis to Ottumwa, Iowa	North Missouri	170	170	16 }	\$35,100 00		\$175 00	
			107	107	16 }			50 00	
10505	{ Quincy, Ill., to St. Joseph, Mo. }	Hannibal and St. Joseph	203.50	203.50	20 }	38,237 50		175 00	
	{ Branch, Palmer to Hannibal. }		15	15	20 }			175 00	
	{ Kansas City to Council Bluffs, Iowa. }	Kansas City, St. Joseph and Council Bluffs	203	203	12 }	31,495 00		140 00	
10506	{ Branch, St. Joseph to Hopkins. }		61.50	61.50	12 }			50 00	
10506a	Leavenworth, Kans., to Cameron, Mo.	Chicago and Southwestern	55.50	55.50	6 }	2,775 00		50 00	
10507	Moberly to Kansas City	North Missouri	125.75	125.75	16 }	12,575 00		100 00	
10508	Tipton to Booneville	Pacific Railroad Company of Mo.	25	25	6 }	1,250 00		50 00	
10509	Centralia to Columbia	North Missouri	22	22	6 }	1,100 00		50 00	
10510	Kansas City to Cameron	Hannibal and St. Joseph	54	54	12 }	7,480 00		125 00	
10512	Sedalia to Parsons, Kans.	Missouri, Kansas and Texas	158.50	158.50	6 }	7,925 00		50 00	
				2,035.50			\$247,012 50		Includes \$730 per annum for ferriages. Pay estimated.
	TENNESSEE.								
10001	Knoxville to Bristol, Va	East Tennessee, Virginia and Georgia	130.70	130.70	7 }	19,605 00		150 00	
10002	{ Knoxville to Chattanooga }	do	112	112	7 }	19,650 00		150 00	
	{ Branch, Cleveland to Dalton, Ga. }		28.50	28.50	7 }			150 00	
10003	Rogersville to Bull's Gap	Rogersville and Jefferson	15	15	6 }	790 00		52 62	
	{ Nashville to Chattanooga }		153	153	14 }			100 00	
10004	{ Branch, Wartrace Depot to Shelbyville. }	Nashville and Chattanooga	8	8	7 }	15,540 00		30 00	Old pay.
10005	Fayetteville to Decherd	Winchester and Alabama	40	40	6 }	1,600 00		40 00	
10006	Nashville to Decatur, Ala.	Nashville and Decatur	122½	122½	6 }	9,175 00		75 00	
10007	Nashville to Hickman, Ky.	Nashville and Chattanooga	170	170	6 }	5,100 00		30 00	Do.
10008	Nashville to Hopkinsville, Ky.	Edgefield and Kentucky	73	73	7 }	3,650 00		50 00	
10009	Guthrie, Ky., to Paris, Tenn.	Memphis, Clarksville and Louisville	82.50	82.50	6 }	6,187 50		75 00	Do.
10010	Memphis to Paris	Memphis and Ohio	132.50	132.50	6 }	13,250 00		100 00	Do.
10011	Knoxville to Coal Creek	Knoxville and Kentucky	31.50	31.50	6 }	721 00		22 88	
10012	Morristown to River Side	Cincinnati, Cumberland Gap and Charleston	39.80	39.80	6 }	995 00		25 00	

3 P G	10014	Tracy City to Cowan	Tennessee Coal and Railroad Company.	23	6	690 00	30 00
	10123	Nashville to Lebanon	Tennessee and Pacific	31	12	1,550 00	50 00
	10137	Tullahoma to McMinnville	McMinnville and Manchester	35	7	1,750 00	50 00
KENTUCKY.				1,227 56		160,253 50	
3 P G	9605	Ashland to Coalton	Lexington and Big Sandy	11	6	325 00	29 54
	9606	Covington to Nicholasville	Kentucky Central	39	12	10,550 00	100 00
	9607	La Grange to Lexington	Louisville, Cincinnati and Lexington.	13	6		50 00
	9607a	Covington to Louisville	do	67	12	6,700 00	100 00
	9608	Louisville to Nashville, Tenn.	Louisville and Nashville	108.25	12	16,237 50	159 00
	9609	Junction to Bardstown	do	186.60	12	32,655 00	175 00
	9610	Lebanon Junction to Fish Point } Branch, Richmond Junction to } Richmond.	do	17.30	6	540 00	31 21
			do	109.90	6		50 00
	9611	Bowling Green to Guthrie	do	33.80	6	7,185 00	50 00
	9612	Paducah to Troy Station, Tenn.	Paducah and Gulf	51.00	13	7,650 00	150 00
	9612a	Evansville, Ind., to Madisonville, Ky.	American Contract Company, (lessees of Evansville, Henderson and Nashville Railroad.)	62	6	3,100 00	50 00
	9738	Elizabethtown to Horse Branch ..	Elizabethtown and Paducah	52	7	2,080 00	40 00
	9796a	Anchorage to Shelbyville	Shelby	56.50	7	1,695 00	30 00
				18	6	600 00	33 33
OHIO.				884.75		89,317 50	
	9601	Bellaire to Columbus	Central Ohio	137 7/8	14	27,575 00	200 00
	9602	Pittsburgh to Chicago	Pittsburgh, Fort Wayne and Chicago.	469.50	12	93,900 00	200 00
	9603	Pittsburgh to Bellaire	Cleveland and Pittsburgh	94.50	18	11,812 50	125 00
	9604	Erie to Cleveland	Lake Shore and Michigan Southern.	96	13	24,000 00	250 00
	9605	Hudson to Millersburgh	Cleveland, Zanesville and Cincinnati.	62	6	3,100 00	50 00
	9606	Cleveland to Sharon	Erie, (lessees of Atlantic and Great Western.)	50	6	5,300 00	75 00
	9607	Cleveland to Wellsville	Cleveland and Pittsburgh	31	6		50 00
			do	56.50	18	15,225 00	150 00
	9608	Cleveland to Sandusky	Lake Shore	45	12	3,050 00	50 00
	9609	Bayard to New Philadelphia	Cleveland and Pittsburgh	61	6	1,372 00	42 87
	9610	Onida Mills to Carrollton	Carrollton and Onida	32	6	500 00	41 66
	9611	Sandusky to Newark	Baltimore and Ohio, (lessees of Sandusky, Mansfield and Newark.)	12	6	8,700 00	75 00
	9612	Xenia to Dayton	Columbus and Xenia	116	12	1,275 00	75 00
	9613	Dayton to Sandusky	Cincinnati, Sandusky and Cleveland	156	12	19,500 00	125 00
	9614	Springfield to Delaware	Cleveland, Columbus and Cincinnati	50	6	2,143 00	42 86
	9615	Columbus to Cleveland	Cleveland, Columbus, Cincinnati and Indianapolis.	138	13	24,150 00	175 00
	9616	Columbus to Xenia	Columbus and Xenia	55	13	12,375 00	225 00

Pay estimated.

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	OHIO—Continued.		<i>Miles.</i>	<i>Miles.</i>					
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 and Michigan Southern	114	.....	12	28,500 00	.....	250 00	
9022	Toledo to Quincy, with branches, Bluff City to Naples, and Clay-ton to Keokuk	Toledo, Wabash, and Western	524	.....	12	78,600 00	.....	150 00	
9024	Fremont to Finley	Lake Erie and Louisville	37	.....	6	1,480 00	.....	40 00	
9025	Carey to Finley	Cincinnati, Sandusky and Cleveland.	16	.....	12	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	Cincinnati and Indianapolis Junction.	99.01	.....	6	4,950 50	.....	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 Parkersburgh	Marietta and Cincinnati	197	.....	6	20,150 00	.....	100 00	
			9	.....	6			50 00	
9033	Morrow to Zanesville	Cincinnati and Zanesville	132.90	.....	6	9,967 50	.....	75 00	
9034	Dayton to Richmond	Columbus and Xenia	42	.....	6	2,100 00	.....	50 00	
9035	Valley Junction to Hagerstown	Indianapolis, Cincinnati and Lafayette.	69.70	.....	6	8,712 50	.....	125 00	
9036	{ Columbus to Pittsburgh	Pittsburgh, Columbus and Cincinnati.	160	.....	12	32,400 00	.....	200 00	
	{ Branch, Means to Cadiz		8	.....	12			50 00	
9037	Springfield to London	Cincinnati, Sandusky and Cleveland.	20	.....	6	1,600 00	.....	50 00	
9038	Salamanca to Dayton	Erie, (lessees of Atlantic and Great Western.)	61.50	.....	12	30,600 00	.....	100 00	
			326	.....	12			75 00	
9039	Youngstown to Cross Cut	Pittsburgh, Fort Wayne and Chicago.	20.80	.....	6	1,040 00	.....	50 00	

9040	{ Columbus to Athens. Branch, Logan to New Straitsville. }	Columbus and Hocking Valley.....	{ 77.50 13	12 } 12 }	4,725 00	{ 50 00 50 00	Includes \$200 per annum for mail-messenger service.
9041	Niles to New Lisbon.....	Niles and New Lisbon.....	33.14	6	1,657 00	50 00	
9042	Newark to Somerset.....	Newark, Somerset and Straitsville.....	24.67	12	1,233 50	50 00	
9043	Clinton to Massillon.....	Cleveland, Mt. Vernon and Delaware.	13.70	6	548 00	40 00	
			4,535 29			606,703 50	
INDIANA.							
12001	Indianapolis to Vincennes.....	Indianapolis and Vincennes.....	116.32	6	4,652 80	40 00	
12002	Indianapolis to Terre Haute.....	Terre Haute and Indianapolis.....	73	21	14,600 00	200 00	
12003	Indianapolis to Cincinnati.....	Indianapolis, Cincinnati and Lafayette.	113.50	18	14,187 50	125 00	
12004	Indianapolis to Peru.....	Indianapolis, Peru and Chicago.....	{ 54 24	18 } 6 }	10,500 00	{ 150 00 75 00	
12005	Indianapolis to Lafayette.....	Indianapolis, Cincinnati and Lafayette.	65.625	18	6,562 50	100 00	Includes \$600 per annum for side service.
12006	Columbus to Madison.....	Jeffersonville, Madison and Indianapolis.	46	6	2,309 00	50 00	
12007	New Albany to Indianapolis.....	do.....	114	18	17,100 00	150 00	
12008	New Albany to Michigan City.....	Louisville, New Albany and Chicago.	{ 61 227	12 } 6 }	28,800 00	{ 100 00 100 00	
12009	Richmond to Chicago.....	Pittsburgh, Cincinnati and St. Louis	225.50	12	33,825 00	150 00	
12010	Cincinnati to East St. Louis.....	Ohio and Mississippi.....	341	19	68,200 00	200 00	
12011	Cambridge City to Columbus.....	Jeffersonville, Madison and Indianapolis.	66	6	2,640 00	40 00	
12012	Evansville to Rockville.....	Evansville and Crawfordsville.....	{ 110 23	12 } 6 }	10,500 00	{ 85 00 50 00	
12013	State Line to Logansport.....	Pittsburgh, Cincinnati and St. Louis	61	6	3,050 00	50 00	
12014	Peru to La Porte.....	Chicago, Cincinnati and Louisville	73	6	3,650 00	50 00	
12015	Fairland to Martinsville.....	Indianapolis, Cincinnati and Lafayette.	38.50	6	1,732 50	45 00	
12016	Bradford to Logansport.....	Pittsburgh, Cincinnati and St. Louis.	114.60	6	5,730 00	50 00	
12017	Indianapolis to Pekin.....	Indianapolis, Bloomington and Western.	207.80	6	10,390 00	50 00	Pay estimated.
12018	Jeffersonville to North Vernon.....	Ohio and Mississippi.....	53.50	6	1,605 00	30 00	
12019	Fort Wayne to Connersville.....	Fort Wayne, Muncie and Cincinnati.	109	6	5,450 00	50 00	Do.
12020	Richmond to Winchester.....	Cincinnati, Richmond and Fort Wayne.	24.30	6	972 00	40 00	
12021	Warsaw to Goshen.....	Warsaw, Goshen and White Pigeon.	25	6	1,250 00	50 00	
12022	Princeton to Mount Carmel.....	Louisville, New Albany and St. Louis Air Line.	10.85	6	325 50	30 00	
12023	Terre Haute to Covington.....	Evansville, Terre Haute and Chicago.	54.41	6	2,720 50	50 00	
12024	Indianapolis to Terre Haute.....	Indianapolis and St. Louis.....	72	18	8,280 00	115 00	
			2,503 90			259,033 30	

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
	ILLINOIS.		Miles.	Miles.					
11461	Chicago to Milwaukee, Wis.	Chicago and Northwestern.	87	.....	18	\$15,225 00	.....	\$175 00	
11462	Chicago to Freeport.	do {	92.50	.....	18	18,150 00	.....	150 00	
		do {	28.50	.....	12		.....	150 00	
11403	Chicago to Council Bluffs, Iowa.	do {	98	.....	24	98,000 00	.....	200 00	
11404	Chicago to Davenport, Iowa.	Chicago, Rock Island and Pacific.	392	.....	18		.....	200 00	
	{ Chicago to Burlington, Iowa.		183	.....	13	36,000 00	.....	200 00	
11405	{ Branch to Turner.	Chicago, Burlington and Quincy.	207.70	.....	18		.....	200 00	\$25,000 of this sum is for Sunday service, covering Iowa route No. 11003, Burlington to East Plattsmouth.
	{ Branch to Keithsburg.		13	.....	6	70,502 50	.....	50 00	
			66.25	.....	6		.....	50 00	
11406	Chicago to East St. Louis.	Chicago and Alton.	283	.....	12	56,660 00	.....	200 00	
11407	Chicago to Cairo.	Illinois Central. {	253	.....	12	42,100 00	.....	100 00	
		do {	112	.....	12		.....	150 00	
11408	Elgin to Richmond.	Chicago and Northwestern.	33	.....	6	1,650 00	.....	50 00	
11409	{ Rushville to Yates City.		63.75	.....	6	3,187 50	.....	50 00	
	{ Branch, Elmwood to Buda.	Chicago, Burlington and Quincy.	44.50	.....	6	2,225 00	.....	50 00	
11410	Courtland Station to Sycamore.	Sycamore and Courtland.	5	.....	12	400 00	.....	50 00	Includes \$150 per annum for mail-messenger service.
11411	State Line to Warsaw.	Toledo, Peoria and Warsaw. {	117.75	.....	6	14,880 00	.....	60 00	Includes \$600 per annum for ferriages.
11412	Bureau Junction to Peoria.	Chicago, Rock Island and Pacific.	111	.....	6		.....	65 00	
11413	Joliet to Lake Station.	Michigan Central.	47	.....	6	3,525 00	.....	75 00	
11414	Peoria to Jacksonville.	Peoria, Pekin and Jacksonville.	45	.....	6	1,125 00	.....	25 00	
11415	Peoria to Galesburgh.	Chicago, Burlington and Quincy.	87.40	.....	6	4,370 00	.....	50 00	Includes \$100 per annum for 6 additional trips a week between Knoxville and Galesburgh, six miles.
			48	.....	6		.....	50 00	
			6	.....	12	2,800 00	.....	50 00	
11416	Bloomington to Godfrey.	Chicago and Alton.	152	.....	12	15,200 00	.....	100 00	
11417	Galesburgh to Quincy.	Chicago, Burlington and Quincy.	100	.....	18	15,000 00	.....	150 00	
11418	Dubuque to Centralia.	Illinois Central.	344	.....	12	34,400 00	.....	100 00	
11419	Terre Haute, Indiana, to East St. Louis, Ill.	Indianapolis and St. Louis.	189	.....	12	40,635 00	.....	215 00	
11421	Carbondale to Grand Tower.	Grand Tower and Carbondale.	25	.....	12	1,000 00	.....	40 00	
11422	East St. Louis to Duquoin.	St. Louis, Alton and Terre Haute.	70.80	.....	12	5,310 00	.....	75 00	
11424	{ Washington to Dwight.		60.21	.....	12		.....	50 00	
	{ Branch, Varna to Lacon.	Chicago and Alton. {	10.60	.....	12	3,540 50	.....	50 00	

11425	East St. Louis to Terre Haute, Ind.	Terre Haute and Indianapolis, (des- ces of St. Louis, Vandalia and Terre Haute.)	165.40	6	8,270 00	50 00	Old rate of pay.
11426	Decatur to St. Louis, Mo.	Toledo, Wabash and Western	112	6	5,600 00	50 00	
11427	Pekin to Lincoln	Pekin, Lincoln and Decatur	35.60	6	1,424 00	40 00	
11428	{ Hannibal to Naples } { Branch to Pittsfield }	Toledo, Wabash and Western	{ 45.50 6 }	{ 6 6 }	{ 2,575 00 50 00 }	{ 50 00 50 00 }	
11429	Sterling to Alton Junction	Rockford, Rock Island and St. Louis.	270.80	13½	20,310 00	75 00	
11430	Sagetown to Keithsburg	do	18	6	540 00	30 00	
11432	Burlington to Quincy	Chicago, Burlington and Quincy	71.85	6	3,592 50	50 00	
11433	Beardstown to Shawneetown	Springfield and Illinois Southeast- ern.	185.70	6	8,635 00	40 67	
11434	Chicago to St. Anne	Chicago, Danville and Vincennes	63	6	1,890 00	30 00	Pay estimated.
MICHIGAN.			4,349.81		\$539,262 00		
12501	Toledo, Ohio, to Chicago, Ill.	Lake Shore and Michigan South'n.	244.85	24	61,212 50	250 00	
12501½	Toledo, Ohio, to Elkhart, Ind.	do	133.60	6	10,020 00	75 00	
12502	Toledo, Ohio, to Detroit, Mich.	do	64.75	6	6,475 00	100 00	
12503	Monroe to Adrian	do	35	6	2,625 00	75 00	
12504	Adrian to Jackson	do	47.20	6	2,360 00	50 00	
12505	White Pigeon to Kalamazoo	Saint Joseph Valley	38.33	6	1,916 66	50 00	
12506	Detroit to Chicago, Ill.	Michigan Central	{ 209.25 76 }	{ 24 30 }	{ 49,918 75 19,000 00 }	{ 175 00 100 00 }	
12507	Detroit to Grand Haven	Detroit and Milwaukee	190	6	6,425 00	100 00	
12508	Detroit to Port Huron	Grand Trunk	64.25	6	4,815 00	50 00	
12509	Jackson to Fort Wayne, Ind.	Fort Wayne, Jackson and Saginaw	96.30	6	5,705 00	50 00	
12510	Jackson to Wenona	Jackson, Lansing and Saginaw	114.10	6	4,725 00	50 00	Pay estimated.
12511	Jackson to Grand Rapids	Michigan Central	94.50	6	3,532 50	60 00	
12512	Kalamazoo to Grand Rapids	Kalamazoo, Allegan and Grand Rapids.	58.875	6			
12513	Ridgeway Station to Romeo	Michigan Air Line	14.60	6	730 00	50 00	
12514	Holly to Flint	Flint and Pere Marquette	17.20	12	1,290 00	75 00	
12515	Bay City to Flint	do	46.25	12	3,468 75	75 00	
12516	East Saginaw to Farwell	do	56.47	6	2,823 50	50 00	
12517	Lansing to Greenville	Tonia and Lansing	57.80	6	1,734 00	30 00	
12518	Fort Wayne, Ind., to Paris, Mich.	Grand Rapids and Indiana	202.60	6	10,130 00	50 00	
12519	Kalamazoo to South Haven	Kalamazoo and South Haven	39.60	6	1,980 00	50 00	
12520	Lansing to Climax Prairie	Peninsular	57.12	6	2,856 00	50 00	
12521	New Buffalo to Breedsville	Chicago and Michigan Lake Shore	58	12	2,900 00	50 00	
12522	Port Huron to Lapeer	Port Huron and Lake Michigan	65	6	3,250 00	50 00	
12523	Allegan to Muskegon	Michigan Lake Shore	57.25	6	2,862 50	50 00	Pay estimated.
12524	Nunica to Montague	Chicago and Michigan Lake Shore	29	6	1,450 00	50 00	Do.
12525	Ypsilanti to Hillsdale	Detroit, Hillsdale and Michigan	61.60	6	2,464 00	40 00	
12526	Jackson to Niles	Michigan Central	103	6	5,150 00	50 00	Do.
12547	Negaunee to Marquette	Marquette and Ontonagon	14	6	1,050 00	75 00	May 1 to November 15, in each year.
12849	Negaunee to Champion	do	18	6	900 00	50 00	Do.
			2,364.495		223,769 16		

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	WISCONSIN.		Miles.	Miles.					
13001	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern	63	182	18	\$42,875 00		\$75 00	
13002	Kenosha to Rockford, Ill.	do	73.60	182	12	4,416 00		75 00	
13003	Racine to Port Byron, Ill.	Western Union	180.40		6	9,020 00		60 00	
13004	Milwaukee to North McGregor, Iowa.	Milwaukee and St. Paul	197.20		12	29,560 00		50 00	
13005	Milwaukee to La Crosse	do	198		12	29,700 00		150 00	
13006	Milwaukee to Berlin	do	94.80		6	7,110 00		75 00	
13007	Milton Junction to Monroe	do	42.80		6	2,140 00		50 00	
13008	Watertown to Madison	do	38.45		6	3,845 00		100 00	
13009	Horicon to Portage City	do	45.25		6	3,393 75		75 00	
13010	Nepeuskun to Winneconne	do	16.25		6	650 00		40 00	
13011	Warren to Mineral Point	Mineral Point	33		6	1,650 00		50 00	
13012	Sheboygan to Fond du Lac	Sheboygan and Fond du Lac	44.65		12	2,679 00		60 00	
13013	Caledonia Station Ill., to Madison, Wis.	Chicago and Northwestern	60.75		6	6,075 00		100 00	
13014	Tomah to Menomonee	Milwaukee and St. Paul	113.80		6	5,690 00		50 00	
13015	Calamine to Platteville	Mineral Point	18.70		6	935 00		50 00	
13016	Madison to Portage City	Madison and Portage	39.50		6	1,975 00		50 00	
13017	Winona to Winona Junction	Chicago and Northwestern	28	1,470.15	6	1,400 00	\$153,133 75	50 00	
	IOWA.								
11001	Keokuk to Fort Dodge	Des Moines Valley	249.70		12	18,727 50		75 00	
11002	Keokuk to Burlington	Chicago, Burlington and Quincy	42.75		6	3,206 25		75 00	
11003	{ Burlington to East Plattsburgh. Branch, Red Oak Junction to Eastport. }	Burlington and Missouri River	279.14	50	12	27,914 00		100 00	See Illinois route No. 11045. Pay estimated.
11004	Wilton Junction to Centreville	Chicago and Southwestern	133.30		6	8,358 00		60 00	
11005	Davenport to Missouri River	Chicago, Rock Island and Pacific	318		12	47,700 00		150 00	
11006	Farley to Cedar Rapids	Dubuque and Southwestern	55.76		6	3,345 60		60 00	
11007	Dubuque to Sioux City	Illinois Central	327.12		12	32,712 00		100 00	
11008	Albia to Mason City	Central Railroad Company of Iowa	168.80		6	5,064 00		30 00	Old rate of pay.
11009	Calmar to Algona	Milwaukee and St. Paul	127.80		6	6,390 00		50 00	
11010	Waterloo to Mona	Illinois Central	80		6	4,000 00		50 00	
11011	{ Missouri Valley to Sioux City. Branch, California Junction to Fremont. }	Sioux City and Pacific	76	36	6	5,700 00		75 00	
					6	1,800 00		50 00	

11012	Burlington to Cedar Rapids.....	Burlington, Cedar Rapids and Minnesota.	98.70	6	4,935 00	50 00	Pay estimated.
11013	Cedar Rapids to Cedar Falls.....	do	61.80	6	3,090 00	50 00	Do.
11014	Davenport to Maquoketa.....	Davenport and St. Paul	42.70	6	1,425 00	33 37	
11015	Clinton to Maquoketa.....	Iowa Midland	41	6	1,230 00	30 00	
MINNESOTA.			2,194.57		178,097 35		
13501	La Crosse, Wis., to Winnebago City, Minn.	Southern Minnesota	170.59	6	8,525 00	50 00	
13503	Winona to St. Peter, with branch to Mankato.	Winona and St. Peter	144.10	6	12,248 50	85 00	
13504	Minneapolis to North McGregor, Iowa.	Milwaukee and St. Paul	215.70	12	32,355 00	150 00	
13505	Saint Paul to Saint James	St. Paul and Sioux City	{ 87.25	12 }	8,331 25	{ 75 00	
			{ 25.75	12 }		{ 50 00	
13506	Saint Paul to Benson	St. Paul and Pacific	{ 124	6 }	6,825 00	{ 50 00	
			{ 12.50	12 }		{ 50 00	
13507	Saint Paul to Sauk Rapids	do	78	12	5,850 00	75 00	
13508	Saint Paul to Du Luth	Lake Superior and Mississippi	156	6	7,800 00	50 00	
13510	Minnesota City to Weaver	Chicago and Northwestern	14	6	560 00	40 00	
13511	Austin to Mason City, Iowa	Milwaukee and St. Paul	41.38	6	1,655 20	40 00	Pay estimated.
NEBRASKA.			1,079.18		84,149 95		
14401	Omaha to Ogden City, Utah.	Union Pacific	1,032.20	7	283,855 00	275 00	
14451	Plattsmouth to Lincoln	Burlington and Missouri River	55	6	2,750 00	50 00	
14478	Omaha to Blair	Omaha and Southwestern	30	6	1,500 00	50 00	
14479	Omaha to Junction	do	20.50	6	1,338 00	50 00	Includes \$313 per annum for ferriages.
KANSAS.			1,137.70		289,443 00		
14001	{ Kansas City, Mo., to Cheyenne, Wy. Ter. Branch, Leavenworth to Lawrence. }	Kansas Pacific	{ 745	6 }	77,800 00	{ 100 00	
			{ 33	6 }		{ 100 00	
14002	Atchison to Waterville	Central Branch Union Pacific	100	7	5,000 00	50 00	Offer of Department.
14003	Lawrence to Thayer	Leavenworth, Lawrence and Galveston.	111.30	12	11,130 00	100 00	
14004	St. Joseph, Mo., to Marysville, Kans.	St. Joseph and Denver City	112	6	5,600 00	50 00	Old rate of pay.
14005	Kansas City, Mo., to Baxter Springs, Kans.	Missouri River, Fort Scott and Gulf.	164	6	16,400 00	100 00	
14006	Junction City to Chetopah	Missouri, Kansas and Texas	180	6	9,000 00	50 00	
14143	North Topeka to Florence	Atchison, Topeka and Santa Fe	107.10	12	10,710 00	100 00	
14211	Olathe to Ottawa	Leavenworth, Lawrence and Galveston.	32	6	3,200 00	100 00	
14212	Atchison to White Cloud	Atchison and Nebraska	35.78	6	1,789 00	50 00	
			1,620.18		140,629 00		

B.—Railroad service as in operation on the 30th of June, 1871—Continued.

Number of route.	State and 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.
	CALIFORNIA.		<i>Miles.</i>	<i>Miles.</i>					
14701	Sacramento to Ogden City, Utah..	Central Pacific.....	877.50	.....	7	\$241,312 50	.....	\$275 00	Offer of Department.
14702	San Francisco to Gilroy	San Francisco and San José	80	.....	13	8,000 00	.....	100 00	
14703	Roseville to Chico	California and Oregon	79	.....	7	5,925 00	.....	75 00	
14704	Folsom City to Shingle Springs	Placerville and Sacramento	26	.....	6	1,300 00	.....	50 00	
14705	Sacramento to Folsom City	Sacramento Valley	23.20	.....	6	1,160 00	.....	50 00	Do.
14707	{ Sacramento to San Francisco.....	California Pacific	83	.....	14	12,450 00	.....	150 00	
	{ Branch, Davisville to Marysville	do	42	.....	6	3,150 00	.....	75 00	
14708	Napa Junction to Calistoga	do	36	.....	6	1,800 00	.....	50 00	
14709	Marysville to Oroville	California Northern	30	.....	6	1,500 00	.....	50 00	Pay estimated.
14876	Lathrop to Modesto	Central Pacific	21	.....	6	1,050 00	.....	50 00	
14877	Vaca to Vacaville	Vaca Valley	4	.....	7	200 00	.....	50 00	
				1,301.70			\$277,817 50		
	UTAH TERRITORY.								
16633	Salt Lake City to Ogden City	Utah Central	36.50	.....	6	1,825 00	.....	50 00	
				36.50			1,825 00		
	COLORADO.								
17038	Denver to Golden City	Colorado Central	17	.....	6	850 00	.....	50 00	
17051	Hughes' Station to Erie	Denver and Boulder Valley	15	.....	6	750 00	.....	50 00	
				32			1,600 00		

JOHN L. ROUTT,
Second Assistant Postmaster General.

C.—Steamboat service as in operation on the 30th of June, 1871.

States and Territories.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
New Hampshire	317	Alton Bay to Wolfborough	10	10	6	\$1,200 00		During navigation.
		Center Harbor to Meredith Village	20	20	3			
	321	Meredith Village to North Conway	40	40	6	1,490 00		Six times a week during navigation; three times a week residue of year.
		Branch, Moultonborough to North Sandwich	8½					
	322	Weir's Bridge to Wolfborough	30	30	6	650 00		
				108½			\$3,340 00	
Massachusetts	668	Hyannis to Nantucket	30	30	6	2,500 00	2,500 00	
Rhode Island	810	Newport to New York	160	160	6	2,500 00	2,500 00	
New York	1040	Ithaca to Cayuga	40	40	6	1,500 00		
	1142	Whitehall to Plattsburgh	95	95	11	4,750 00		
	1465	Geneva to Watkins	47	47	6	899 00		
				182			7,149 00	
New Jersey	1607	New York to Keyport	25	25	6	535 00		
	1608	New York to Port Monmouth	20	20	6	1,000 00		
	1692	South Amboy to New York	27	27	12	2,338 00		
				72			3,873 00	
Pennsylvania	1876	Pittsburgh to Greensborough	94	94	6	6,300 00	6,300 00	
Maryland	2912	Baltimore to Queenstown	40	40	3	750 00	750 00	

States and Territories.	No. 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 Parkersburgh	99		6	\$4,800 00		
	4120	Parkersburgh to Gallipolis, Ohio	86½		6	4,900 00		
	4129	Kanawha C. H. to Gallipolis, Ohio	65		6	2,449 00		
				250½			\$12,149 00	
Virginia	4402	Washington, D. C., to Game Point, Va	55½		13	8,325 00		
	4415	Norfolk to Baltimore, Md	200		6	18,000 00		
	4417	Norfolk to Eastville	57		3	3,500 00		
	4418	Norfolk to Matthews C. H.	60		2	1,000 00		
	4419	Norfolk to Richmond	145		3	3,000 00		
	4725	Norfolk to New York, N. Y.	300		1	750 00		
	4736	Washington, D. C., to Norfolk, Va	200		3	9,000 00		
				1,017½			43,575 00	
North Carolina	5026	Wilmington to Smithville	30		2	699 00		
	5030	Greenville to Washington	25		3	900 00		
	5037	Plymouth to Franklin Depot	106		3	2,000 00		
	5040	Plymouth to Hamilton	35		3	1,000 00		
	5235	Wilmington to Fayetteville	120		2	2,000 00		
				316			6,599 00	
South Carolina	5709	Beaufort to Port Royal	16		1	182 00		
	5711	Charleston to Edisto Island	35		1	624 00		
				51			806 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	7,500 00		
				584			10,329 87	

Florida	6414	Pilatka to Jacksonville	75	2	1,800 00		Twice a month. Do.
	6416	Pilatka to Mellonville	125	2	3,500 00		
	6435	Bainbridge, Ga., to Apalachicola, Fla.	201	2	7,000 00		
	6462	Baltimore, Md., to New Orleans, La.	1,701		31,000 00		
	6467	Key West to Biscayne	175		1,200 00		
	6471	New Troy to Tampa	428	1	8,000 00		
	6478	New York to Key West	1,258	1	26,000 00		
	6500	New Orleans to Key West	888	1	76,000 00		
			4,851			154,700 00	
Alabama	6805	Bridgeport to Decatur	104	1	18,378 00		
			94	6			
	6807	Mobile to Cahaba	289	3	7,304 80	25,682 80	
			487				
Mississippi	7211	Vicksburgh to Greenwood	272	2	5,000 00		
			272			5,000 00	
Louisiana	8003	New Orleans to St. Francisville	170	2	6,400 00		Twice a month.
	8005	New Orleans to Buras	67	2	1,800 00		
	8007	New Orleans to Covington	56	2	3,000 00		
	8074	Brashear to New Iberia	70	6	9,000 00		
	8080	Vicksburgh, Miss., to New Orleans, La.	408	2	20,000 00		
	8103	New Orleans to Jefferson, Tex.	750	3	30,000 00		
	8105	New Orleans to Monroe	480	2	20,000 00		
	8106	New Orleans to Brazos Santiago, Tex.	611		12,000 00		
			2,612			102,200 00	
Texas	8506	Brashear to Indianola	220				Twice a week four months; four times a week 8 months. Twice a week four months; three times a week 8 months.
			130		30,000 00		
	8508	Indianola to Corpus Christi	133	3	10,500 00	40,500 00	
			483				
Arkansas	7505a	Pine Bluff to Little Rock	105	2	6,000 00		
	7506	White River to Jacksonport	370	2	12,000 00		
	7659	Memphis, Tenn., to White River, Ark.	223	2	3,000 00		
	7660	White River to Vicksburgh, Miss.	229	2	7,000 00		
	7661	White River to Pine Bluff	152	2	13,000 00		
	7663	Little Rock to Dardanelle	111	1	4,750 00		
	7668	Memphis, Tenn., to Friar's Point, Ark.	112	3	2,500 00		
	7670	Jacksonport to Pochahontas	150	2	5,000 00		
			1,453			53,250 00	

C.—Steamboat service as in operation on the 30th of June, 1871—Continued.

States and Territories.	No. 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>				
Missouri	10515	St. Louis to Keokuk, Iowa	231	.....	6	\$8,000 00	.....
	10516	St. Louis to Memphis, Tenn	450	.....	2	14,000 00	.....
				681			\$22,000 00	
Tennessee	10215	Chattanooga to Bridgeport, Ala	80	.....	1	3,000 00	.....
	10216	Loudon to Rockwood	45	.....	6	4,000 00	.....
	10217	Rockwood to Chattanooga	110	.....	2	3,500 00	.....
				235			10,500 00	
Kentucky	9601	Louisville to Cincinnati, Ohio	143	.....	7	9,000 00	.....
	9602	Louisville to Evansville, Ind.	202	.....	6	15,000 00	.....
	9603	Evansville, Ind., to Cairo, Ill.	200	.....	6	15,000 00	.....
	9603a	Paducah to Cairo, Ill.	51	.....	6	1,000 00	.....
	9744	Bowling Green to Evansville, Ind.	225	.....	2	4,800 00	.....
	9771	Paducah to Eastport, Miss	268	.....	2	6,000 00	.....
				1,089			50,800 00	
Ohio	9051	Portsmouth to Cincinnati	117	.....	3	2,500 00	.....
	9052	Cincinnati to Maysville, Ky.	74	.....	6	4,000 00	.....
	9053	Portsmouth to Gallipolis	90	.....	3	2,910 00	.....
				281			9,410 00	
Michigan	12564	Detroit to Sault de Ste. Marie	350	.....	2	1,250 00	.....	During navigation, say 6½ months.
	12658	California to Quincy	143	.....	3	4,000 00	.....	Six months.
	12802	Grand Haven to Milwaukee, Wis.	88	.....	6	2,730 00	.....	During navigation, say 7 months; pay estimated.
	12804	Grand Haven to Manistee	120	.....	6	6,240 00	.....	April 16 to Nov. 14 in each year; pay estimated.
	12824	Manistee to Frankfort	30	.....	3	780 00	.....	May 1 to Oct. 31 in each year; pay estimated.
	12839	Port Huron Railroad Station to Mackinaw	240	.....	3	845 00	.....	During navigation, say 6½ months; pay estimated.
	12843	Green Bay, Wis., to Menominee, Mich	58	.....	6	500 00	.....	May 1 to Nov. 15 in each year
		Cedar Fork supplied from Menominee	32	.....	1		.....

	12844	Green Bay, Wis., to Escanawba, Mich.....	115	6	1,400 00	Do.
	12845	do do.....	122	6	4,950 00	Nov. 16 to April 30 in each year.
	12850	Marquette to Hancock.....	75	6	13,000 00	May 1 to Nov. 15 in each year.
	12864	Hancock to Du Luth, Minn.....	250	2	1,250 00	During navigation, say 6 months.
	12867	Cheboygan to Alpena.....	100	1	590 00	May 1 to Nov. 14 in each year.
			1,723		37,535 00	
Wisconsin	13025	La Crosse to Dubuque, Iowa.....	165	6	9,100 00	April 16 to Nov. 14 in each year;
	13026	Oshkosh to New London.....	62½	6	1,200 00	pay estimated.
	13136	Berlin to Oshkosh.....	25	6	800 00	May 1 to Nov. 15 in each year.
			252½		11,100 00	Do.
Minnesota	13515	St. Paul to La Crosse, Wis.....	150	6	7,280 00	April 1 to Nov. 14 in each year;
	13516	La Crosse, Wis., to Winona, Minn.....	40	6	5,460 00	pay estimated.
			230		12,740 00	April 1 to Nov. 14 in each year.
California.....	14712	San Francisco to Petaluma.....	51	6	4,000 00	
	14799	San Francisco to Portland, Oreg.....	600	3	25,000 00	
	14831	San Francisco to San Diego.....	609		36,000 00	Five trips a month.
			1,251		65,000 00	
Oregon.....	15101	Portland to Astoria.....	{ 55	6	{ 13,000 00	
			{ 55	3		
	15102	Portland to The Dalles.....	119½	6	18,000 00	
			229½		31,000 00	
Washington Territory	15401	Olympia to Steilacoom City.....	36	1	775 00	Discontinued.
	15406	Olympia to Victoria.....	{ 160	2	{ 12,000 00	
			{ 40	1		
	15412	Seattle to Whatcom.....	165	1	2,979 00	
	15421	Portland to Sitka, Alaska Ter.....	900		29,900 00	Once a month.
			1,301		45,654 00	

JOHN L. ROUTT,
Second Assistant Postmaster General.

D.—Table showing the increase and decrease in mail transportation and cost during the year ended June 30, 1871.

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.			Miles.	Miles.			Miles.	Miles.			Miles.	Miles.		
Maine.....		197	\$1,236						78		\$3,957		102,055		\$5,193	
New Hampshire.....		30	743						22		1,105		15,844		1,848	
Vermont.....	35		641						20		2,000		20,228		2,641	
Massachusetts.....		15	854						61		7,010		36,504		7,864	
Rhode Island.....	6		99										624		99	
Connecticut.....		30		\$492					5		\$1,192			8,886		\$1,684
New York.....		185	4,141		6,110		\$100,000		286		13,943			198,288		90,198
New Jersey.....		67	1,644						103		4,896		66,601		3,252	
Pennsylvania.....	339		3,572						246		11,720		264,360		15,292	
Delaware.....		22		488									115,252			488
Maryland.....	216		2,334						8		425		60,268		2,759	
West Virginia.....		26	79						19		1,962		13,026		2,041	
Virginia.....	170		1,513		200		\$9,000		41		10,705		240,684		21,218	
North Carolina.....	172		322		31		752		21		5,675		128,292		6,749	
South Carolina.....	34		970		19			118	4		\$2,000			94,268		1,148
Georgia.....		21		1,509					123		14,114		403,054		12,605	
Florida.....	3		48		1,586		42,400		60		2,984		175,656		45,432	
Alabama.....		55		281		26		495	523		40,193		468,941		39,417	
Mississippi.....	107		3,648		272		5,000			41	\$13,244		364,309		21,292	
Louisiana.....		637		30,010	1,086		21,000		76		6,612		10,265			2,398
Texas.....	137		35,908			245		12,000		41	3,182		102,853		27,090	
Arkansas.....	468		32,284		306		1,500						206,908		33,784	
Missouri**.....	949		39,412		442		14,000		454		46,721		1,681,837		100,133	
Tennessee**.....	401			2,336	235		10,500		72		10,672		231,064		18,836	
Kentucky**.....	85		12,395		207		6,337		92		10,007		383,319		28,739	
Ohio.....		218	3,394		30		970		56		14,860		149,462		19,224	
Indiana**.....		342	1,531						453		27,120		840,208		28,651	
Illinois**.....		602		19,295					549		107,517		1,294,455		88,232	
Michigan**.....		765		1,964	315		11,876		655		45,918		967,101		55,830	
Wisconsin**.....				1,761		7			201		25,178		225,981		21,937	
Iowa**.....	36		10,567						725		74,975		1,007,206		85,542	
Minnesota**.....		548		25,835					322		30,355		175,709		2,803	
Nebraska**.....	203		2,247						105		23,893			\$393,235	26,140	
Kansas**.....	26			175,418					615		24,779			58,920		150,639

Nevada**		393		119,425									173,442		119,425
California**	640		4,514	552		28,000		122		14,492		145,803		47,006	
Oregon**	779		18,929		90	5,410						129,336		24,339	
Washington Territory**	47		35,697	936		29,854						170,996		65,551	
Idaho Territory**	235		25,405										600	25,405	
Montana Territory**		284		25,999								15,288			25,999
Dakota Territory**	194			1,528								70,772			1,528
Wyoming Territory**	108		9,666									33,696		9,666	
Utah Territory**	947		126,791					36		1,825		652,034		128,616	
Colorado Territory**	583		113,632						26		2,769	514,742		110,863	
New Mexico Territory**	197			4,582								125,824			4,582
Arizona Territory**				57,248									13,520		57,248
Alaska Territory		\$5900		36,000									21,600		36,000
Total	7,117	5,736	487,831	509,956	6,167	6,528	186,599	115,810	6,144	37	602,039	5,961	11,510,557	962,759	1,136,079
	5,436			487,831		6,167	115,810		37		5,961		962,759		491,337
	1,381			22,125		361	70,789		6,107		596,078		10,547,798		644,742

* Contract for carrying the mail by steamship from New York to San Francisco, California, *via* Panama, expired.

† Caused principally by increased number of trips on railroads.

‡ Corrected distance.

§ Sunday service discontinued.

|| Increased number of trips.

* No. 8503, Houston to Columbia, discontinued as railroad service, saving 50.6 miles, and service on No. 8504, Houston to Calvert, extended 39.5 miles, and that on No. 8595, Hallsville to Shreveport, extended 10 miles; in all, 49.5 miles.

** Close of the first year of new contract term.

†† Official report from railroad company shows but seven trips a week on the Union Pacific Railroad this year, instead of twelve trips a week, as stated last year.

‡‡ Embraces route from Port Townsend to Sitka, Alaska.

§§ Transferred to Washington Territory.

JOHN L. ROUTT,
Second Assistant Postmaster General.

E.—Table showing the weight of the mails, the speed with which they are conveyed, the accommodation routes in States (chiefly) in which

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

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	N. Y.	1001		New York, Dunkirk.....	Erie.....	<i>Miles.</i> 460	30
	Do...	1001		New York, Middletown....	Do.....	67	30
	Do...	1001		Middletown, Hornellsville..	Do.....	265	30
	Do...	1001		Hornellsville, Salamauca....	Do.....	82	30
	Do...	1001		Salamauca, Dunkirk.....	Do.....	46	30
2	Ill....	11419		Terre Haute, East St. Louis.	Indianapolis and St. Louis.....	193	25
3	N. Y....	1035		Buffalo, Attica.....	Erie.....	31	30
4	Do....	1038		Attica, Hornellsville.....	Do.....	60	30
5	La....	8002	8002	New Orleans, Canton.....	New Orleans, Jackson and Great Northern.	206	19
6	Va....	4402	4401	Washington, Richmond.....	Richmond, Fredericksburgh and Potomac.	131	21
7	Ala....	6613	6605	Memphis, Stevenson.....	Memphis and Charleston.....	271. 50	20
8	Miss..	7001	7001	Canton, Jackson.....	Southern Railroad Association, lessees Mississippi Central.	237	21
9	Ill....	11406		Chicago, East St. Louis.....	Chicago and Alton.....	283	25½
10	Va....	4407	4409	Richmond, Petersburg.....	Richmond and Petersburg.....	24. 50	25
11	Do....	4412	4410	Petersburgh, Weldon.....	Petersburgh.....	65	23
12	La....	8001	8001	New Orleans, Brashear.....	Morgan's Louisiana and Texas...	83	32
13	N. C....	5001	5002	Weldon, Wilmington.....	Wilmington and Weldon.....	162. 25	20
14	S. C....	5604	5607	Charleston, Florence.....	Northeastern.....	104	18½
15	Mo....	10556		Kansas City, Council Bluffs.	Kansas City, St. Joseph and Council Bluffs.	203	25
16	N. C....	5004	5004	Greensborough, Charlotte...	North Carolina.....	93	20
17	S. C....	5606	5601	Columbia, Charlotte.....	Charlotte, Columbia and Augusta	110	18
18	Ga....	6001	6001	Augusta, Atlanta.....	Georgia.....	171. 66	19
19	S. C....	5712	5603	Columbia, Augusta.....	Charlotte, Columbia and Augusta	85	18
20	Ga....	6002	6002	Atlanta, Chattanooga.....	Western and Atlantic.....	138	20
21	Miss..	7003	7003	Vicksburg, Jackson.....	Vicksburgh and Meridian.....	45. 50	16
22	Ind....	12024		Indianapolis, Terre Haute..	Indianapolis and St. Louis.....	72	25
23	Va....	4401	4403	Alexandria, Lynchburgh....	Orange, Alexandria and Manassas	171	19
24	Do....	4414	4414	Lynchburgh, Bristol.....	Atlantic, Mississippi and Ohio, (Virginia & Tennessee division.)	265	17
25	Ohio...	9012		Xenia, Dayton.....	Pittsburgh, Cincinnati and St. Louis.	17	25
26	Tenn...	10004	10004	Nashville, Chattanooga....	Nashville and Chattanooga.....	153	20

modations for mails and agents, the trips per week, and the rates of pay per mile per annum on the contract term expired June 30, 1871.

catchers; b. c., baggage-car; r. p. o., railway post-office; d. l., double line; s. l., single line; r. a., route trips. 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.			Av. weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Pounds.	Pounds.	Pounds.	Pounds.	Pds.	Feet and inches.		(Rem.)		
450, 479	138, 466	588, 945	336, 600	11, 220	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., d. l. 332 m., s. l. res., and r. a. on w. t.	214*		67 miles at \$300, 265 at \$275, 82 at \$250, and 46 at \$200, (see below;) in July, 1871.	1
			420, 563	14, 018	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., d. l., and r. a. on w. t.	344*	\$300 00	\$300 part.	
			382, 453	12, 748	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., d. l., and r. a. on w. t.	203*	275 00	\$275 part.	
			213, 875	7, 128	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., d. l., and r. a. on w. t.	19	250 00	\$250 part.	
			170, 742	5, 691	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	13	200 00	\$200 part.	
439, 228	163, 026	602, 254	513, 184	8, 553	r. p. o., 45 by —, f. f. c., m. c., s. l.	18	200 00	60 days, from March 1, 1871.	2
37, 213	96, 503	133, 716	131, 600	4, 388	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l., and r. a. on w. t.	25	200 00	Part of route; in July, 1871.	3
33, 620	98, 732	132, 372	122, 365	4, 078	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l., and r. a. on w. t.	25	200 00	In July, 1871	4
104, 094	130, 741	234, 835	201, 592	6, 719	23 by 9, 16 by 9, f. f. c., s. l.	13	150 00	In April, 1871	5
152, 696	49, 921	202, 617	190, 318	6, 343	r. p. o., 8 by 22, 7 by 16, f. f. c., d. l.	13	150 00	Part steamboat	6
57, 295	180, 462	237, 757	166, 583	5, 553	r. p. o., 43 3 by 9 10, f. f. c., s. l.	13	150 00	Main route; branches \$30, (145,) \$50, (121.)	7
71, 696	131, 156	202, 852	139, 720	4, 657	25 by —, f. f. c., s. l.	14	150 00	.....	8
148, 236	79, 395	227, 631	123, 283	4, 109	r. p. o., 8 6 by 29, f. f. c., s. l.	12	150 00	In March, 1871	9
92, 721	26, 630	119, 351	118, 771	3, 959	r. p. o., d. l.	13	150 00	.....	10
93, 516	26, 906	120, 422	114, 723	3, 824	r. p. o., 8 6 by 35, f. f. c., d. l.	13	150 00	.....	11
71, 746	20, 562	92, 308	89, 808	2, 994	33 10 by 8 8, f. f. c., s. l.	7	150 00	.....	12
			72, 940	2, 431	16 4 by 8, f. f. c., s. l.	7	150 00	Main route; branch \$23 38, (153.)	13
11, 368	31, 593	42, 961	40, 123	1, 337	9 by 10, f. f. c., s. l.	13	150 00	.....	14
48, 576	42, 315	90, 891	37, 204	1, 240	r. p. o., f. f. c., s. l.	12	140 00	Main route; branch \$50, (105.)	15
			56, 218	1, 874	8 by 15, f. f. c., s. l.	12	125 00	Part; residue \$75, (55.)	16
19, 941	37, 582	57, 523	51, 289	1, 709	8 by 8, f. f. c., s. l.	13	125 00	.....	17
41, 765	31, 971	73, 736	49, 62	1, 654	r. p. o., 25 by 9 6, f. f. c., s. l.	13	125 00	Main route; branch \$50, (97.)	18
34, 408	15, 665	50, 073	46, 831	1, 561	8 by 8, f. f. c., s. l.	13	125 00	.....	19
19, 942	25, 080	45, 022	32, 010	1, 067	r. p. o., 40 by 9 3, f. f. c., s. l.	7	125 00	.....	20
9, 964	21, 448	31, 412	28, 928	964	6 6 by 9 6, f. f. c., s. l.	13	125 00	Part; residue, \$75, (61.)	21
424, 009	125, 585	549, 594	537, 605	8, 961	r. p. o., 45 by —, f. f. c., m. c., s. l.	18	115 00	60 days, from March 1, 1871. Parallel to route 12002.	22
240, 827	61, 706	302, 533	266, 770	8, 892	42 by 8 2, f. f. c., s. l.	7	100 00	Main route; branch \$50, (119.)	23
217, 529	50, 834	268, 363	250, 667	8, 355	20 by 8 6, f. f. c., s. l.	7	100 00	.....	24
64, 977	44, 276	109, 253	108, 594	3, 619	No r. a.	27*	100 00	In March, 1871	25
70, 840	93, 687	164, 527	78, 686	2, 622	16 by 8 6, f. f. c., s. l.	13	100 00	In January, 1871. Main route; branch \$30, (151.)	26

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
27	Ga....	6004	6004	Millen, Augusta.....	Central and Banking.....	53.125	20
28	S. C....	5602	5605	Kingsville, Augusta.....	South Carolina.....	119	20
29	Ga....	6003	6003	Atlanta, West Point.....	Atlanta and West Point.....	86.25	19
30	Ala....	6601	6601	Montgomery, West Point...	Western, of Alabama.....	88.50	20
31	Ga....	6010	6009	Savannah, Macon.....	Central and Banking.....	192.125	19
32	Iowa...	11003	11007	Dubuque, Fort Dodge.....	Illinois Central, lessees Dubuque and Sioux City.	192.75	20
33	Ala....	6847	6613	Mobile, New Orleans.....	New Orleans, Mobile and Chattanooga.	140	27
34	W. Va....	4269	4102	Grafton, Parkersburgh.....	Baltimore and Ohio.....	104	24
35	Kans....	14211	.....	Kansas City, Ottawa.....	Leavenworth, Lawrence and Galveston.	53	22
36	Va....	4405	4406	Richmond, Gordonsville....	Chesapeake and Ohio.....	76.50	18
37	Kans....	14003	.....	Lawrence, Thayer.....	Leavenworth, Lawrence and Galveston.	110	22
38	Ala....	6824	6612	Mobile, Montgomery.....	Mobile and Montgomery.....	187	15
39	Ark....	7561	7501	Memphis, Argenta.....	Memphis and Little Rock.....	134	16
40	Mass....	690	.....	Fitchburgh, Brattleborough, Hoosac Tunnel.	Vermont and Massachusetts....	108	25
41	Va....	4405	4406	Richmond, White Sulphur Springs.	Chesapeake and Ohio.....	227.50	18
42	Tex....	8505	8504	Harrisburgh, Columbus....	Galveston, Harrisburgh, and San Antonio, (late Buffalo Bayou, Brazos and Colorado.)	84	15
43	N. Y....	1013	.....	Albany, Binghamton.....	Delaware and Hudson Canal Company, lessees Albany and Susquehanna.	142	20
44	S. C....	5602	5605	Branchville, Charleston....	South Carolina.....	62	20
45	Fla....	6403	6402	Jacksonville, Lake City....	Jacksonville, Pensacola and Mobile.	61	20
46	Fla....	6404	6403	Quincy, Jacksonville.....	do.....	192.25	20
47	Fla....	6404	6403	Quincy, Lake City.....	do.....	131.25	20
48	W. Va....	4253	4101	Harper's Ferry, Strasburgh.	Baltimore and Ohio.....	51.625	21
49	Va....	4406	4407	Richmond, Greensborough....	Richmond and Danville.....	190.50	20
50	Ala....	6609	6610	Selma, Dalton.....	Selma, Rome and Dalton.....	237.50	23
51	N. C....	5004	5004	Goldsborough, Charlotte....	North Carolina.....	223	20
52	Ga....	6009	6008	Savannah, Live Oak.....	Atlantic and Gulf.....	180.75	17½
53	Ga....	6012	6011	Macon, Atlanta.....	Macon and Western.....	103	18½
54	S. C....	5605	5606	Charleston, Savannah.....	Savannah and Charleston.....	104	17½
55	N. C....	5004	5004	Goldsborough, Greensboro'gh	North Carolina.....	130	20
56	Miss....	7062	7062	Memphis, Grenada.....	Mississippi and Tennessee.....	101.7	18
57	Texas....	8595	8506	Longview, Shreveport.....	Southern Pacific.....	66.6	16
58	Ala....	6608	6609	Selma, York Station.....	Selma and Meridian.....	81.7	20
59	Mich....	12847	.....	Negaunee, Marquette.....	Marquette and Ontonagon.....	14	20
60	Ill....	11422	.....	East St. Louis, New Athens.	St. Louis, Alton and Terre Haute, (Belleville and South'n Ill. div.)	29	15
61	Miss....	7003	7003	Jackson, Meridian.....	Vicksburgh and Meridian.....	95.2	16
62	La....	8107	8005	Vicksburgh, Monroe.....	North Louisiana and Texas.....	75.50	15
63	Ill....	11429	.....	Sterling, Alton Junction....	Rockford, Rock Island and St. Louis.	270.8	20
64	S. C....	5607	5602	Columbia, Greenville C. H..	Greenville and Columbia.....	143.50	16
65	N. C....	5002	5001	Raleigh, Weldon.....	Raleigh and Gaston.....	97	20
66	Va....	4413	4415	Portsmouth, Weldon.....	Seaboard and Roanoke.....	80	23
67	Ga....	6014	6013	Milledgeville, Gordon.....	Central and Banking.....	18.25	15
68	Miss....	7189	7006	Grand Gulf, Port Gibson....	Grand Gulf and Port Gibson....	8	18
69	Fla....	6404	6403	Junction, Monticello.....	Jacksonville, Pensacola and Mobile.	4.50	20
70	Pa....	1864	.....	Mansfield, Cannonsburgh...	Pittsburgh, Cincinnati and St. Louis.	14	20
71	La....	8081	8004	Clinton, Port Hudson.....	Clinton and Port Hudson.....	21	5
72	Ohio....	9034	.....	Dayton, Richmond.....	Pittsburgh, Cincinnati and St. Louis.	42	25

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av. weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
Pounds.	Pounds.	Pounds.	Pounds.	P'ds.	Feet and inches.				
13,783	39,587	53,370	49,870	1,662	9 2 by 7 9, f. f., s. l.	14	100 00	Main route; branches \$30, (141,) \$50, (80,) and \$100, (44.)	27
36,780	23,125	59,905	45,957	1,532	8 by 25, f. f., s. l.	7	100 00		28
30,720	13,020	43,740	38,425	1,281	7 by 11, f. f., s. l.	7	100 00		29
18,520	31,796	50,316	37,789	1,260	6 5 by 12, f. f., s. l.	6	100 00		30
34,011	36,647	70,658	35,476	1,183	9 2 by 7 9, f. f., s. l.	16 1/2	100 00		31
49,404	26,664	76,068	35,471	1,182	18 by 9, f. f., s. l.	2	100 00	In October, 1870.	32
12,428	26,268	38,696	34,991	1,166	16 by 7 6, f. f., s. l.	14	100 00		33
33,050	14,833	47,883	34,139	1,138	8 6 by 14, f. f., m. c., s. l.	19	100 00		34
25,103	10,996	36,099	33,276	1,109	1 car, f. f., s. l.	6	100 00	In March, 1871	35
24,500	12,084	36,584	31,950	1,065	20 by 6 11, f. f., s. l.	7	100 00	Part; res. \$50, (74,) (see 41)	36
40,122	20,675	60,797	31,209	1,040	1 car, f. f., s. l.	6	100 00	In March, 1871	37
16,638	25,133	41,771	29,590	986	8 by 8, f. f., s. l.	7	100 00		38
23,416	10,596	34,012	27,834	928	10 by 10, f. f., s. l.	7	100 00	In July, 1871	39
67,315	53,176	120,491	25,406	846	14 6 by 6 8, f. f., c. d. l., on 86 miles, s. l. residue.	14 3/4	100 00	In October, 1870.	40
47,690	22,670	70,360	23,454	781	20 by 6 11, f. f.	5.9*	100 00	151 miles at \$50. (See 36 and 74.)	41
17,478	5,090	22,568	21,057	701	8 by 10, f., s. l.	6	100 00		42
32,685	21,153	53,838	20,202	673	24 by —, f. f. c., s. l.	12	100 00	In April, 1871	43
6,244	11,062	17,306	16,313	543	8 by 10, f. f., s. l.	7	100 00	Branch; main route \$100, (28.)	44
5,981	11,070	17,051	14,467	482	10 by 7, 12 by 8, f. f., s. l.	6	100 00		45
17,996	10,205	28,201	9,174	305	10 by 7, 12 by 8, f. f., s. l.	6	100 00	Blended with 6403, 6402, new.	46
16,396	9,188	25,584	6,772	225	10 by 7, 12 by 8, f. f., s. l.	6	100 00	Main route; branches \$75, (69,) \$50, (124.)	47
7,519	5,656	13,175	5,775	192	7 6 by 12, f. f., s. l.	6	100 00		48
57,163	16,976	74,141	56,136	1,871	9 6 by 17 6, f. f., s. l.	14	75 00		49
28,761	36,773	65,534	38,560	1,285	8 by 12, f. f., s. l.	7	75 00	In August, 1871	50
61,197	27,076	88,273	34,072	1,135	8 by 15, f. f., s. l.	12	75 00	93 miles, at \$125	51
20,923	11,769	41,752	30,548	1,018	9 4 by 16 9, f. f., s. l.	7	75 00	Main route; branch \$50, (104.)	52
17,684	16,355	34,039	27,449	914	10 8 by 6 3, 7 6 by 6, f. f., s. l.	14	75 00		53
18,471	7,089	25,560	22,139	738	9 7 by 6 6, f. f., s. l.	7	75 00		54
13,805	14,136	27,941	18,663	622	12 by 15, f. f., s. l.	12	75 00	Part; residue \$125, (16)	55
6,944	21,141	28,085	18,490	616	12 by 6 10, f. f., s. l.	7	75 00		56
9,726	8,676	18,402	13,533	451	8 by 8, f. f., s. l.	7	75 00		57
8,390	4,356	12,746	12,508	416	12 by 7, f. f., s. l.	7	75 00		58
13,574	5,353	18,927	12,343	411	Bag. car. No r. a.	6	75 00	In August, 1870	59
					B. c., with r. a., s. l.	6	75 00		60
8,158	10,150	18,308	11,512	383	6 6 by 9 6, f. f., s. l.	7	75 00	Part; residue \$125, (21.)	61
9,103	5,271	14,374	11,263	375	6 6 by 10 6, f. f., s. l.	6	75 00	In June, 1871	62
24,590	25,681	50,271	11,122	371	10 6 by 7 6, f. f., s. l.	13 1/2*	75 00	In June, 1871	63
13,409	6,467	19,876	9,600	320	12 3 by 6 1	6	75 00	Main route; branches \$30, (142, 146.) In May, 1871.	64
7,578	8,143	15,721	9,478	316	11 6 by 6 6, f. f., s. l.	6	75 00		65
6,586	6,992	13,578	9,272	309	5 6 by 7 10, 6 6 by 8 6, f. f., s. l.	6	75 00		66
1,637	2,527	4,164	4,164	138	9 2 by 7 9, f. f. No r. a.	6	75 00		67
1,408	779	2,187	2,187	72	No apartment	6	75 00		68
804	547	1,351	1,351	43		6	75 00	Branch; main route \$100, (47.)	69
8,371	4,263	12,634	10,682	356	6 by 4	6	60 00	In March, 1871	70
196	218	414	414	29		3	57 14	14 days	71
65,542	38,376	103,918	102,803	3,427	No r. a.	18	50 00	In March 1871	72

REPORT OF THE POSTMASTER GENERAL.

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.*	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
73	Ga....	6011	6010	Macon, Columbus.....	Southwestern.....	100	9
74	Va....	4405	4406	Gordonsville, White Sulphur Springs.	Chesapeake and Ohio.....	151	13
75	Ga....	6016	6015	Fort Valley, Enfaula.....	Southwestern.....	115.66	16
76	Ala....	6606	6607	Opelika, Columbus.....	Western, of Alabama.....	28	15
77	Ga....	6006	6006	Union Point, Athens.....	Georgia.....	41	15
78	Mich..	12510		Jackson, Wenona.....	Jackson, Lansing and Saginaw.....	114.12	22
79	Va....	4404	4405	Manassas, Harrisonburgh.....	Orange, Alexandria and Manassas.....	111	18
80	S. C....	5602	5605	Kingsville, Columbia.....	South Carolina.....	27	20
81	N. C....	5005	5005	Goldsborough, Morehead City.....	Atlantic and North Carolina.....	95	20
82	Ga....	6152	6012	Macon, Hawkinsville, Brunswick.	Macon and Brunswick.....	198	20
83	Fla....	6477	6404	Pensacola, Whiting Junction.	Pensacola and Louisville.....	44	15
84	Ala....	6846	6604	Montgomery, Calera.....	South and North Alabama.....	63.55	20
85	Va....	4409	4412	Petersburgh, Norfolk.....	Atlantic, Mississippi and Ohio, (Norfolk and Petersburg div.)	81.50	25
86	Ga....	6152		Macon, Brunswick.....	Macon and Brunswick.....	198	18
87	Ala....	6611	6606	Marion Junction, Greensborough.	Selma, Marion and Memphis.....	37.25	12
88	Maine..	201		Belfast, Burnham Village.....	Maine Central, lessees Belfast and Mooshead Lake.	34.19	20
89	Minn..	13501		La Crosse, Winnebago City.....	Southern Minnesota.....	170.50	20
90	Kans..	14006		Junction City, Chetopa.....	Missouri, Kansas and Texas.....	180	18
91	Ga....	6008	6007	Kingston, Rome.....	Rome.....	20.50	15
92	Ohio..	9040		Columbus, Athens.....	Columbus and Hocking Valley.....	77.5	25
93	Ky....	9612		Paducah, Troy Station.....	Paducah and Gulf.....	62	20
94	Va....	4411	4413	Petersburgh, Lynchburgh.....	Atlantic, Mississippi and Ohio, (Southside division.)	123	18
95	Ala....	6815	6602	Montgomery, Selma.....	Western, of Alabama.....	50	22
96	Va....	4403	4404	Alexandria, Hamilton.....	Washington and Ohio.....	45	30
97	Ga....	6001	6001	Camaek, Milledgeville.....	Georgia.....	47	18
98	N. C....	5006	5006	Salisbury, Pleasant Retreat.....	Western North Carolina.....	109	15
99	N. C....	5007	5003	Wilmington, Wadesborough.....	Wilmington, Charlotte and Ruthersford.	141	16
100	Pa....	1862		Freeport, Butler.....	Pennsylvania.....	20.4	13
101	Ga....	6016	6015	Renwick, Albany.....	Southwestern.....	22.50	16
102	Ala....	6817	6603	Montgomery, Midway.....	Montgomery and Enfaula.....	53	15
103	Tenn..	10137		Tallahoma, McMinnville.....	McMinnville and Manchester.....	35	12
104	Ga....	6009	6008	Lawton, Bainbridge.....	Atlantic and Gulf.....	105.50	12
105	Mo....	10506		St. Joseph, Hopkins.....	Kansas City, St. Joseph and Council Bluffs.	61	25
106	Mich..	12518		Fort Wayne, Paris.....	Grand Rapids and Indiana.....	202.6	20
107	Ga....	6005	6005	Washington, Double Wells.....	Georgia.....	18.50	15
108	Mich..	12520		Lausling, Climax Prairie.....	Peninsular.....	56.08	25
109	Ala....	6607	6608	Columbus, Troy.....	Mobile and Girard.....	90	15
110	Kans..	14212		Atchison, White Cloud.....	Atchison and Nebraska.....	35.78	20
111	Fla....	6402	6401	Fernandina, Cedar Keys.....	Florida.....	154.8	16
112	Id....	6479	6405	Tocoi, St. Augustine.....	St. Johns.....	15.69	8
113	Ga....	6015	6014	Milledgeville, Eatonton.....	Central, and Banking.....	22.12	13
114	Ill....	11432		Burlington, Quincy.....	Chicago, Burlington and Quincy.....	71.85	25
115	Tenn..	10006	10005	Fayetteville, Decherd.....	Winchester and Alabama.....	49	10
116	Mo....	10506a		Beverly, Platte City.....	Chicago and Southwestern.....	8.6	15
117	Mich..	12849		Negaunee, Champion.....	Marquette and Ontonagon.....	18	20
118	Ga....	6016	6015	Cuthbert, Fort Gaines.....	Southwestern.....	24	16
119	Va....	4401	4403	Owl Run, Warrenton.....	Orange, Alexandria and Manassas.....	9	12
120	Fla....	6479		Tocoi, St. Augustine.....	St. Johns.....	15.69	8
121	Ala....	6613	6605	Tuscumbia, Florence.....	Memphis and Charleston.....	6.50	16
122	Ga....	6154	6016	Thomasville, Albany.....	Atlantic and Gulf.....	58.33	15
123	Va....	4410	4411	Petersburgh, City Point.....	Atlantic, Mississippi and Ohio, (Southside division.)	12	18
124	Fla....	6404	6403	Tallahassee, St. Marks.....	(Jacksonville, Pensacola and Mobile.	21.75	20

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			Av. weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>P's.</i>	<i>Feet and inches.</i>				
25,677	12,242	37,919	19,762	659	6 by 11, f. f., s. l.	13	\$50 00		73
31,714	15,947	47,661	19,090	636	20 by 6 11, f. f.	53*	50 00	Part; residue \$100, (36).	74
16,893	9,461	26,354	13,364	445	6 by 12, 6 by 14, f. f., s. l.	13	50 00	Main route; branches \$50, (101, 118.)	75
6,087	7,547	13,634	12,513	417	6 5 by 12, f. f., s. l.	6	50 00		76
9,474	5,892	15,366	12,250	408	12 6 by 7, f. f., s. l.	6	50 00		77
18,484	1,227	30,711	10,983	366	17 by 8 8, 13 by 6 8, f. f., s. l.	7.9*	50 00	In May, 1871	78
13,986	8,754	22,740	9,914	330	10 by 8 6, f. f., s. l.	6	50 00		79
5,638	3,932	9,570	9,268	309	8 by 10, f. f., s. l.	7	50 00	Branch; main route \$100, (28.)	80
5,764	9,553	15,317	8,470	282	7 by 10, f. f., s. l.	6	50 00		81
10,421	5,957	16,378	7,345	245	10 by 7, f. f., s. l.	7	50 00	In March, 1871	82
2,954	4,586	7,540	7,268	242	No apartment	7	50 00		83
2,006	5,425	7,431	7,431	239	Apartment; no fixtures, s. l.	7	50 00	31 days	84
5,334	4,069	9,403	6,852	229	20 by 8 6, f. f., s. l.	6	50 00		85
8,102	6,730	14,832	6,746	224	8 by 7, f. f. c., s. l.	6	50 00	In October, 1870	86
5,521	3,791	9,312	6,696	223	7 by 10, fixtures, s. l.	6	50 00		87
1,465	4,205	5,670	5,670	217	7 by 12, f. f., s. l.	12	50 00	26 days	88
14,093	9,495	23,588	6,495	216	10 by 12, f. f., s. l.	6	50 00	In March, 1871	89
11,599	11,798	23,397	6,250	208	8 by 14, f. f., s. l.	6	50 00	In October, 1870	90
2,495	3,742	6,237	6,237	208	7 by 8. No r. a. In charge conductor.	7	50 00		91
8,103	5,277	13,380	6,034	201	12 by 7, f. f., s. l.	12	50 00		92
2,165	5,047	7,212	5,179	199	6 6 by 8 2, f. f., s. l.	6	50 00	26 days, February, 1871	93
6,243	6,019	12,262	5,855	195	20 by 8 6, f. f., s. l.	6	50 00		94
3,749	2,696	6,445	5,852	194	No r. a.	6	50 00	Formerly "star" service.	95
6,308	3,070	9,378	5,438	181	10 by 14, fixtures, s. l.	6	50 00		96
5,864	3,954	9,818	5,341	178	12 6 by 7, f. f. No r. a.	6	50 00	Branch; main route \$125, (18.)	97
7,697	2,913	10,610	5,048	168	6 by 12, f. f., s. l.	6	50 00		98
7,569	5,998	13,567	4,732	158	8 by 10, f. f. c., s. l.	6	50 00		99
3,615	1,830	5,445	4,695	156	5 by 8, fixtures, d. l.	12	50 00	In May, 1871	100
3,311	1,903	5,214	4,599	153	Small room, locked. No r. a.	7	50 00	Branch; main route \$50, (75.)	101
4,224	1,517	5,741	4,519	151	7 by 9, f. f., s. l.	6	50 00		102
3,071	1,830	4,901	4,139	138	No r. a.	7	50 00		103
6,036	2,790	8,826	4,128	137	6 by 15 5, f. f., s. l.	6	50 00	Branch; main route \$75, (52.)	104
6,392	3,022	9,414	4,086	136	— by —, f. f. c., s. l.	12	50 00	Branch; main route \$140, (15.)	105
15,290	16,810	32,100	4,050	135	Half car, f. f., s. l.	7½*	50 00	In April, 1871	106
1,279	2,990	4,269	3,779	126	Bag. car. No r. a.	6	50 00		107
3,042	3,715	6,757	3,521	117	9 6 by 10 6, f. f., s. l.	10½*	50 00		108
5,120	2,217	7,337	3,391	113	½ bag. car, f. f., s. l.	6	50 00		109
4,692	2,637	7,329	3,406	113	11 by 8, f. f., s. l.	6	50 00	In February, 1871	110
5,879	4,015	9,894	3,178	106	5 6 by 13, f. f., r. a.	7½*	50 00		111
1,597	1,522	3,119	3,119	104	No r. a.	6	50 00	In March, 1871	112
1,826	847	2,673	2,673	89	92 by 79, f. f. No r. a.	6	50 00		113
4,488	3,426	7,914	2,611	87	15 by 8 6, f. f. c., s. l.	6	50 00		114
1,767	3,322	5,089	2,494	83	8 by 8, fixtures, s. l.	6	50 00	In June, 1870	115
1,294	1,048	2,342	2,342	78		6	50 00		116
2,586	1,816	4,402	2,338	77	Bag. car. No r. a.	6	60 00	In August, 1870	117
1,797	849	2,646	2,327	77	Small room, locked. No r. a.	7	50 00	Branch; main route \$50, (75.)	118
1,436	1,110	2,546	2,290	76	Locked cupboard	12	50 00	Branch; main route \$100, (23.)	119
978	1,187	2,165	2,165	72	No apartment. No r. a.	6	50 00	In February, 1871	120
1,236	585	1,821	1,821	60	Baggage car	7	50 00	Branch; main route \$150, (7.)	121
1,036	1,320	2,356	1,533	51	6 by 15 5, f. f., s. l.	6	50 00		122
297	137	434	434	14	Bag. car. No agent.	6	50 00		123
122	112	234	234	8		3	50 00	Branch; main route \$100, (47.)	124

E.—Table showing the weight of the mails, the speed with which they

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
						<i>Miles.</i>	
125	S. C.	5609	5610	Alston, Spartanburgh C. H.	Spartanburgh and Union.....	68	16
126	Ill.	11424		Wenona, Dwight	Chicago and Alton.....	34.95	23
127	Pa.	1860		Greenville, Irishtown	Shenango and Allegheny.....	22	15
128	do.	1863		Wilmington, Birdsborough	Wilmington and Reading.....	63.6	20
129	do.	1865		Perkiomen J'n, Schwenk's Store.	Philadelphia and Reading.....	11	26
130	do.	1866		Pottstown, Colebrookdale.	Do.....	13.75	13
131	do.	1870		Schuylkill Hav'n, Glen Carbon	Do.....	13	16
132	Ind.	12020		Richmond, Winchester.	Cincinnati, Richmond and Fort Wayne.	24.3	
133	Ga.	6150	6143	Barnesville, Thomaston.	Macon and Western.....	17.25	12
134	Pa.	1868		Lebanon, Pine Grove	Philadelphia and Reading.....	24	24
135	S. C.	5610	5611	Newberry C. H., Laurens.	Laurens.....	32	
136	Tenn.	10009	10008	Nashville, Guthrie.	Edgefield and Kentucky.....	48	20
137	Ala.	6825	6615	Wauhatchie, Tuscaloosa.	Alabama and Chattanooga.....	194	22
138	S. C.	5608	5609	Chester C. H., Yorkville.	King's Mountain.....	23.50	15
139	N. C.	5196	5007	Charlotte, Cherryville.	Wilmington, Charlotte, and Rutherford.	45.50	12
140	Mich.	12517		Lansing, Greenville.	Ionina and Lansing.....	57.8	30
141	S. C.	5602	5605	Kingsville, Camden.	South Carolina.....	37.50	20
142	do.	5607	5602	Belton, Anderson C. H.	Greenville and Columbia.....	9.75	16
143	do.	5682	5612	Anderson C. H., Wallhalla.	Blue Ridge.....	34	15
144	do.	5603	5608	Florence, Cheraw.	Cheraw and Darlington.....	40.50	13½
145	Ala.	6613	6605	Moscow, Somerville.	Memphis and Charleston.....	14.50	16
146	S. C.	5607	5602	Hodges, Abbeville.	Greenville and Columbia.....	11.50	16
147	Ga.	6158	6017	Griffin, Newnan.	Savannah, Griffin and North Alabama.	35.75	14
148	Ill.	11430		Sagetown, Keithsburg.	Rockford, Rock Island and St. Louis.	20	20
149	Tenn.	10013		Tracy City, Cowan.	Tennessee Coal and Railroad.....	23	
150	Ind.	12022		Princeton, Mt. Carmel.	Louisville, New Albany and St. Louis Air Line Railway.	10.85	12
151	Tenn.	10004	10004	Wartrace, Shelbyville.	Nashville and Chattanooga.....	8	
152	Va.	4408	4408	Richmond, West Point.	Richmond and York River.....	40	20
153	N. C.	5001	5002	Rocky Mount, Tarborough.	Wilmington and Weldon.....	26	
154	La.	8086	8003	Baton Rouge, Livonia.	Baton Rouge, Grosse-Tete and Opelousas.	28	12

are conveyed, the accommodations for mails and agents, &c.—Continued.

Whole weight carried any distance for thirty days.			A.v. weight carried whole distance.		Size, &c., of mail car or apartment.	Trips per week.	Pay per mile per annum.	Remarks.	Order.
Outward.	Inward.	Total.	30 days, total.	Per day, total.					
<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>P'ds.</i>	<i>Feet and inches.</i>				
2,949	1,337	4,286	3,128	104	8 by 6, fixtures, $\frac{1}{2}$ s. l.	3	40 00	.....	125
2,248	2,988	5,236	2,842	95	Bag. car. No r. a.	12	40 00	In March, 1871	126
2,686	1,986	4,672	2,837	94	Bag. car. with r. a., s. l.	6	40 00	.....	127
4,996	3,726	8,722	2,420	81	6 6 by 10 6, f. f., s. l.	6	40 00	In June, 1871	128
2,417	1,452	3,869	2,456	81	Bag. car. No r. a.	9*	40 00	.....	129
1,802	1,252	3,054	1,747	58	No separate car.	6	40 00	.....	130
1,923	1,547	3,470	1,713	57	No apartment. No r. a.	12	40 00	In May, 1871	131
912	535	1,447	717	51	Baggage car	6	40 00	14 days.	132
854	549	1,403	1,227	40	3 6 by 3 6. No r. a.	.....	40 00	.....	133
1,774	1,018	2,792	1,093	36	6 4 by 4 6, fixtures, s. l.	6	40 00	.....	134
1,078	590	1,668	1,445	96	.....	.....	37 50	15 days. In July, 1871.	135
7,389	3,146	10,535	7,829	260	Apartment, fixtures s. l.	9*	30 00	.....	136
8,640	7,074	15,714	5,338	197	9 by 9, f. f., s. l.	7	30 00	27 days.	137
3,599	2,929	6,528	5,482	182	8 by 12. No r. a.	4	30 00	.....	138
4,664	1,480	6,144	4,094	136	$\frac{1}{2}$ car, f. f., $\frac{1}{2}$ s. l.	3	30 00	.....	139
5,674	2,440	8,114	3,542	118	Apartment, 6 by 9, f. f., s. l.	7	30 00	In February, 1871	140
2,530	1,475	4,005	3,497	116	8 by 10, f. f., s. l.	7	30 00	Branch; main route	141
2,544	190	2,734	2,734	91	.....	6	30 00	\$100, (28.) Branch; main route	142
2,487	1,536	4,023	2,751	91	8 by 3 6, fixtures. No r. a.	6	30 00	\$75, (64.) In May, 1871.	143
3,294	1,392	4,686	2,677	89	9 by 13, f. f. c., s. l.	6	30 00	.....	144
1,543	741	2,284	2,284	76	Baggage car	6	30 00	Branch; main route	145
1,354	258	1,612	1,612	53	.....	6	30 00	\$150, (7.) Branch; main route	146
1,398	915	2,313	1,471	49	3 6 by 3 6. No r. a.	.....	30 00	\$75, (64.) In May, 1871.	147
1,861	964	2,825	1,416	47	.....	6	30 00	In June, 1871	148
430	694	1,124	855	28	.....	6	30 00	In February, 1871	149
310	306	616	616	21	In way car	6	30 00	In February, 1871	150
308	209	517	517	17	.....	.....	30 00	In January, 1871.	151
1,652	643	2,295	1,519	50	B. c., r. a. s. l.	6	25 00	Branch; main route	152
1,428	737	2,165	2,165	72	.....	7	23 38	\$100, (26.) Branch; main route	153
229	172	401	357	12	Pass. car. No r. a.	3	12 86	\$150, (13.)	154

JOHN L. ROUTT,
Second Assistant Postmaster General.

Index to table E.

Title	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Alabama and Chattanooga...	137	6825	6615	Illinois Central, (lessees Du-	32	11003	11007
Albany and Susquehanna.				bucque and Sioux City.)			
(See Delaware and Hudson				Indianapolis and St. Louis	2	11419	.....
Canal.)				Do.	22	12024	.....
Atchison and Nebraska.....	110	14212	.....	Ionia and Lansing.....	140	12517	.....
Atlanta and West Point.....	29	6003	6003	Jackson, Lansing and Sag-	78	12510	.....
Atlantic and Gulf.....	52	6009	6008	inaw.			
Do.....	104	6009	6008	Jacksonville, Pensacola and	45	6403	6402
Do.....	122	6154	6016	Mobile.			
Atlantic and North Carolina.	81	5005	.....	Do.....	46	6404	6403
Atlantic, Mississippi and	24	4414	4414	Do.....	47	6404	6403
Ohio.				Do.....	69	6404	6403
Do.....	85	4409	4412	Do.....	124	6404	6403
Do.....	94	4411	4413	Kansas City, St. Joseph and	15	10506	.....
Do.....	123	4410	4411	Council Bluffs.			
Baltimore and Ohio.....	34	4269	4102	Do.....	105	10506	.....
Do.....	48	4253	4101	King's Mountain.....	138	5608	5609
Baton Rouge, Grosse-Tete	154	8086	8003	Laurens.....	135	5610	5611
Opeolousas.				Leavenworth, Lawrence	35	14211	.....
Belfast and Moosehead Lake.				and Galveston.			
(See Maine Central.)				Do.....	37	14003	.....
Belleville and Southern Illi-				Louisville, New Albany and	150	12022	.....
nois. (See St. Louis, Alton				St. Louis Air Line.			
and Terre Haute.)				McMinnville and Manches-	103	10137	.....
Blue Ridge.....	143	5682	5612	ter.			
Buffalo Bayou, Brazos and				Macon and Brunswick.....	82	6152	6012
Colorado. (See Galveston,				Do.....	86	6152	.....
Harrisburgh and San An-				Macon and Western.....	53	6012	6011
tonio.)				Do.....	133	6159	6143
Central Railroad and Bank-	27	6004	6004	Maine Central, (lessees Bel-	88	201	.....
ing, of Georgia.				fast and Moosehead Lake.)			
Do.....	31	6010	6009	Marquette and Ontonagon	59	12847	.....
Do.....	67	6014	6013	Do.....	117	12849	.....
Do.....	113	6015	6014	Memphis and Charleston...	7	6613	6605
Charlotte, Columbia and Au-	17	5606	5601	Do.....	121	6613	6605
gusta.				Do.....	145	6613	6605
Do.....	19	5712	5603	Memphis and Little Rock...	39	7501	7501
Cheraw and Darlington.....	144	5603	5608	Mississippi and Tennessee...	56	7002	7002
Chesapeake and Ohio.....	36	4405	4406	Mississippi Central. (See			
Do.....	41	4405	4406	Southern Railroad Asso-			
Do.....	74	4405	4406	ciation.)			
Chicago and Alton.....	9	11406	.....	Missouri, Kansas and Texas.	90	14006	.....
Do.....	126	11424	.....	Mobile and Girard.....	109	6607	6608
Chicago and Southwestern...	116	105062	.....	Mobile and Montgomery...	38	6824	6612
Chicago, Burlington and	114	11432	.....	Montgomery and Eufaula...	102	6817	6603
Quincy.				Montgomery and West Point.			
Cincinnati, Richmond and	132	12020	.....	(See Western, of Ala-			
Fort Wayne.				bama.)			
Clinton and Port Hudson...	71	8081	8004	Morgan's Louisiana and	12	8001	8001
Columbus and Hocking Val-	92	9040	.....	Texas.			
ley.				Nashville and Chattanooga...	26	10004	10004
Delaware and Hudson Canal,	43	1013	.....	Do.....	151	10004	10004
(lessees Albany and Sus-				New Orleans, Jackson and	5	8002	8002
quehanna.)				Great Northern.			
Dubuque and Sioux City.				New Orleans, Mobile and	33	6847	6613
(See Illinois Central.)				Chattanooga.			
Edgefield and Kentucky.....	136	10009	10008	Norfolk and Petersburg.			
Erie.....	1	1001	.....	(See Atlantic, Mississippi			
Do.....	3	1035	.....	and Ohio.)			
Do.....	4	1038	.....	North Carolina.....	16	5004	5004
Florida.....	111	6402	6401	Do.....	51	5004	5004
Galveston, Harrisburgh and	42	8505	8504	Do.....	55	5004	5004
San Antonio, (late Buffalo				Northeastern.....	14	5604	5607
Bayou, Brazos and Color-				North Louisiana and Texas.	62	8107	8005
ado.)				Orange, Alexandria and	23	4401	4403
Georgia.....	18	6001	6001	Manassas.			
Do.....	77	6006	6006	Do.....	79	4404	4405
Do.....	97	6001	6001	Do.....	119	4401	4403
Do.....	107	6005	6005	Paducah and Gulf.....	93	9612	.....
Grand Gulf and Port Gibson.	68	7189	7006	Peninsular.....	108	12520	.....
Grand Rapids and Indiana...	106	12518	.....	Pennsylvania.....	100	1862	.....
Greenville and Columbia...	64	5607	5602	Pensacola and Louisville...	83	6477	6404
Do.....	142	5607	5602	Petersburgh.....	11	4412	4410
Do.....	146	5607	5602	Philadelphia and Reading...	129	1865	.....

Index to table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Philadelphia and Reading.....	130	1866	.....	Southern Minnesota	89	13501	.....
Do.....	131	1870	.....	Southern Pacific	57	8595	8506
Do.....	134	1868	.....	Southern Railroad Association.	8	7001	7001
Pittsburgh, Cincinnati and St. Louis.	25	9012	.....	Southside. (See Atlantic, Mississippi and Ohio.)			
Do.....	70	1864	.....	Southwestern	73	6011	6010
Do.....	72	9034	.....	Do.....	75	6016	6015
Raleigh and Gaston.....	65	5002	5001	Do.....	101	6016	6015
Richmond and Danville.....	49	4406	4407	Do.....	118	6016	6015
Richmond and Petersburg.....	10	4407	4409	Spartanburgh and Union.....	125	5609	5610
Richmond and York River.....	152	4408	4408	Tennessee Coal and Railroad.	149	10013	.....
Richmond, Fredericksburgh and Potomac.	6	4402	4401	Vermont and Massachusetts.	40	690	.....
Rockford, Rock Island and St. Louis.	63	11429	.....	Vicksburgh and Meridian	21	7003	7003
Do.....	148	11430	.....	Do.....	61	7003	7003
Rome.....	91	6008	6007	Virginia and Tennessee. (See Atlantic, Mississippi and Ohio.)			
St. John's.....	112	6479	6405	Washington and Ohio.....	96	4403	4404
Do.....	120	6479	.....	Western and Atlantic	20	6002	6002
St. Louis, Alton and Terre Haute, Belleville and Southern Illinois Division.	60	11422	.....	Western North Carolina	98	5006	5006
Savannah and Charleston	54	5605	5606	Western of Alabama.....	30	6601	6601
Savannah, Griffin and North Alabama.	147	6158	6017	Do.....	76	6606	6607
Seaboard and Roanoke.....	66	4413	4415	Do.....	95	6815	6602
Selma and Meridian	58	6608	6609	Wilmington and Reading.....	128	1863	.....
Selma, Marion and Memphis.	87	6611	6606	Wilmington and Weldon.....	13	5001	5002
Selma, Rome and Dalton	50	6609	6610	Do.....	153	5001	5002
Shenango and Allegheny.....	127	1860	.....	Wilmington, Charlotte and Rutherford.	99	5007	5003
South and North Alabama.....	84	6846	6604	Do.....	139	5196	5007
South Carolina.....	28	5602	5605	Winchester and Alabama	115	10006	10005
Do.....	44	5602	5605	York River. (See Richmond and York River.)			
Do.....	80	5602	5605				
Do.....	141	5602	5605				

F.—Table showing the readjustment of the rates of pay per mile on certain railroad routes mails, the speed with which they are conveyed, the accommodations

[ABBREVIATIONS.—*f. f.*, fixtures and furniture; *f. f. c.*, fixtures and furniture complete; *m. c.*, mail-catchers; *w. t.*, way trains; *m. m.*, mail messenger. A number followed by an asterisk (*) shows the equivalent entheses 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.	Average weight of mails whole distance per day.	Miles per hour.
1	N. Y.	1001		New York, Dunkirk	Erie	<i>Miles.</i> 460	<i>Pounds.</i> 11, 220	30
2	Ohio	9004		Erie, Cleveland	Lake Shore and Michigan Southern	96	5, 743	...
3	Ohio	9021		Toledo, Cleveland	Lake Shore and Michigan Southern	114	5, 727	...
5	Va	4401	4403	Alexandria, Lynchburgh	Orange, Alexandria and Manassas	171	8, 892	19
5	Va	4414	4414	Lynchburgh, Bristol	Atlantic, Mississippi and Ohio	205	8, 355	17
6	Tenn	10001		Knoxville, Bristol	East Tennessee, Virginia and Georgia	130. 7	7, 084	17½
7	Tenn	10002		Knoxville, Chattanooga	East Tennessee, Virginia and Georgia	112	6, 680	17½
8	Ill	11422	11419	Terre Haute, East St. Louis	Indianapolis and St. Louis	189	8, 553	...
9	Va	4402	4401	Washington, Richmond	Richmond, Fredericksb'gh and Potomac	131	6, 343	21
10	Ill	11406		Chicago, East St. Louis	Chicago and Alton	283	4, 109	25½
11	Va	4407	4409	Richmond, Petersburg	Richmond and Petersb'gh	24. 50	3, 959	25
12	Va	4412	4410	Petersburgh, Weldon	Petersburgh	65	3, 824	23
13	Ohio	9012		Xenia, Dayton	Pittsburgh, Cincinnati and St. Louis	17	3, 619	25
14	Ohio	9034		Dayton, Richmond	Pittsburgh, Cincinnati and St. Louis	42	3, 427	25
15	Tenn	10004	10004	Nashville, Chattanooga	Nashville and Chattanooga	153	2, 622	20
16	Cal	14873	14706	San Francisco, Sacramento	California Pacific	83	1, 429	30
17	N. C	5004	5004	Greensborough, Charlotte	Richmond and Danville, (lessees North Carolina)	93	1, 874	20
18	Va	4406	4407	Richmond, Greensbor'gh	Richmond and Danville	190. 50	1, 871	20
19	S. C	5606	5601	Columbia, Charlotte	Charlotte, Columbia and Augusta	110	1, 709	18
20	Ga	6004	6004	Millen, Augusta	Central, and Banking	53½	1, 662	20
21	S. C	5712	5603	Columbia, Augusta	Charlotte, Columbia and Augusta	85	1, 561	18
22	S. C	5602	5605	Kingsville, Augusta	South Carolina	119	1, 532	20
23	S. C	5604	5607	Charleston, Florence	Northeastern	104	1, 337	18½
24	Ga	6003	6003	Atlanta, West Point	Atlanta and West Point	86. 25	1, 281	19
25	Ala	6601	6601	Montgomery, West Point	Western, of Alabama	88. 50	1, 260	20
26	Ind	12024		Indianapolis, Terre Haute	Indianapolis and St. Louis	72	8, 961	25
27	Ga	6010	6009	Savannah, Macon	Central, and Banking	192½	1, 183	19
28	Ala	6847	6613	Mobile, New Orleans	New Orleans, Mobile and Chattanooga	140	1, 166	27
29	W. Va	4269	4102	Grafton, Parkersburgh	Baltimore and Ohio	104	1, 138	24
30	Ala	6609	6010	Selma, Dalton	Selma, Rome and Dalton	237. 50	1, 285	23

and on certain new routes the adjustment of the rates, based upon returns of the weight of the provided for mails and agents, and the number of trips per week.

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

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 or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., d. l. 332 miles, s. l. residue, and r. a. on w. t.	21½	300 00	(Rem.)	138,000 00	122,675 00	July 1, 1871	Formerly 67 miles at \$300, 265 at \$275, 82 at \$250, and 46 at \$200. Weight in July, 1871.	1
r. p. o., d. l.	13	250 00	225 00	24,000 00	21,600 00	July 1, 1870	Ordered Nov'ber, 1870. Weight in 1867.	2
r. p. o., d. l.	12	250 00	200 00	28,500 00	22,800 00	July 1, 1870	Ordered Nov'ber, 1870. Weight in 1867.	3
r. p. o., 42 by 8 2, f. f. c., s. l., and b. c.	14	225 00	100 00	38,475 00	17,150 00	Oct. 1, 1871	½ mile decrease. Ordered July, 1871.	4
r. p. o., 40 by 8, f. f. c., s. l., and b. c.	14	225 00	100 00	46,125 00	20,500 00	Oct. 1, 1871	Ordered July, 1871	5
r. p. o., 40 by 8, f. f. c., s. l., and b. c.	14	225 00	150 00	29,407 50	19,605 00	Oct. 1, 1871	Ordered July, 1871	6
r. p. o., 40 by 8, f. f. c., s. l., and b. c.	14	225 00	150 00	25,200 00	16,800 00	Oct. 1, 1871	Ordered July, 1871.	7
p. o., 45 by —, f. f. c., m. c., s. l.	18	215 00	200 00	40,635 00	38,600 00	July 1, 1870	4 miles decrease. Ordered June, 1871.	8
r. p. o., 8 by 23, 7 by 16, f. f., d. l.	13	200 00	150 00	26,200 00	19,650 00	July 1, 1871	r. p. o. cars to be enlarged.	9
r. p. o., 8 6 by 29, f. f. c., s. l.	12	200 00	150 00	56,600 00	42,450 00	Jan. 1, 1871	In January, 1871	10
r. p. o., d. l.	13	175 00	150 00	4,287 50	3,675 00	July 1, 1871	.....	11
r. p. o., 8 6 by 35, f. f. c., d. l.	13	175 00	150 00	11,375 00	9,750 00	July 1, 1871	.....	12
No route agent	27*	175 00	100 00	2,975 00	1,700 00	April 1, 1871	Weight in March, 1871.	13
No route agent	18	175 00	50 00	7,350 00	2,100 00	April 1, 1871	Weight in March, 1871.	14
16 by 8 6, f. f., s. l.	13	150 00	100 00	22,950 00	15,300 00	July 1, 1870	Main route. Offered April, 1871.	15
8 8 by 11 6, s. l.	14	150 00	75 00	12,450 00	6,225 00	July 1, 1870	Ordered May, 1871	16
8 by 15, f. f., s. l.	12	125 00	75 00	11,625 00	6,975 00	Jan. 30, 1871	Part; residue \$82 11, (42.) Renewed from July 1, 1871, Co. to provide r. p. o. cars if required.	17
9 6 by 17 6, f. f., s. l.	14	125 00	75 00	23,812 50	14,287 50	Jan. 30, 1871	Renewed from July 1, 1871, Co. to provide r. p. o. cars if requir'd.	18
8 by 8, f. f., s. l.	13	125 00	75 00	13,750 00	8,250 00	Jan. 30, 1871	Renewed from July 1, 1871, Co. to provide r. p. o. cars if requir'd.	19
9 2 by 7 9, f. f., s. l.	14	125 00	100 00	6,640 62	5,313 00	July 1, 1871	Co. to provide more car room if required.	20
8 by 8, f. f., s. l.	13	125 00	75 00	10,625 00	6,375 00	Jan. 30, 1871	Renewed from July 1, 1871, Co. to provide r. p. o. cars if requir'd.	21
8 by 25, f. f., s. l.	7	125 00	100 00	14,875 00	11,900 00	July 1, 1871	Main route; branches \$50, (78;) \$60, (59;) and \$75, (46.)	22
9 by 10, f. f., s. l.	13	125 00	150 00	13,000 00	15,600 00	July 1, 1871	.....	23
7 by 11, f. f., s. l.	7	125 00	100 00	10,781 25	8,625 00	July 1, 1871	Co. to provide r. p. o. cars if required.	24
6 5 by 12, f. f., s. l.	6	125 00	100 00	11,062 50	8,850 00	July 1, 1871	r. p. o. cars to be provided if required.	25
r. p. o., 45 by —, f. f. c., m. c., s. l.	18	115 00	.....	.....	.....	Oct. 10, 1870	New; parallel to route 12002.	26
9 2 by 7 9, f. f., s. l.	16½*	110 00	100 00	21,133 75	19,212 00	July 1, 1871	.....	27
16 by 7 6, f. f., s. l.	14	110 00	100 00	15,400 00	14,000 00	July 1, 1871	Readjustment temporary.	28
8 6 by 14, f. f. and m. c., s. l.	19	110 00	100 00	11,440 00	10,400 00	July 1, 1871	.....	29
8 by 12, f. f., s. l.	7	100 00	75 00	23,750 00	17,812 50	July 1, 1871	Second daily train to be run.	30

F.—Table showing the readjustment of the rates of pay

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 distance per day.	Miles per hour.
						<i>Miles.</i>	<i>Pounds.</i>	
31	Ala...	6847	.....	Mobile, New Orleans.....	Mobile and Chattanooga...	140	1,166	27
32	Kans...	14211	.....	Kansas City, Olathe, Ottawa.	Leavenworth, Lawrence and Galveston.	32	1,109	22
33	Kans...	14003	.....	Lawrence, Thayer.....	Leavenworth, Lawrence and Galveston.	111.3	1,040	22
34	Ga....	6009	6008	Savannah, Live Oak.....	Atlantic and Gulf.....	180.75	1,018	17½
35	Miss...	7003	7003	Vicksburg, Jackson.....	Vicksburg and Meridian.....	43.50	964	16
36	Ark...	7501	7501	Memphis, Argenta.....	Memphis and Little Rock.....	134	928	16
37	Ga....	6012	6011	Macon, Atlanta.....	Macon and Western.....	103	914	18½
38	Va....	4405	4406	Richmond, White Sulphur Springs.	Chesapeake and Ohio.....	227.50	781	18
39	S. C....	5605	5606	Charleston, Savannah....	Savannah and Charleston..	104	738	17½
40	Kans...	14143	.....	North Topeka, Emporia...	Atchison, Topeka and Santa Fe.	62.3	673	17½
41	Ill....	11418-19	11416	Bloomington, Godfrey....	Chicago and Alton.....	152	525	23
42	N. C....	5004	5004	Goldsborough, Greensborough.	Richmond and Danville, (lessees North Carolina.)	130	659	20
43	Miss...	7002	7002	Memphis, Grenada.....	Mississippi and Tennessee.	101.7	622	18
44	Tex....	8595	8506	Longview, Shreveport....	Southern Pacific.....	66.6	616	16
45	Ga....	6011	6010	Macon, Columbus.....	Southwestern.....	100	659	19
46	S. C....	5602	5605	Branchville, Charleston..	South Carolina.....	62	543	20
47	Ga....	6016	6015	Fort Valley, Eufula....	Southwestern.....	115½	445	16
48	Ala....	6606	6607	Opelika, Columbus.....	Western, of Alabama.....	28	417	15
49	Mich...	12847	.....	Negaunee, Marquette....	Marquette and Ontonagon.	14	416	20
50	Ill....	11422	.....	East St. Louis, Marissa...	St. Louis, Alton and Terre Haute.	38	411	....
51	Ga....	6006	6006	Union Point, Athens.....	Georgia.....	41	408	15
52	La....	8107	8005	Vicksburg, Monroe.....	North Louisiana and Texas	75.50	375	15
53	Ill....	11890-92	11429	Sterling, Alton Junction.	Rockford, Rock Island and St. Louis.	270.8	371	20
54	Mich...	12510	.....	Jackson, Wenona.....	Jackson, Lansing and Saginaw.	114.1	366	....
55	Fla....	6403-4	6402	Jacksonville, Quincy....	Jacksonville, Pensacola and Mobile.	196.75	305	20
56	Pa....	1808	.....	Chester, Port Deposit....	Philadelphia and Baltimore Central.	59.25	264	20
57	Pa....	1864	.....	Mansfield, Cannonsburgh	Pittsburgh, Cincinnati and St. Louis.	14	356	20
58	Va....	4404	4405	Manassas, Harrisonburgh	Orange, Alexandria and Manassas.	111	330	18
59	S. C....	5602	5605	Kingsville, Columbia....	South Carolina.....	27	309	20
60	N. C....	5005	5005	Goldsborough, Morehead City.	Atlantic and North Carolina.	95	282	20
61	Iowa...	11010	.....	Waterloo, Mona.....	Illinois Central, (Iowa division.)	80	269	15
62	Ga....	6152	.....	Macon, Hawkinsville, Brunswick.	Macon and Brunswick.....	198	245	20
63	Ala....	6846	.....	Montgomery, Calera.....	South and North Alabama.	63.55	239	20
64	Tenn...	10009	10008	Nashville, Hopkinsville..	Edgefield and Kentucky...	73	232	19
65	Me....	201	.....	Belfast, Burnham Village	Maine Central, (lessees Belfast and Moosehead Lake.)	34.19	217	20
66	Minn...	13501	.....	La Crosse, Winnebago City.	Southern Minnesota.....	170.50	216	20
67	Kans...	14006	.....	Junction City, Chetopa...	Missouri, Kansas and Texas	180	208	18
68	Ala....	6815	6602	Montgomery, Selma.....	Western, of Alabama.....	50	194	22
69	W. Va...	4253	4101	Harper's Ferry, Strasb'gh.	Baltimore and Ohio.....	51½	192	21

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 or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
16 by 7 6, f. f., s. l.	14	100 00				Jan. 1, 1871	New	31
Half car, f. f., s. l.	6	100 00				Jan. 16, 1871	New; distance counted from Olathe.	32
Half car, f. f., s. l.	6	100 00				Dec. 19, 1870	New, as here stated.	33
9 4 by 16 9, f. f., s. l.	7	100 00	75 00	18,075 00	13,556 25	July 1, 1871	Weight in Mar., 1871.	34
6 6 by 9 6, f. f., s. l.	13	100 00	125 00	4,550 00	5,687 50	July 1, 1871	Main route; branch \$50.	35
10 by 10, f. f., s. l.	7	100 00				July 1, 1871	Part; residue \$75.	36
10 8 by 6 3, 7 6 by 6, f. f., s. l.	14	100 00	75 00	10,300 00	7,725 00	July 1, 1871	New route, as here stated.	37
20 by 6 11, f. f., s. l.	6	100 00	50 00	22,750 00	15,200 00	July 1, 1871	76½ miles formerly at \$100.	38
9 7 by 6 6, f. f., s. l.	7	100 00	75 00	10,400 00	7,800 00	July 1, 1871	More car room to be furnished.	39
11 11 by 7 8, f. f., s. l.	12	100 00				Aug. 1, 1870	Ordered January, 1871.	40
r. p. o., s. l.	12	100 00	50 00	15,200 00	9,092 50	July 1, 1870	New.	41
8 by 15, f. f., s. l.	12	82 11	75 00	10,675 00	9,750 00	July 1, 1871	0.9 mile increase. Ordered May, 1871; 614 miles formerly at \$75.	42
12 by 6 10, f. f., s. l.	7	80 00	75 00	8,136 00	7,627 50	July 1, 1871	Part; residue \$125, (17.) Co. to provide r. p. o. cars if required.	43
8 by 8, f. f., s. l.	7	80 00	75 00	5,328 00	4,995 00	July 1, 1871		44
6 by 11, f. f., s. l.	13	75 00	50 00	7,500 00	5,000 00	July 1, 1871		45
8 by 10, f. f., s. l.	7	75 00	100 00	4,650 00	6,200 00	July 1, 1871	Branch; main route \$125, (22.)	46
6 by 12, 6 by 14, f. f., s. l.	13	75 00	50 00	8,675 00	5,783 00	July 1, 1871	Main route; branches \$40, (87.) and \$50.	47
6 5 by 12, f. f., s. l.	6	75 00	50 00	2,100 00	1,400 00	July 1, 1871		48
b. c. No r. a.	6	75 00				July 1, 1870	Ordered Nov'ber, 1870.	49
r. a. in b. c.	6	75 00				Sept. 25, 1870	New. From May 1 to Nov. 15 in each year.	50
12 6 by 7, f. f., s. l.	6	75 00	50 00	3,075 00	2,050 00	July 1, 1871	Ordered Nov'ber, 1870.	51
6 6 by 10 6, f. f., s. l.	6	75 00				Aug. 15, 1870	New. Apartment to be provided.	52
10 6 by 7 6, f. f., s. l.	13½*	75 00				Dec. 16, 1870	New route. Adjustm't ordered Aug., 1871.	53
17 by 8 8, 13 by 6 8, f. f. (See trips.)	8½*	75 00	50 00	8,557 50	5,705 00	July 1, 1871	New. Ordered Aug., 1871.	54
10 by 7, 12 by 8, f. f., s. l.	6	75 00	100 00	14,756 25	19,562 50	July 1, 1871	Weight in May, 1871.	55
½ car, d. l.	12	75 00	50 00	4,443 75	2,962 50	Oct. 1, 1870	4½ miles formerly at \$75. Main route; branch \$30, (95.)	56
6 by 4. No r. a.	6	60 00				Jan. 16, 1871	Ordered Nov'ber, 1870.	57
10 by 8 6, f. f., s. l.	6	60 00	50 00	6,660 00	5,550 00	July 1, 1871	New.	58
8 by 10, f. f., s. l.	7	60 00	50 00	1,620 00	1,350 00	July 1, 1871	Branch; main route \$125, (22.)	59
7 by 10, f. f., s. l.	6	55 00	50 00	5,225 00	4,750 00	July 1, 1871		60
18 by 9 6, f. f., s. l.	6	50 00				July 1, 1870	Ordered November, '70.	61
10 by 7, f. f., s. l.	7	50 00				Dec. 15, 1870	New.	62
Apartment in b. c., s. l.	7	50 00				Jan. 1, 1871	New	63
13 by 7, f. f., s. l.	8*	50 00	30 00	3,650 00	2,160 00	July 1, 1870	Ordered Feb., 1871.	64
7 by 12, f. f., s. l.	12	50 00				Jan. 1, 1871	1 mile increase.	65
10 by 12, f. f., s. l.	6	50 00				Jan. 16, 1871	New	66
8 by 14, f. f., s. l.	6	50 00				July 1, 1870	New, as here stated	67
No route agent.	6	50 00				July 1, 1871	Ordered December, '70.	68
7 6 by 12, f. f., s. l.	6	50 00	100 00	2,581 25	5,162 50	July 1, 1871	New.	69

REPORT OF THE POSTMASTER GENERAL.

F.—Table showing the readjustment of the rates of pay

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 distance per day.	Miles per hour.
70	Minn.	13502		Ramsey, Wells	Southern Minnesota	<i>Miles.</i> 42	<i>Pounds.</i> 173	14
71	Pa.	1862		Freeport, Butler	Pennsylvania	21.4	156	13
72	Ga.	6014	6013	Milledgeville, Gordon	Central, and Banking	18.25	138	15
73	Tenn.	10137		Tallahoma, McMinnville	McMinnville and Manchester.	35	138	12½
74	N. C.	5196	5007	Charlotte, Cherryville	Wilmington, Charlotte and Rutherford, Western division.	45.50	136	12
75	Mich.	12518		Fort Wayne, Paris	Grand Rapids and Indiana.	202.6	135	20
76	Mich.	12517		Lansing, Greenville	Ionia and Lansing	57.8	118	30
77	Mich.	12520		Lansing, Climax Prairie	Peninsular	57.12	117	25
78	S. C.	5602	5605	Kingsville, Camden	South Carolina	37.50	116	20
79	Fla.	6479	6405	Tocoi, St. Augustine	St. John's	15.69	104	8
80	Ill.	11434		Wash'ton, Lacon, Dwight	Chicago and Alton	70.81	95	23
81	Ill.	11432		Burlington, Quincy	Chicago, Burlington and Quincy.	71.85	87	25
82	Mich.	12849		Negaunee, Champion	Marquette and Ontonagon.	18	77	20
83	S. C.	5608	5609	Chester C. H., Yorkville	King's Mountain	23.50	182	15
84	Pa.	1860		Greenville, Irishtown	Shenango and Allegheny	23.50	94	15
85	Pa.	1865		Perkiomen Junction, Schwenk's Store.	Philadelphia and Reading.	11	81	26
86	Pa.	1863		Wilmington, Birdsboro'gh	Wilmington and Reading	63.6	81	20
87	Ga.	6016	6015	Cuthbert, Fort Gaines	Southwestern	24	77	16
88	Pa.	1866		Pottstown, Colebrookdale	Philadelphia and Reading.	13.75	58	13
89	Pa.	1870		Schuylkill Haven, Glen Carbon.	do	13	57	...
90	Ind.	12020		Richmond, Winchester	Cincinnati, Richmond and Fort Wayne.	24.3	51	...
91	Pa.	1868		Lebanon, Pine Grove	Philadelphia and Reading.	24	36	...
92	Ill.	11891	11430	Sagetown, Keithsburg	Rockford, Rock Island and St. Louis.	18	47	20
93	La.	8081	8004	Clinton, Port Hudson	Clinton and Port Hudson	21	29	5
94	Tenn.	10014		Tracy City, Cowan	Tennessee Coal and Railroad.	23	28	...
9	Fla.	6404	6403	Tallahassee, St. Mark's	Jacksonville, Pensacola and Mobile.	21.75	8	20

Excess of present over former amount of annual pay, by readjustment

pr 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 adjustment or readjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
10 by 12, f. f., s. l.	6	50 00				July 1, 1870	Ordered October, 1870. New.	70
5 by 8, fixtures, d. l.	12	50 00				Mar. 1, 1871	New	71
9 2 by 7 9, f. f. No r. a.	6	50 00	75 00	912 50	1,368 75	July 1, 1871	.....	72
No route agent	6	50 00				July 1, 1870	Ordered November, '70. New.	73
½ car. f. f., s. l.	6	50 00	30 00	2,275 00	1,350 00	July 1, 1871	3 trips formerly. ½ mile increase.	74
½ car. f. f., s. l.	7½*	50 00				Jan. 1, 1871	New	75
6 by 9, f. f., s. l.	7	50 00	30 00	2,890 00	1,734 00	Jan. 1, 1871	Offered	76
9 6 by 10 6, f. f., s. l.	10½*	50 00				Jan. 14, 1871	New	77
8 by 10, f. f., s. l.	7	50 00	30 00	1,875 00	1,125 00	July 1, 1871	Branch; main route \$125, (22.)	78
No route agent	6	50 00				Feb. 1, 1871	New. Renewed from July 1, 1871.	79
b. c. No r. a.	12	50 00				April 1, 1871	New, as here stated ..	80
15 by 8 6, f. f. c., s. l.	6	50 00				April 1, 1871	New	81
b. c. No r. a.	6	50 00				July 1, 1870	Ordered November, '70. New. From May 1 to November 15 in each year.	82
8 by 12. No r. a.	4	40 00	30 00	940 00	705 00	July 1, 1871	.....	83
r. a. in b. c.	6	40 00				July 1, 1870	Ordered January, '71. New.	84
b. c. No r. a.	9*	40 00				Jan. 16, 1871	New	85
6 6 by 10 6, f. f., s. l.	6	40 00				Jan. 1, 1871	.....	86
Small room, locked. No r. a.	7	40 00	50 00	960 00	1,200 00	July 1, 1871	Branch; main route \$75, (47.)	87
No route agent	6	40 00				Feb. 1, 1871	.....	88
No apartment or r. a.	12	40 00				April 1, 1871	New	89
b. c. No r. a.	6	40 00				Oct. 1, 1870	New. Ordered June, 1871.	90
6 4 by 4 6, f. f., s. l.	6	40 00				Mar. 1, 1871	New	91
No route agent	6	30 00				Dec. 20, 1869	New. Ordered August, 1871.	92
.....	3	30 00	57 14	630 00	1,200 00	July 1, 1871	.....	93
No route agent	6	30 00				Jan. 1, 1871	New	94
.....	3	30 00	50 00	652 50	1,037 50	July 1, 1871	Branch; main route \$75, (55.)	95
				892,468 37	687,019 50			
				687,019 50	.....		
				205,448 87	.....		

JOHN L. ROUTT,
Second Assistant Postmaster General.

Index to table F.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Atchison, Topeka and Santa Fe.	40	14143	.....	Nashville and Chattanooga.	15	10304	10004
Atlanta and West Point.....	24	6003	6003	New Orleans, Mobile and Chattanooga.	28	6847	6613
Atlantic and Gulf.....	34	6009	6008	North Carolina. (See Richmond and Danville.)			
Atlantic and North Carolina.	60	5005	5005	Northeastern.....	23	5604	5607
Atlantic, Mississippi and Ohio.	5	4414	4414	North Louisiana and Texas.	52	8107	8005
Baltimore and Ohio.....	29	4269	4102	Orange, Alexandria and Manassas.	4	4401	4403
Do.....	69	4253	4101	Do.....	58	4404	4405
Belfast and Moosehead Lake. (See Maine Central.)				Peninsular.....	77	12520	
California Pacific.....	16	14873	14706	Pensylvania.....	71	1862	
Central and Banking.....	20	6004	6004	Petersburgh.....	12	4412	4410
Do.....	27	6010	6000	Philadelphia and Baltimore Central.	56	1808	
Do.....	72	6014	6013	Philadelphia and Reading..	85	1865	
Charlotte, Columbia and Augusta.	19	5606	5601	Do.....	88	1866	
Do.....	21	5712	5603	Do.....	89	1870	
Chesapeake and Ohio.....	38	4405	4406	Do.....	91	1868	
Chicago and Alton.....	10	11406		Pittsburgh, Cincinnati and St. Louis.	13	9012	
Do.....	41	11418-19	11416	Do.....	14	9034	
Do.....	80	11424		Do.....	57	1864	
Chicago, Burlington and Quincy.	81	11432		Richmond and Danville.....	18	4406	4407
Cincinnati, Richmond and Fort Wayne.	90	12020		Do, (Jessees North Carolina.)	17	5004	5004
Clinton and Port Hudson.....	93	8081	8004	Do, (Jessees North Carolina.)	42	5004	5004
East Tennessee, Virginia and Georgia.	6	10001		Richmond and Petersburg.	11	4407	4409
Do.....	7	10032		Richmond, Fredericksburgh and Potomac.	9	4402	4401
Edgefield and Kentucky.....	64	10009	10008	Rockford, Rock Island and St. Louis.	53	11890-92	11429
Erie.....	1	1001		Do.....	92	11891	11430
Georgia.....	51	6006	6006	St. Johns.....	79	6479	6405
Grand Rapids and Indiana.....	75	12518		St. Louis, Alton and Terre Haute.	50	11422	
Illinois Central, Iowa division.	61	11010		Savannah and Charleston.....	39	5605	5606
Indianapolis and St. Louis.....	8	11422	11419	Selma, Rome and Dalton.....	30	6609	6610
Do.....	26	12024		Shenango and Allegheny.....	84	1860	
Ionia and Lansing.....	76	12517		South and North Alabama.....	63	6846	
Jackson, Lansing and Saginaw.	54	12510		South Carolina.....	22	5602	5605
Jacksonville, Pensacola and Mobile.....	55	{ 6403 } { 6404 }	{ 6402 }	Do.....	46	5602	5605
Do.....	95	6404		Do.....	59	5602	5605
King's Mountain.....	83	5608	5609	Do.....	78	5602	5605
Lake Shore and Michigan Southern.	2	9004		Southern Minnesota.....	66	13501	
Do.....	3	9021		Do.....	70	13502	
Leavenworth, Lawrence and Galveston.	32	14211		Southern Pacific.....	44	8595	8506
Do.....	33	14003		Southwestern.....	45	6011	6010
McMinnville and Manchester.	73	10137		Do.....	47	6016	6015
Macon and Brunswick.....	62	6152		Do.....	87	6016	6015
Macon and Western.....	37	6012	6011	Tennessee Coal and Railroad.	94	10014	
Maine Central, (Jessees Belfast and Moosehead Lake.)	65	201		Vicksburgh and Meridian.....	35	7003	7003
Marquette and Ontonagan.....	49	12847		Western, of Alabama.....	25	6601	6601
Do.....	82	12849		Do.....	48	6606	6607
Memphis and Little Rock.....	36	7501	7501	Do.....	68	6815	6602
Mississippi and Tennessee.....	43	7002	7002	Wilmington and Reading.....	86	1863	
Missouri, Kansas and Texas.	67	14006		Wilmington, Charlotte and Rutherford, Western division.	74	5196	5007
Mobile and Chattanooga.....	31	6847					

G.--Statement of the number, description, and cost of mail bags purchased by contract and put into service during the fiscal year ended June 30, 1871.

Number.	Description.	Sizes.	Prices.	Cost.	Aggregate cost.
400	Leather mail pouches	No. 1	\$9 50	\$3,800 00	
1,400	do do do	2	8 50	11,900 00	
1,700	do do do	3	7 50	12,750 00	
1,400	do do do	4	6 50	9,100 00	
800	do do do	5	5 25	4,200 00	
5,700	.....				\$41,750 00
300	Leather horse mail bags	No. 1	7 75	2,325 00	
200	do do do	2	6 75	1,350 00	
200	do do do	3	6 25	1,250 00	
700	.....				4,925 00
40,000	Jute canvas mail sacks	No. 1	60	27,600 00	
10,000	do do do	2	53	5,300 00	
4,000	do do do	3	16	640 00	
54,000	.....				33,540 00
	Cost of 300 mail catchers, at \$15			5,500 00	
	Cost of 600 sockets for same, at 50 cents			300 00	5,800 00
60,400	Total				86,015 00

Number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1871.

20,000 new brass locks, at 74 cents each	\$14,800 00
3,000 new brass keys, at 13 cents each	390 00
80,000 new iron locks, at 58 cents each	46,400 00
60,000 new iron keys, at 11 cents each	6,600 00
2,000 old iron keys, at 20 cents each	400 00
2,540 old iron locks repaired, at 20 cents each	508 00
3,654 old iron locks repaired, at 10 cents each	365 40
Total	69,463 40

JOHN L. ROUTT,
Second Assistant Postmaster General.

H.—Railway post offices, June 30, 1871.

Terminal points.	Miles of route.	Miles of service.	Service each way.	No. of clerks—		
				\$1,400.	\$1,200.	\$1,000.
Atlanta, Ga., to Chattanooga, Tenn.	140	280	Daily	3	3	
Albany, N. Y., to Buffalo, N. Y.	298	1,192	Twice daily	9	8	6
Atlanta, Ga., to Augusta, Ga.	171	342	Daily		4	
Boston, Mass., to St. Albans, Vt.	290	581	Daily	4	4	
Boston, Mass., to Portland, Me.	111	444	Twice daily	4	4	
Boston, Mass., to Albany, N. Y.	200	800	Twice daily	6	9	
Boston, Mass., to Wellfleet, Mass.	122	244	Daily		5	
Boston, Mass., to South Berwick, Me.	74	148	Daily		3	
Boston, Mass., to Fitchburgh, Mass.	50	100	Daily			1
Bloomington, Ill., to Centralia, Ill.	136	272	Daily	3	3	
Bloomington, Ill., to St. Louis, Mo.	181	360	Daily	3	3	
Bristol, Tenn., to Chattanooga, Tenn.	242	484	Daily	4	4	
Burlington, Iowa., to Council Bluffs, Iowa.	291	582	Daily	5	5	
Chicago, Ill., to Green Bay, Wis.	242	484	Daily	4	7	
Chicago, Ill., to Quincy, Ill.	263	526	Daily	5	8	
Chicago, Ill., to Danleith, Ill.	188	376	Daily	4	4	
Chicago, Ill., to Iowa City, Iowa	237	474	Daily	7	6	
Chicago, Ill., to Clinton, Iowa	138	276	Daily	4	4	
Chicago, Ill., to Centralia, Ill.	258	516	Daily	4	6	
Chicago, Ill., to St. Louis, Mo.	280	560	Daily	4	5	
Chicago, Ill., to Toledo, Ohio.	243	972	Twice daily	9	7	5
Centralia, Ill., to Cairo, Ill.	112	224	Daily	3	2	
Columbus, Ky., (by river) to Cairo, Ill.	21	168	4 times daily	1		
Clinton, Iowa, to Council Bluffs, Iowa	350	700	Daily	3	3	
Cincinnati, Ohio, to St. Louis, Mo.	340	680	Daily	6	6	
Cleveland, Ohio, to Indianapolis, Ind.	283½	565	Daily	5	4	
Dubuque, Iowa, to Fort Dodge, Iowa	214	428	Daily	3	2	
Davenport, Iowa, to Council Bluffs, Iowa	307	614	Daily	4	4	
Detroit, Mich., to Chicago, Ill.	284	568	Daily	4	5	
Freeport, Ill., to Bloomington, Ill.	139	278	Daily	3	2	
Hornellsville, N. Y., to Dunkirk, N. Y.	128	256	Daily	*		
Indianapolis, Ind., to St. Louis, Mo.	261	522	Daily	4	4	
Kansas City, Mo., to Council Bluffs, Iowa	200	400	Daily	4	5	
Louisville, Ky., to Nashville, Tenn.	185	370	Daily	3	3	
Lafayette, Ind., to Quincy, Ill.	273	546	Daily	4	4	
Memphis, Tenn., to Chattanooga, Tenn.	310	620	Daily	5	6	
New York, N. Y., to Boston, Mass.	234	936	Twice daily	8	8	11
New York, N. Y., to Washington, D. C.	232	928	Twice daily	9	16	4
New York, N. Y., to Buffalo, N. Y.	422	1,688	Twice daily	11	11	7
New York, N. Y., to Albany, N. Y.	144	576	Twice daily	4	5	4
Omaha, Nebr., to Ogden, Utah	1,032	2,064	Daily	15	20	
Philadelphia, Pa., to Pittsburgh, Pa.	358	716	Daily	5	5	5
Peoria, Ill., to Burlington, Iowa	96	192	Daily	1	2	
Quincy, Ill., to St. Joseph, Mo.	206	412	Daily	4	5	
Rochester, N. Y., to Niagara Falls, N. Y.	77	154	Daily		3	
Toledo, Ohio, to Lafayette, Ind.	203	406	Daily	4	4	
Toledo, Ohio, to Buffalo, N. Y.	295	1,180	Twice daily	8	16	
Toledo, Ohio, to Elkhart, Ind.	132	528	Twice daily		3	
Washington, D. C., to Weldon, N. C.	216	864	Twice daily	8	8	

* Included in New York and Buffalo.

NOTE.—In addition to this list, there is one head clerk, at \$1,400 per annum, detailed at San Francisco, California, in charge of route from San Francisco to Ogden.

RECAPITULATION.

Number of lines of railway post offices	49
Aggregate number of miles of the above	11,208
Number of miles actual service performed daily	27,596
Number of miles actual service performed annually	10,072,540
Number of head clerks at \$1,400 per annum.	212
Number of clerks at \$1,200 per annum.	258
Number of assistant clerks at \$1,000 per annum.	43

Making the total number of clerks..... 513
 With annual compensation amounting to \$649,400 00

JOHN L. ROUTT,
 Second Assistant Postmaster General.

THROUGH MAIL TABLES.

1.—Through mails to San Francisco from Washington.

ROUTE.—From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., Pittsburgh, Pa., Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah Ter., Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,250 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	31	5, 444 40	175 38	161 15	20	11	10	.....	7
November, 1870	29	4, 976 20	171 35	166 30	24	5	.....	.....	6
December, 1870	30	5, 286 35	176 13	166 30	20	10	10	.....	8
January, 1871	28	4, 782 12	170 47	166 20	24	4	4	.....	6
February, 1871	27	4, 543 12	168 16	166 15	25	2	2	.....	3
March, 1871	29	4, 850 20	167 15	166 15	28	1	1	.....	3
April, 1871	29	4, 854 10	167 23	166 20	28	1	1	.....	2
May, 1871	31	5, 163 53	166 34	166 20	31	.....	.....	.....	.....
June, 1871	30	5, 039 35	167 59	166 05	28	2	2	.....	2
July, 1871	31	5, 219 25	168 22	166 05	27	4	2	.....	2
August, 1871	31	5, 311 40	171 20	166 10	26	5	5	.....	3
September, 1871	30	5, 047 35	168 15	166 15	28	2	2	.....	2
Whole period	356	60, 519 52	169 59	166 05	309	47	39	.....	46

2.—Through mails to Washington from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., to Washington, D. C.—3,250 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	31	5, 324 30	171 46	166 10	27	4	4	.....	4
November, 1870	30	5, 190 20	173 20	166 10	24	6	5	.....	5
December, 1870	31	5, 345 30	172 26	166 15	24	7	4	.....	4
January, 1871	31	5, 337 30	172 10	166 20	25	6	3	.....	3
February, 1871	28	4, 775 20	170 32	166 15	23	5	.....	.....	.....
March, 1871	31	5, 222 55	168 29	166 45	31	.....	.....	.....	.....
April, 1871	30	5, 087 60	169 36	166 10	27	3	1	.....	1
May, 1871	30	5, 132 45	171 05	166 45	25	5	1	.....	2
June, 1871	29	5, 016 45	172 59	166 50	25	4	1	.....	2
July, 1871	31	5, 290 57	170 58	170 10	30	4	.....	.....	.....
August, 1871	31	5, 266 45	169 53	166 10	27	1	1	.....	1
September, 1871	30	5, 039 40	167 59	166 10	28	2	.....	.....	.....
Whole period	363	62, 039 57	170 54	166 10	316	47	20	.....	22

3.—Through mails to San Francisco from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., (also from New York, via Erie Pa.), Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah Ter., Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,307 miles, (3,370 miles via Erie, Pa.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870	59	10,382	10	175	58	162	00	44	15	13	.....	8
November, 1870	26	4,519	45	173	50	167	15	13	7	.....	.....	10
December, 1870	31	5,670	15	182	54	167	15	16	15	15	.....	8
January, 1871	31	5,545	10	178	52	167	05	17	14	14	.....	8
February, 1871	28	4,850	34	173	14	167	00	22	6	6	.....	5
March, 1871	48	8,288	42	172	40	167	00	45	3	3	.....	3
April, 1871	76	13,045	45	171	39	167	10	74	2	2	.....	1
May, 1871	56	9,436	33	168	30	167	05	56	.....	.....	.....	1
June, 1871	58	9,822	15	169	20	167	05	55	3	2	.....	.....
July, 1871	76	13,067	10	171	56	167	05	74	2	2	.....	2
August, 1871	80	13,939	50	174	14	167	10	72	2	2	.....	3
September, 1871	75	12,844	30	171	15	167	05	75	.....	.....	.....	1
Whole period	644	111,412	39	173	00	162	00	569	75	72	.....	50

4.—Through mails to New York from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—3,307 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870	31	5,315	45	171	28	167	15	25	6	4	.....	4
November, 1870	30	5,158	20	171	56	167	00	24	6	5	.....	5
December, 1870	31	5,318	50	171	34	167	30	23	8	4	.....	4
January, 1871	31	5,334	30	172	04	167	35	22	9	4	.....	4
February, 1871	28	4,749	40	169	37	167	30	22	6	.....	.....	.....
March, 1871	31	5,213	00	168	09	167	00	31	.....	.....	.....	.....
April, 1871	30	5,069	05	168	58	167	30	29	1	1	.....	1
May, 1871	31	5,234	15	168	50	167	30	30	1	1	.....	.....
June, 1871	30	5,040	00	168	00	167	20	30	.....	.....	.....	.....
July, 1871	31	5,217	00	168	17	167	05	28	3	.....	.....	.....
August, 1871	30	5,093	30	169	47	167	10	27	3	1	.....	2
September, 1871	30	5,048	50	168	17	167	20	30	.....	.....	.....	.....
Whole period	364	61,792	45	169	45	167	00	321	43	20	.....	21

5.—Through mails to San Francisco from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., Toledo, Ohio, Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah Ter., Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	37	6, 718 35	181 35	166 00	27	10	7	.....	10
November, 1870	26	4, 624 30	177 51	171 15	19	7	7	.....	11
December, 1870	26	4, 910 40	188 52	171 15	12	14	14	.....	11
January, 1871	25	4, 497 33	179 54	171 05	16	9	9	.....	9
February, 1871	24	4, 232 10	176 20	171 00	21	3	3	.....	5
March, 1871	26	4, 757 47	182 59	181 00	24	2	2	.....	7
April, 1871	26	4, 647 05	178 44	171 05	24	2	2	.....	6
May, 1871	28	4, 964 45	177 18	171 05	21	7	7	.....	7
June, 1871	27	4, 768 20	176 36	171 10	23	4	2	.....	7
July, 1871	25	4, 457 00	178 16	171 10	21	4	3	.....	7
August, 1871	28	5, 081 55	181 29	165 10	24	4	4	.....	8
September, 1871	27	4, 717 40	174 43	171 00	27	.....	.....	.....	4
Whole period	325	58, 378 00	179 37	165 10	259	66	60	.....	92

6.—Through mails to Boston from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston, Mass.—3,449 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	31	5, 491 45	177 09	171 15	15	16	5	1	5
November, 1870	30	5, 359 15	178 38	165 00	12	18	4	.....	9
December, 1870	31	5, 537 30	178 38	171 15	15	16	5	.....	9
January, 1871	31	5, 543 15	178 49	165 00	12	19	4	.....	7
February, 1871	28	4, 911 45	175 25	171 00	17	11	1	.....	6
March, 1871	31	5, 395 00	174 02	171 00	22	9	.....	.....	3
April, 1871	29	5, 056 50	174 22	171 00	20	9	1	.....	4
May, 1871	31	5, 417 45	174 46	171 15	22	9	1	.....	3
June, 1871	30	5, 189 00	172 44	171 00	24	6	.....	.....	.....
July, 1871	30	5, 162 30	172 05	170 30	25	5	.....	1	1
August, 1871	31	5, 382 45	173 38	170 30	23	8	1	.....	2
September, 1871	30	5, 211 00	173 42	170 30	22	8	1	.....	2
Whole period	363	63, 651 20	175 20	165 00	229	134	23	2	51

REPORT OF THE POSTMASTER GENERAL.

7.—Through mails to San Francisco from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Chicago, Ill., Clinton, Iowa, Omaha City, Nebr., Ogden, Utah Ter. Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,702 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	24	3,868 55	161 12	138 00	8	16	16	.....	13
November, 1870	25	3,896 25	155 51	143 15	14	11	11	.....	8
December, 1870	25	3,824 00	152 57	143 15	16	9	9	.....	10
January, 1871	23	3,414 41	148 27	143 05	19	4	4	.....	9
February, 1871	22	3,437 52	156 16	143 00	11	11	11	.....	10
March, 1871	24	3,456 34	144 34	143 00	20	4	4	.....	9
April, 1871	24	3,534 45	147 17	143 05	20	4	4	.....	8
May, 1871	27	3,918 20	145 07	143 05	25	2	2	.....	6
June, 1871	24	3,657 10	152 22	143 05	17	7	7	.....	8
July, 1871	25	3,620 20	145 17	143 05	23	2	2	.....	6
August, 1871	27	3,961 45	146 43	143 10	24	3	3	.....	7
September, 1871	24	3,435 50	143 09	143 00	21	.....	.....	.....	6
Whole period	294	44,026 37	149 45	138 00	221	73	73	.....	100

8.—Through mails to Cincinnati from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Omaha City, Nebr., Clinton, Iowa, and Chicago, Ill., to Cincinnati Ohio—2,702 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	30	4,422 30	147 25	142 30	23	7	5	.....	5
November, 1870	30	4,436 50	147 53	142 30	23	7	6	.....	6
December, 1870	31	4,598 25	145 06	142 30	22	9	4	.....	4
January, 1871	31	4,617 10	148 56	142 35	16	15	6	.....	6
February, 1871	28	4,098 50	146 23	143 00	21	7	1	.....	1
March, 1871	31	4,490 55	144 52	142 20	22	9	.....	.....	1
April, 1871	30	4,353 20	145 06	143 10	21	9	1	.....	2
May, 1861	31	4,714 20	152 04	143 15	10	21	5	.....	5
June, 1871	30	4,546 45	151 33	141 50	15	15	4	.....	3
July, 1871	31	4,631 15	149 23	145 00	24	7	4	.....	4
August, 1871	32	4,784 10	149 30	145 00	26	6	6	.....	3
September, 1871	30	4,486 55	149 33	145 00	24	6	5	.....	4
Whole period	365	54,181 25	148 26	141 50	247	118	47	.....	44

9.—Through mails to San Francisco from Chicago.

ROUTE.—From Chicago, Ill., via Clinton, Iowa, Omaha City, Nebr., Ogden, Utah Ter., Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,406 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	24	3, 123 35	130 08	128 15	22	2	1	.....	7
November, 1870	26	3, 338 00	128 23	128 15	26	.....	.....	.....	4
December, 1870	25	3, 233 00	129 19	128 15	24	1	1	.....	7
January, 1871	23	2, 949 21	128 13	123 05	23	.....	.....	.....	8
February, 1871	28	3, 638 27	129 56	128 00	26	2	2	.....	2
March, 1871	31	4, 021 17	129 43	128 00	29	2	.....	.....	2
April, 1871	30	3, 873 05	129 06	128 05	29	1	1	.....	1
May, 1871	28	3, 617 35	129 12	128 05	27	1	1	.....	4
June, 1871	29	3, 720 00	128 16	128 05	29	.....	.....	.....	1
July, 1871	30	3, 873 25	129 04	128 05	28	2	1	.....	2
August, 1871	29	3, 813 05	131 29	128 10	26	3	3	.....	5
September, 1871	29	3, 716 50	128 10	128 00	29	.....	.....	.....	1
Whole period	332	42, 917 40	129 16	128 00	318	14	12	.....	44

10.—Through mails to Chicago from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Omaha City, Nebr., and Clinton, Iowa, to Chicago, Ill.—2,406 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	31	4, 098 55	132 13	127 35	25	6	5	.....	5
November, 1870	30	3, 941 05	131 22	127 15	26	4	4	.....	4
December, 1870	31	4, 079 40	131 35	129 20	27	4	4	.....	4
January, 1871	30	3, 960 15	132 15	128 20	27	3	3	.....	4
February, 1871	28	3, 608 35	128 52	128 25	28	.....	.....	.....	.....
March, 1871	31	3, 985 05	128 33	128 25	31	.....	.....	.....	.....
April, 1871	30	3, 882 05	129 24	128 20	29	1	1	.....	1
May, 1871	31	3, 975 45	128 15	127 20	31	.....	.....	.....	.....
June, 1871	30	3, 822 10	127 24	127 20	30	.....	.....	.....	.....
July, 1871	29	3, 697 20	127 29	127 20	29	.....	.....	.....	2
August, 1871	33	4, 267 20	129 18	127 20	30	3	1	.....	.....
September, 1871	30	3, 827 15	127 34	127 20	30	.....	.....	.....	.....
Whole period	364	47, 145 30	129 31	127 15	343	21	18	.....	20

REPORT OF THE POSTMASTER GENERAL.

11.—Through mails to San Francisco from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Macon City, Mo., Saint Joseph, Mo., Omaha City, Nebr., (till 16th April, 1871, and afterward from Saint Louis, Mo., via Kansas City, Mo., Denver City, Col.,) Cheyenne, Wyo., Ogden, Utah Ter., Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,354 miles, (2,400 miles via Kansas City.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.*
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1870	27	4, 148 25	153 38	141 30	19	2	2	.....	9
November, 1870	25	3, 938 20	157 32	154 30	22	2	3	.....	5
December, 1870	25	3, 975 15	159 15	154 30	20	5	4	.....	7
January, 1871	24	3, 509 50	146 14	131 05	11	13	13	.....	12
February, 1871	24	3, 150 12	131 11	130 00	23	1	1	.....	4
March, 1871	25	3, 374 30	134 58	130 00	20	5	5	.....	9
April, 1871	24	3, 248 20	135 20	130 05	19	5	5	.....	10
May, 1871	24	3, 223 40	134 19	130 05	21	4	4	.....	10
June, 1871	24	3, 320 15	138 20	130 05	16	8	8	.....	11
July, 1871	20	2, 693 20	134 40	129 45	16	4	4	.....	14
August, 1871	24	3, 380 15	140 50	129 50	15	9	9	.....	11
September, 1871	23	3, 105 55	135 02	129 45	18	5	5	.....	10
Whole period	289	41, 068 17	142 06	129 45	220	70	69	.....	*112

* Including days on which missing and Sundays' dates were due.

12.—Through mails to Saint Louis from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah Ter., Cheyenne, Wyo., Omaha City, Nebr., Saint Joseph, Mo., and Macon City, Mo., (till 16th April, 1871, and afterward, after passing Cheyenne, Wyo., via Denver City, Col., and Kansas City, Mo.,) to Saint Louis, Mo.—2,354 miles, (2,400 miles via Kansas City.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs. Min.	Hrs. Min.	Hrs. Min.					
October, 1870	30	4, 033 00	134 26	128 00	19	11	4	1	10
November, 1870	30	3, 953 30	131 47	128 00	24	6	4	.....	4
December, 1870	30	4, 028 00	134 16	126 00	22	8	4	.....	6
January, 1871	31	4, 234 00	136 34	128 00	18	13	4	.....	7
February, 1871	27	3, 722 30	141 34	134 00	20	7	2	1	5
March, 1871	31	4, 211 00	135 50	134 00	28	3	2	.....	3
April, 1871	30	4, 188 00	139 36	134 00	21	9	5	.....	6
May, 1871	31	4, 295 00	138 33	134 00	23	8	5	.....	7
June, 1871	30	4, 078 30	135 57	131 00	24	6	4	.....	5
July, 1871	29	4, 037 00	139 12	131 30	22	7	6	.....	9
August, 1871	33	4, 489 00	136 01	131 30	27	6	4	.....	3
September, 1871	30	4, 085 00	136 10	132 00	23	7	4	1	6
Whole period	362	49, 354 30	136 20	126 00	271	91	48	3	71

13.—Through mails to New Orleans from Washington.

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

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	29*	2,767 25	95 25	77 05	20	9	7	2	6
November, 1870	30	2,513 45	83 47	77 05	13	17	5	.....	4
December, 1870	31	2,674 40	86 14	77 05	19	12	2	.....	6
January, 1871	30	2,484 40	82 49	77 30	22	8	5	1	6
February, 1871	27	2,180 20	80 45	77 30	23	4	4	.....	4
March, 1871	30	2,470 50	82 21	77 30	25	5	5	1	6
April, 1871	30	2,425 40	80 51	76 45	21	9	4	.....	3
May, 1871	31	2,814 04	90 46	80 00	21	10	9	.....	7
June, 1871	30	2,523 25	84 06	80 15	25	5	5	.....	4
July, 1871	31	2,523 15	84 37	76 50	27	4	1	.....	2
August, 1871	31	2,430 05	78 05	76 45	27	4	2	.....	1
September, 1871	29	2,287 35	78 52	76 45	21	8	1	1	2
Whole period	359	30,095 44	83 49	76 45	264	95	56	5	51

*Via Mobile from 3d to 20th October, inclusive.

14.—Through mails to Washington from New Orleans.

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

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails carried through in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870	30	2,755 10	91 50	73 15	12	18	18	1	11
November, 1870	30	2,705 15	90 10	73 20	12	18	17	1	9
December, 1870	30	2,640 05	88 05	73 10	15	15	15	.....	2
January, 1871	31	2,610 05	84 11	73 15	19	12	12	1	7
February, 1871	25	1,922 00	76 05	73 10	20	5	5	.....	7
March, 1871	32	2,565 35	80 10	73 15	26	6	6	.....	5
April, 1871	29	2,258 40	77 53	72 45	24	5	5	.....	6
May, 1871	30	2,538 10	84 26	72 45	20	10	10	1	6
June, 1871	29	2,354 20	81 11	72 45	19	10	2	.....	4
July, 1871	31	2,331 50	75 13	72 45	29	2	2	.....	2
August, 1871	31	2,393 25	77 12	72 25	22	9	9	.....	2
September, 1871	30	2,287 25	77 11	72 45	26	4	4	.....	4
Whole period	358	29,362 00	82 01	72 25	244	114	106	4	77

REPORT OF THE POSTMASTER GENERAL.

15.—Through mails to New Orleans from New York.

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

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870.....	26*	2,869 54	110 22	85 49	3	23	23	3	8
November, 1870.....	30	2,795 00	93 10	85 49	14	16	6	.....	5
December, 1870.....	31	2,945 24	95 24	85 49	16	15	9	.....	6
January, 1871.....	31	2,883 09	93 09	86 14	21	10	7	.....	6
February, 1871.....	22	2,691 37	96 07	86 14	17	11	11	.....	8
March, 1871.....	30†	2,709 10	90 18	86 14	23	7	5	1	6
April, 1871.....	30	2,696 00	99 52	85 29	23	7	4	.....	3
May, 1871.....	30	2,899 00	96 38	88 44	20	10	7	1	7
June, 1871.....	30	2,785 25	92 50	88 59	25	5	5	.....	4
July, 1871.....	31	2,793 49	90 07	85 34	26	5	1	.....	2
August, 1871.....	31	2,739 34	88 22	85 29	27	4	4	.....	2
September, 1871.....	29	2,550 31	87 56	85 29	21	8	1	1	2
Whole period.....	357	33,358 33	93 09	85 29	236	121	83	6	59

* Eleven of these diverted via Western route.

† One of these diverted via Western route.

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., Humboldt, Tenn., Grand Junction, Tenn., and Canton, Miss., to New Orleans, La.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		<i>Hrs. Min.</i>	<i>Hrs. Min.</i>	<i>Hrs. Min.</i>					
October, 1870.....	30	2,722 44	90 44	81 40	9	21	8	1	4
November, 1870.....	28	2,551 40	91 07	80 30	7	21	11	.....	4
December, 1870.....	31	2,908 25	93 49	80 30	8	23	12	.....	3
January, 1871.....	30	2,676 50	89 13	80 30	8	22	4	.....	2
February, 1871.....	27	2,419 20	89 36	80 30	10	17	5	.....	3
March, 1871.....	31	2,816 10	90 50	80 30	14	17	5	1	4
April, 1871.....	30	2,599 00	86 38	80 30	14	16	4	.....	3
May, 1871.....	29	2,683 25	92 31	79 30	5	24	16	1	4
June, 1871.....	30	2,689 05	89 38	79 00	15	15	14	.....	5
July, 1871.....	29	2,567 50	88 32	79 00	12	17	12	.....	6
August, 1871.....	32	2,684 00	83 52	77 30	19	13	4	.....	6
September, 1871.....	28	2,546 30	90 56	77 30	6	22	20	1	7
Whole period.....	355	31,864 59	89 45	77 30	127	228	115	4	51

16.—Through mails to New York from New Orleans.

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

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870	29	3,185	10	109	50	86	45	4	25	17	1	13
November, 1870	30	3,043	30	101	27	85	45	12	18	16	...	8
December, 1870	29	2,797	45	96	28	85	45	17	12	10	...	8
January, 1871	30	2,903	35	96	47	85	45	17	13	9	...	6
February, 1871	29	2,686	05	92	37	86	00	21	8	7	...	3
March, 1871	30	2,896	35	96	33	85	00	23	7	4	...	8
April, 1871	29	2,534	35	87	23	85	10	25	4	2	...	1
May, 1871	31	3,044	50	98	13	87	00	21	10	10	...	5
June, 1871	29	2,803	45	99	47	86	10	9	20	13	...	4
July, 1871	31	2,753	20	88	49	85	15	25	6	2	...	2
August, 1871	31	2,885	50	93	05	85	00	22	9	9	...	7
September, 1871	29	2,508	15	86	29	85	10	28	1	1	...	2
Whole period.....	357	34,133	15	95	36	85	00	224	133	103	3	67

WESTERN ROUTE.—From New Orleans, La., via Canton, Miss., Grand Junction, Tenn., Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,608 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870	26	2,350	30	90	24	77	30	11	15	11	...	10
November, 1870	26	2,332	45	89	43	77	15	6	20	12	...	8
December, 1870	24	2,153	05	89	42	77	30	6	18	10	...	9
January, 1871	27	2,468	25	91	25	79	00	9	12	11	...	7
February, 1871	23	2,030	25	88	16	79	10	11	12	11	...	7
March, 1871	26	2,592	55	99	55	79	00	9	17	12	...	13
April, 1871	25	2,172	20	86	53	78	40	11	14	7	...	8
May, 1871	24	2,243	15	93	28	80	15	6	18	16	...	9
June, 1871	24	2,367	10	98	37	83	00	.....	24	18	...	9
July, 1871	27	2,624	55	99	26	95	00	.....	27	27	...	6
August, 1871	26	2,533	10	97	25	94	55	.....	26	26	...	7
September, 1871	26	2,466	35	94	52	77	00	1	25	25	...	5
Whole period.....	304	28,395	30	93	24	77	00	70	234	186	5	98

REPORT OF THE POSTMASTER GENERAL.

17.—Through mails to Memphis from New York.

SOUTHWESTERN ROUTE.—From New York, N. Y., via Washington, D. C., Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Chattanooga, Tenn., and Grand Junction, Tenn., to Memphis, Tenn.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870.....	27	2,236	38	82	50	63	14	3	24	23	2	7
November, 1870.....	30	2,025	25	67	30	62	29	26	4	2	2	2
December, 1870.....	30	2,115	15	70	30	62	29	21	9	7	7	7
January, 1871.....	29	1,896	01	65	22	62	29	25	4	2	1	3
February, 1871.....	29	2,019	01	69	16	62	59	20	9	7	6	6
March, 1871.....	30	2,095	00	69	50	62	59	24	6	5	1	5
April, 1871.....	29	1,926	46	66	26	62	59	25	4	4	3	3
May, 1871.....	32	2,234	13	69	49	62	59	25	7	7	6	6
June, 1871.....	30	1,893	15	63	04	62	59	29	1	.....	.....	.....
July, 1871.....	31	1,971	29	63	35	62	59	29	2	1	.....	1
August, 1871.....	30	1,896	05	63	12	62	59	27	3	.....	.....	1
September, 1871.....	31	1,900	39	64	12	62	59	29	2	1	.....	.....
Whole period.....	358	24,299	47	67	52	62	29	283	75	58	4	41

WESTERN ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Columbus, Ohio, Cincinnati, Ohio, Louisville, Ky., Bowling Green, Ky., and Humboldt, Tenn., to Memphis, Tenn.—1,229 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.					
October, 1870.....	31	1,990	13	64	12	58	15	8	23	1	.....	1
November, 1870.....	29	1,789	10	61	39	58	15	19	10	.....	1	1
December, 1870.....	31	1,894	00	61	05	59	30	22	9	.....	.....	.....
January, 1871.....	31	1,916	15	61	48	59	30	24	7	1	.....	1
February, 1871.....	28	1,741	20	62	11	59	30	21	7	2	.....	1
March, 1871.....	28	1,768	30	63	09	59	30	23	5	2	3	5
April, 1871.....	30	1,822	30	60	45	59	30	25	5	.....	.....	.....
May, 1871.....	31	1,856	10	59	52	57	30	26	5	1	.....	.....
June, 1871.....	30	1,773	10	59	06	57	30	25	5	2	.....	.....
July, 1871.....	31	1,846	40	59	34	57	30	31	.....	.....	.....	.....
August, 1871.....	31	1,833	50	59	09	57	30	31	.....	.....	.....	.....
September, 1871.....	30	1,791	20	59	42	57	30	28	2	.....	.....	.....
Whole period.....	361	22,023	08	61	00	57	30	283	78	9	4	9

18.—Through mails to New York from Memphis.

SOUTHWESTERN ROUTE.—From Memphis, Tenn., via Grand Junction, Tenn., Chattanooga, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,165 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.			
October, 1870	5	625	15	125	03	92	15	5	5	29
November, 1870	24	1,657	05	69	02	67	05	23	1	3
December, 1870	29	2,143	45	73	55	65	55	21	8	4
January, 1871	28	2,142	25	76	30	67	20	19	9	9
February, 1871	28	1,949	00	69	36	67	20	26	2	1
March, 1871	30	2,264	00	75	28	67	00	23	7	6
April, 1871	28	1,905	40	68	32	67	05	27	1	3
May, 1871	30	2,160	55	72	01	66	50	25	5	3
June, 1871	29	2,028	20	69	56	67	10	26	5	4
July, 1871	31	2,136	10	68	54	68	00	25	6	3
August, 1871	28	1,949	00	69	36	68	00	26	2	4
September, 1871	29	1,989	30	68	36	68	00	29	1	1
Whole period	319	22,951	05	71	56	65	55	270	49	70

WESTERN ROUTE.—From Memphis, Tenn., via Humboldt, Tenn., Bowling Green, Ky., Louisville, Ky., Cincinnati, Ohio, Columbus, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,229 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails miscarried.	Days on which no mail arrived.
		Hrs.	Min.	Hrs.	Min.	Hrs.	Min.			
October, 1870	51	3,104	05	60	51	50	15	13	38	3
November, 1870	55	3,421	00	62	12	47	45	7	48	4
December, 1870	57	3,642	40	63	54	55	50	15	42	2
January, 1871	56	3,546	10	63	19	54	20	24	32	2
February, 1871	47	2,894	25	61	35	56	10	19	28	1
March, 1871	60	4,080	10	68	00	56	00	25	35	3
April, 1871	55	3,338	45	60	42	55	25	32	23	1
May, 1871	61	3,644	40	59	45	48	10	32	29	1
June, 1871	73	4,548	10	60	38	47	00	18	57	1
July, 1871	42	2,468	05	58	45	45	30	19	23	8
August, 1871	30	1,698	45	56	37	50	10	18	12	8
September, 1871	30	1,868	35	62	17	50	45	6	24	6
Whole period	619	38,255	30	61	48	45	30	228	391	39

JOHN L. ROUNTT,
Second Assistant Postmaster General

Statements showing operations and results of foreign mail service for the fiscal year ended June 30, 1871.

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.....	\$564,187 59
With the North German Union.....	527,148 18
With France.....	6,473 60
With Belgium.....	14,043 76
With Netherlands.....	18,505 12
With Switzerland.....	29,704 68
With Italy.....	20,994 48
Total postages.....	<u>1,181,057 41</u>

Being \$264,885 19 less than the amount reported for the previous year.

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

To United Kingdom.....	\$293,914 97
To North German Union.....	252,721 96
To France.....	4,735 40
To Belgium.....	6,634 95
To Netherlands.....	9,295 80
To Switzerland.....	14,384 00
To Italy.....	8,742 70
Total.....	<u>593,429 78</u>

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

From United Kingdom.....	\$270,272 62
From North German Union.....	271,426 22
From France.....	1,738 20
From Belgium.....	7,408 81
From Netherlands.....	9,209 32
From Switzerland.....	15,320 68
From Italy.....	12,251 78
Total.....	<u>587,627 63</u>

Postages collected in the United States.....	\$755,724 39
Postages collected in Europe.....	425,333 02
Excess of collections in the United States.....	<u>330,391 37</u>
Number of letters sent from the United States.....	7,415,573
Number of letters received from Europe.....	6,697,987
Total.....	<u>14,113 560</u>

Being an increase of 912,114 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 on mails *received* from the same countries, was as follows:

United Kingdom.....	\$23,642 35
France.....	2,997 20
Netherlands.....	86 48
Total.....	<u>26,726 03</u>

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

North German Union.....	\$15,704 26
Italy.....	3,509 08
Switzerland.....	936 68
Belgium.....	773 86
Total.....	<u>20,923 88</u>

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

Name of line.	NUMBER OF LETTERS.			AMOUNTS OF POSTAGE ON MAILS.		
	Sent.	Received.	Total.	Sent.	Received.	Total.
Williams and Guion line ..	2,597,883	257	2,598,140	\$201,266 79	\$12 32	\$201,279 11
Inman line ..	2,059,733	1,877,500	3,937,242	168,743 69	163,649 92	332,393 61
Hamburg line ..	848,222	328,664	1,176,886	70,730 50	28,900 32	99,630 82
Cunard line ..	942,017	3,683,444	4,625,461	78,227 88	320,494 79	398,722 67
North German Lloyd line ..	660,292	791,248	1,451,540	54,489 03	72,958 52	127,447 55
Canadian line ..	252,674	1,927	254,601	15,673 69	114 96	15,788 65
French line ..	40,349	14,968	55,317	4,034 90	1,496 80	5,531 70
W. H. Webb's line ..	2,633	.....	2,633	263 30	.....	263 30
Totals	7,403,803	6,698,017	14,101,820	593,429 78	587,627 63	1,181,057 41
Increase over 1870	304,066	596,308	900,374	.....	.....	.....
Decrease from 1870 .....	.....	.....	.....	146,490 18	118,395 01	264,885 19

Payments to ocean mail steamship lines performing service on basis of postage earnings during fiscal year ended June 30, 1871.

Name of line.	Amount of compensation.
North German Lloyd	\$15,676 32
Hamburg American Packet Company	20,415 69
Inman Line	49,537 35
Cunard Line	22,178 81
Liverpool and Great Western Steam Company	60,805 38
Canadian Line	5,524 84
For steamship service to West Indies, Mexico, Honduras, &c	76,857 32
	250,995 71

Weight of correspondence exchanged during the fiscal year ended June 30, 1871, between the United States and countries of Europe with which the United States have postal conventions.

Countries.	LETTERS.			PRINTED MATTER AND SAMPLES.			Total of letters, printed matter, and samples exchanged.
	From the United States.	To the United States.	Total.	From the United States.	To the United States.	Total.	
	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>	<i>Pounds. ozs.</i>
United Kingdom of Great Britain and Ireland	92,784 1	81,634 15	174,419	331,357 9	488,597 8	819,955 1	994,374 1
Germany	54,988 9	37,505 14 $\frac{3}{4}$	92,494 7 $\frac{3}{4}$	118,606 11	43,064 10	161,671 5	254,165 13 $\frac{3}{4}$
Belgium	1,323 12 $\frac{1}{2}$	1,353 12 $\frac{1}{2}$	2,677 8 $\frac{1}{2}$	3,726	4,414 2	8,140 2	10,817 10 $\frac{1}{2}$
Netherlands	2,088 10 $\frac{1}{2}$	1,599 9 $\frac{1}{2}$	3,688 4 $\frac{1}{2}$	2,745 2 $\frac{1}{2}$	1,956 11	4,701 13 $\frac{1}{2}$	8,390 1 $\frac{1}{2}$
Switzerland	2,826 10 $\frac{1}{2}$	2,414 8	5,241 2 $\frac{1}{2}$	9,449 10 $\frac{1}{2}$	4,177 6	13,627 $\frac{1}{4}$	18,868 2 $\frac{1}{4}$
Italy	1,589 1 $\frac{1}{2}$	1,795 10 $\frac{1}{2}$	3,384 12	6,105 8	2,860 2	8,965 10	12,359 6
Totals	155,600 12 $\frac{3}{4}$	126,304 5 $\frac{1}{4}$	281,905 2 $\frac{3}{4}$	471,990 8 $\frac{1}{2}$	545,070 7	1,017,060 15 $\frac{1}{4}$	1,298,966 2 $\frac{3}{4}$

Number of letters and newspapers, and amounts of United States postage, (so far as reported,) on mails exchanged with Canada, the West India Islands, Panama, and South Pacific, Mexico, Belize, Brazil, Sandwich Islands, New Zealand, and Australia, Japan, and China, and Nova Scotia, Newfoundland, and Bermuda.

Countries.	Number of letters.	Number of newspapers.	United States postages.
Canada	4, 857, 075	1, 132, 800	\$381, 434 46
West Indies, &c	722, 640	302, 220	83, 673 41
Panama and South Pacific	190, 852	132, 820	26, 797 30
Mexico	40, 675	67, 694	4, 270 50
Belize	4, 813	Not stated.	571 10
Brazil	98, 487	103, 751	13, 276 59
Sandwich Islands, New Zealand, and Australia	102, 159	184, 815	14, 120 03
Japan and China	127, 895	167, 355	19, 596 90
Nova Scotia, Newfoundland, and Bermuda	49, 582	20, 738	10, 468 62
Totals	6, 194, 178	2, 112, 193	554, 208 91

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the Pacific Mail Steamship Company, under contract, between San Francisco, Japan, and China, during the fiscal year ended June 30, 1871.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	No. of letters.	U. S. postages thereon.	No. of newspapers, &c.	U. S. postages thereon.	Date.	No. of letters.	U. S. postages thereon.	No. of newspapers, &c.	U. S. postages thereon.
July 1, 1870	4, 336	\$585 80	7, 391	\$147 82	July 13, 1870	6, 129	\$966 55	4, 686	\$65 86
Aug. 1, 1870	5, 018	622 30	8, 155	165 30	Aug. 12, 1870	7, 403	1, 310 29	8, 104	125 12
Sept. 1, 1870	4, 569	558 90	8, 196	173 16	Sept. 12, 1870	7, 370	1, 310 40	6, 356	90 64
Oct. 1, 1870	4, 903	593 60	6, 650	135 08	Oct. 16, 1870	7, 290	1, 120 46	4, 451	59 42
Nov. 1, 1870	4, 031	578 70	8, 124	163 98	Nov. 17, 1870	8, 137	1, 148 39	4, 830	65 40
Dec. 1, 1870	5, 365	679 10	9, 622	195 80	Dec. 20, 1870	7, 592	1, 032 09	2, 928	64 68
Dec. 31, 1870	3, 806	461 40	9, 381	196 68	Jan. 17, 1871	4, 702	396 70	6, 280	87 86
Feb. 1, 1871	5, 484	666 40	11, 866	240 20	Feb. 16, 1871	4, 955	547 20	5, 829	86 80
Mar. 1, 1871	4, 919	611 50	9, 122	184 42	Mar. 18, 1871	4, 666	433 20	3, 435	39 88
April 1, 1871	5, 014	608 60	11, 325	229 58	April 15, 1871	4, 382	418 70	2, 871	24 40
May 1, 1871	4, 494	551 00	9, 456	190 56	May 13, 1871	4, 642	457 70	3, 491	40 62
June 1, 1871	4, 514	562 20	11, 194	226 00	June 12, 1871	4, 174	344 20	3, 612	26 26
Total ..	56, 453	7, 085 50	110, 482	2, 248 58	Total ...	71, 442	9, 485 88	56, 873	776 94

RECAPITULATION.

	No. of letters.	U. S. postages thereon.	No. of newspapers, &c.	U. S. postages thereon.
Mails outward	56, 453	\$7, 085 50	110, 482	\$2, 248 58
Mails inward	71, 442	9, 485 88	56, 873	776 94
Total	127, 895	16, 571 38	167, 355	3, 025 52

Total United States postage on letters \$16, 571 38
 Total United States postage on newspapers, &c. 3, 025 52

Total United States postage 19, 596 90

REPORT OF THE POSTMASTER GENERAL.

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by the steamers of the California, Oregon, and Mexican Steamship Company, under contract, between San Francisco and Honolulu, Australia, and New Zealand, during the fiscal year ended June 30, 1871.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	Number of letters.	United States postage thereon.	Number of newspapers, &c.	United States postage thereon.	Date.	Number of letters.	United States postage thereon.	Number of newspapers, &c.	United States postage thereon.
July 10, 1870	2,579	\$304 56	5,668	\$122 76	July 4, 1870	3,326	\$457 36	1,755	\$35 09
Aug. 11, 1870	4,069	459 92	6,851	153 60	Aug. 4, 1870	3,117	327 98	2,665	53 30
Sept. 12, 1870	3,582	383 18	7,404	151 68	Sept. 6, 1870	2,728	341 00	1,713	38 56
Oct. 12, 1870	4,288	472 60	11,031	240 30	Oct. 7, 1870	3,448	193 10	2,348	46 96
Nov. 15, 1870	3,791	413 10	14,120	298 30	Nov. 5, 1870	3,426	195 90	2,314	47 06
Dec. 15, 1870	3,820	404 34	15,194	314 81	Dec. 10, 1870	4,187	421 64	2,323	46 46
Jan. 15, 1871	3,769	466 98	12,000	247 81	Jan. 8, 1871	3,313	358 36	2,125	42 50
Feb. 16, 1871	5,556	653 42	17,501	360 62	Feb. 7, 1871	3,925	500 94	2,990	69 80
Mar. 18, 1871	5,275	537 48	13,091	273 28	Mar. 12, 1871	4,236	454 36	2,179	44 58
April 17, 1871	1,309	118 82	2,264	48 50	April 13, 1871	4,837	365 95	2,834	56 68
May 24, 1871	2,008	260 12	6,941	141 68	May 12, 1871	3,890	240 32	2,180	43 98
June 23, 1871	2,176	250 96	1,257	25 14	June 22, 1871	2,271	88 50	650	8 60
	42,222	4,665 48	113,322	2,378 48		42,704	3,945 41	26,276	533 57

RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward	42,222	\$4,665 48	113,322	\$2,378 48
Mails inward	42,704	3,945 41	26,276	533 57
Total	84,926	8,610 89	139,598	2,912 05

Total United States postage on letters..... \$8,610 89

Total United States postage on newspapers, &c..... 2,912 05

Total United States postage 11,522 94

Statement of the number of letters, newspapers, &c., and the amount of United States postage thereon, conveyed by occasional steamers, between San Francisco and Honolulu, &c., during the fiscal year ended June 30, 1871.

MAILS OUTWARD FROM SAN FRANCISCO.					MAILS INWARD AT SAN FRANCISCO.				
Date.	Number of letters.	United States postage thereon.	Number of newspapers, &c.	United States postage thereon.	Date.	Number of letters.	United States postage thereon.	Number of newspapers, &c.	United States postage thereon.
July 2, 1870	748	\$66 39	1,845	\$38 71	Sept. 3, 1870	235	\$20 24	407	\$8 14
Aug. 29, 1870	614	46 84	885	18 00	Sept. 4, 1870	414	51 76	546	10 92
Sept. 4, 1870	112	8 28	103	2 12	Sept. 29, 1870	369	30 80	456	9 12
Sept. 22, 1870	403	35 46	638	14 28	Oct. 1, 1870	11	1 02	42	84
Oct. 2, 1870	477	62 50	1,830	37 20	Oct. 3, 1870	30	2 46	43	86
Oct. 14, 1870	108	6 90	215	4 60	Oct. 25, 1870	267	22 02	460	10 52
Oct. 19, 1870	111	9 96	362	7 48	Nov. 4, 1870	191	.....	429	8 58
Nov. 23, 1870	316	25 08	686	16 52	Nov. 26, 1870	316	20 44	679	14 58
Dec. 1, 1870	318	24 42	679	13 58	Dec. 22, 1870	23	2 46	20	1 36
Jan. 2, 1871	731	51 42	2,694	53 88	Jan. 9, 1871	658	57 06	782	15 64
Jan. 4, 1871	97	10 26	97	2 22	Jan. 13, 1871	213	18 30	98	1 96
Jan. 18, 1871	146	9 42	150	4 18	Feb. 20, 1871	124	13 02	109	2 18
Mar. 22, 1871	90	6 42	210	4 40	Mar. 16, 1871	23	2 04	.....	.....
Mar. 24, 1871	128	8 64	318	6 60	May 10, 1871	871	75 54	216	4 32
Mar. 28, 1871	305	31 62	284	5 68	May 14, 1871	160	13 02	80	1 60
Mar. 29, 1871	186	11 64	514	12 52	June 7, 1871 ‡	1,983	224 96	1,588	31 76
April 8, 1871*	2,493	270 84	9,880	209 50	June 30, 1871	15	1 50	.....	.....
May 6, 1871*	2,293	242 20	11,242	242 65	.....	.....	.....	.....	.....
June 20, 1871†	1,654	140 92	7,630	164 74	.....	.....	.....	.....	.....
	11,330	1,059 21	39,262	858 86		5,903	556 64	5,955	122 38

* Comprised mails for the Hawaiian Islands, New Zealand, and Australia.

† Comprised mails for the places last named, and also for the Feejee Islands.

‡ Comprised mails from the Hawaiian Islands, New Zealand, Australia, and the Feejee Islands.

RECAPITULATION.

	Number of letters.	U. S. postage thereon.	No. of newspapers, &c.	U. S. postage thereon.
Mails outward	11,330	\$1,059 21	39,262	\$858 86
Mails inward	5,903	556 64	5,955	122 38
Total	17,233	1,615 85	45,217	981 24

Total United States postage on letters..... \$1,615 85

Total United States postage on newspapers, &c..... 981 24

Total United States postage 2,597 09

ADDITIONAL ARTICLE BETWEEN THE UNITED STATES OF AMERICA AND THE GERMAN EMPIRE.

ADDITIONAL ARTICLE TO THE CONVENTION FOR THE AMELIORATION OF THE POSTAL SERVICE, CONCLUDED ON THE 21ST OCTOBER, 1867, BETWEEN THE POST DEPARTMENTS OF THE UNITED STATES OF AMERICA AND THE NORTH GERMAN UNION, AS WELL AS TO THE ADDITIONAL CONVENTION OF THE 7-23 APRIL, 1870.

As a regular steamship line between a port of Germany and a port of the United States of America can be employed for the transportation of the German-American mails at such a compensation that the entire cost of transportation between the boundaries of the two countries shall not exceed $\frac{1}{2}$ silbergroschen for each single letter: Now, therefore, the undersigned, duly authorized by their respective governments, that is to say, the Government of the United States of America and the government of the German Empire, have agreed upon the following additional article to the postal convention of the 21st October, 1867, and to the additional convention of the 7-23 April, 1870:

SOLE ARTICLE.

The single-letter rate on correspondence exchanged directly between the two administrations by means of such steamship line shall be as follows, viz :

1. For letters from Germany to the United States :
 - a. When prepaid in Germany, $2\frac{1}{2}$ silbergroschen.
 - b. When paid in the United States, 12 cents.
2. For letters from the United States to Germany :
 - a. When prepaid in the United States, 6 cents.
 - b. When paid in Germany, 5 silbergroschen.

This additional article takes effect on the date of the dispatch of the first mail by such steamship line, and from that date forward has the same duration as the convention of the 21st October, 1867, and the additional convention of the 7-23 April, 1870.

Done in duplicate, and signed in Washington the thirty-first day of March, one thousand eight hundred and seventy-one, and in Berlin the fourteenth day of May, one thousand eight hundred and seventy-one.

[SEAL.]

JNO. A. J. CRESWELL,

Postmaster General of the United States.

[SEAL.]

HEINRICH STEPHAN,

General Post Director of the German Empire. •

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

U. S. GRANT.

By the President :

[SEAL.] HAMILTON FISH,
Secretary of State.

WASHINGTON, March 31, 1871.

Total operations of the Appointment Office for the year ended June 30, 1871.

States and Territories.	Post-offices.				Postmasters.			Total number of changes.
	Established.	Discontinued.	Names and sites changed.	Appointments on change of name and site.	Resigned and commissions expired.	Removed.	Deceased.	
Alabama.....	86	66	8	3	81	39	5	285
Alaska.....						1		1
Arizona.....	6	1			6	3	1	17
Arkansas.....	91	13	8	7	110	33	8	263
California.....	87	17	15	8	76	17	6	218
Colorado.....	21	5	6	2	31	5	1	69
Connecticut.....	4	1	1	1	41	6	3	56
Dakota.....	11	3	1	1	9	5		29
Delaware.....	8	1			7	1	2	19
District of Columbia.....					2			2
Florida.....	35	18	5	1	25	17	2	102
Georgia.....	59	40	2		57	16	3	177
Idaho.....	9	1			3			13
Illinois.....	107	43	31	12	254	67	11	513
Indiana.....	63	28	11	7	278	44	15	439
Iowa.....	130	28	24	8	240	38	7	467
Kansas.....	197	40	29	15	176	42	7	491
Kentucky.....	69	50	4	3	169	49	17	358
Louisiana.....	33	7	5	3	34	20	3	102
Maine.....	10	11	3		82	12	10	128
Maryland.....	35	13	9	8	52	12	12	133
Massachusetts.....	9	1	5	2	59	10	12	96
Michigan.....	54	29	21	13	137	48	7	296
Minnesota.....	71	24	11	7	116	37		259
Mississippi.....	101	34	4	1	62	22	5	228
Missouri.....	176	50	14	5	287	59	13	599
Montana.....	16	8	2		19	1		46
Nebraska.....	70	13	15	9	60	14	3	175
Nevada.....	9	10	1		19	2		41
New Hampshire.....	5	1			43	6	4	59
New Jersey.....	28	4	4	1	55	15	5	111
New Mexico.....	7	1			12	2	1	23
New York.....	62	14	17	4	222	114	32	461
North Carolina.....	77	53	3		78	22	8	241
Ohio.....	44	22	9	4	270	65	19	429
Oregon.....	24	6	1		26	7	1	65
Pennsylvania.....	88	37	44	27	317	73	24	580
Rhode Island.....	2		2	1	13	4	1	22
South Carolina.....	45	35	3		38	20	4	145
Tennessee.....	107	21	9	6	129	50	12	328
Texas.....	112	37	8	5	130	49	8	344
Utah.....	18	2	1	1	19	3	1	44
Vermont.....	12	2	1		47	7	4	73
Virginia.....	108	28	7	3	148	59	11	361
Washington.....	16	1	1	1	18	3		39
West Virginia.....	41	15	5	1	92	25	6	184
Wisconsin.....	43	16	12	7	149	31	14	265
Wyoming.....	1	4	1	1	9	4	1	20
Total.....	2,407	854	360	178	4,307	1,179	309	9,416

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, 1871.

States and Territories.	Whole number of post offices in the United States, June 30, 1870.		Increase.	Decrease.	Number of postmasters appointed by the President, June 30, 1870.	Number of postmasters appointed by the President, June 30, 1871.	Increase.	Decrease.	Number of postmasters appointed by the Postmaster General, June 30, 1870.	Number of postmasters appointed by the Postmaster General, June 30, 1871.	Increase.	Decrease.
Alabama.....	543	563	20	.....	10	12	2	.....	533	551	18	.....
Alaska.....	4	4	.....	.....	.....	.....	.....	.....	4	4	.....	.....
Arizona.....	21	26	5	.....	.....	.....	.....	.....	21	26	5	.....
Arkansas.....	428	506	78	.....	4	5	1	.....	424	501	77	.....
California.....	506	576	70	.....	20	19	.....	1	486	557	71	.....
Colorado.....	94	110	16	.....	4	6	2	.....	90	104	14	.....
Connecticut.....	400	403	3	.....	32	35	3	.....	368	368	.....	.....
Dakota.....	41	49	8	.....	1	1	.....	.....	40	48	8	.....
Delaware.....	89	96	7	.....	4	4	.....	.....	85	92	7	.....
District Columbia	5	5	.....	.....	2	2	.....	.....	3	3	.....	.....
Florida.....	122	139	17	.....	5	5	.....	.....	117	134	17	.....
Georgia.....	480	499	19	.....	13	18	5	.....	467	481	14	.....
Idaho.....	25	33	8	.....	2	2	.....	.....	23	31	8	.....
Illinois.....	1,610	1,674	64	.....	99	108	9	.....	1,511	1,566	55	.....
Indiana.....	1,335	1,370	35	.....	46	48	2	.....	1,289	1,322	33	.....
Iowa.....	1,138	1,240	102	.....	46	53	7	.....	1,092	1,187	95	.....
Kansas.....	500	657	157	.....	18	21	3	.....	482	636	154	.....
Kentucky.....	905	924	19	.....	22	22	.....	.....	883	902	19	.....
Louisiana.....	205	231	26	.....	6	6	.....	.....	199	225	26	.....
Maine.....	815	814	.....	1	24	23	.....	1	791	791	.....	.....
Maryland.....	515	537	22	.....	9	9	.....	.....	506	528	22	.....
Massachusetts.....	686	694	8	.....	76	81	5	.....	610	613	3	.....
Michigan.....	1,006	1,031	25	.....	54	55	1	.....	952	976	24	.....
Minnesota.....	625	672	47	.....	15	18	3	.....	610	654	44	.....
Mississippi.....	340	407	67	.....	15	16	1	.....	325	391	66	.....
Missouri.....	1,206	1,332	126	.....	33	35	2	.....	1,173	1,297	124	.....
Montana.....	68	76	8	.....	2	3	1	.....	66	73	7	.....
Nebraska.....	214	271	57	.....	6	6	.....	.....	208	265	57	.....
Nevada.....	59	58	.....	1	6	6	.....	.....	53	52	.....	1
New Hampshire.....	406	410	4	.....	16	19	3	.....	390	391	1	.....
New Jersey.....	540	564	24	.....	33	37	4	.....	507	527	20	.....
New Mexico.....	40	46	6	.....	2	2	.....	.....	38	44	6	.....
New York.....	2,642	2,690	48	.....	134	146	12	.....	2,508	2,544	36	.....
North Carolina.....	753	777	24	.....	11	11	.....	.....	742	766	24	.....
Ohio.....	2,032	2,054	22	.....	86	87	1	.....	1,946	1,967	21	.....
Oregon.....	157	175	18	.....	3	2	.....	1	154	173	19	.....
Pennsylvania.....	2,842	2,893	51	.....	101	104	3	.....	2,741	2,789	48	.....
Rhode Island.....	98	100	2	.....	9	10	1	.....	89	90	1	.....
South Carolina.....	326	336	10	.....	7	8	1	.....	319	328	9	.....
Tennessee.....	788	874	86	.....	14	14	.....	.....	774	860	86	.....
Texas.....	521	596	75	.....	18	19	1	.....	503	577	74	.....
Utah.....	120	136	16	.....	1	3	2	.....	119	133	14	.....
Vermont.....	457	467	10	.....	17	18	1	.....	440	449	9	.....
Virginia.....	1,035	1,115	80	.....	19	20	1	.....	1,016	1,095	79	.....
Washington.....	77	92	15	.....	1	2	1	.....	76	90	14	.....
West Virginia.....	588	614	26	.....	5	5	.....	.....	583	609	26	.....
Wisconsin.....	1,058	1,085	27	.....	39	43	4	.....	1,019	1,042	23	.....
Wyoming.....	27	24	.....	3	3	3	.....	.....	24	21	.....	3
Total.....	28,492	30,045	1,558	5	1,093	1,172	82	3	27,399	28,873	1,478	4

FREE DELIVERY SYSTEM.

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

Number of letter-carriers	1, 419
Mail letters delivered	112, 612, 693
Local letters delivered	27, 045, 760
Newspapers delivered	32, 610, 353
Letters collected	113, 287, 602
Amount paid carriers, including incidental expenses	\$1, 353, 923 23
Postage on local matter	\$758, 120 78

This shows the following increase as compared with last year :

Letter-carriers	57
Mail letters delivered	14, 800, 862
Local letters delivered	5, 248, 111
Newspapers delivered	4, 743, 330
Letters collected	15, 496, 556
Amount paid carriers, including incidental expenses	\$123, 843 38
Postage on local matter	\$76, 256 08

NOTE.—For full details of the operation of the system, see tabular statement accompanying Auditor's report.

The report of the appointment office shows the following :

Number of post-offices established during the year	2, 407
Number discontinued	854
Increase	1, 553
Number in operation on June 30, 1870	28, 492
Number in operation on June 30, 1871	30, 045
Number to be filled by appointments of the President	1, 172
Number to be filled by appointments of the Postmaster General	28, 873

Appointments were made during the year :

On resignations	4, 307
On removals	1, 179
On changes of names and sites	178
On deaths of postmasters	309
On establishment of new post-offices	2, 407

Total appointments

8, 370

Number of cases acted on during the year

9, 416

REPORT OF THE POSTMASTER GENERAL.

EMPLOYÉS IN THE POST-OFFICE DEPARTMENT.

Number of employés in the Post-Office Department, also the number of postmasters, contractors, clerks in post offices, route-agents, railway postal clerks, and other officers of the Post Office Department, in service on the 30th of June, 1871.

Department officers:

Postmaster General	1
Assistant Postmasters General	3
Superintendent of foreign mails	1
Superintendent of money-order office	1
Chief of division, (dead letter)	1
Chief clerk (of Department)	1
Chief clerks	4
Clerks, laborers, watchmen, &c.	319

Total departmental	331
Postmasters	30, 045
Contractors	7, 286
Clerks in post-offices	3, 439
Letter-carriers	1, 419
Route-agents	684
Railway postal clerks	513
Mail-route messengers	103
Local agents	82
Special agents	52
	<hr/> 43, 623

Total number of officers	<hr/> 43, 954 <hr/>
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CONVENTION BETWEEN THE GENERAL POST-OFFICE OF THE UNITED STATES OF AMERICA AND THE GENERAL POST-OFFICE OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

The General Post-Office of the United States of America, and the general post-office of the United Kingdom of Great Britain and Ireland, being desirous of establishing an exchange of money-orders between the two countries, the undersigned, duly authorized for that purpose, have agreed upon the following articles:

ARTICLE 1.

There shall be a regular exchange of money-orders between the two countries. The maximum of each order is fixed at ten pounds sterling when issued in the United Kingdom of Great Britain and Ireland, and, when issued in the United States, at fifty dollars in the national paper currency of the latter country.

ARTICLE 2.

The British post-office shall have power to fix the rates of commission on all money-orders issued in the United Kingdom, and the United States post-office shall have the same power in regard to all money-orders issued in the United States. Each office shall communicate to the other its tariff of charges or rates of commission which shall be established under this convention, and these rates shall, in all cases, be paid in advance by the remitter, and shall not, in any event, be repayable. It is understood, moreover, that each office is authorized to suspend, temporarily, the exchange of money-orders in case the course of exchange or any other circumstance should give rise to abuses or cause detriment to the postal revenue.

ARTICLE 3.

Each country shall keep the commission charged on all money-orders issued within it, but shall pay to the other country one per cent. on the total amount of such orders.

ARTICLE 4.

No money-order shall include a fractional part of a penny or of a cent.

ARTICLE 5.

The service of the postal money-order system between the two countries shall be performed exclusively by the agency of offices of exchange. On the part of the United States, the office of exchange shall be New York, and on the part of the United Kingdom, London.

ARTICLE 6.

Any person in the United States desiring to remit to the United Kingdom a sum of money within the limits prescribed by article 1, may pay it into any post office of the United States designated for such purpose from time to time, by the Postmaster General of that country. Such person shall at the same time give the name and address of the person to whom the amount is to be paid in the United Kingdom, and his own name and address.

Any person in the United Kingdom desiring to remit to the United States a sum of money, within the same limits, may pay it into any money-order office of the United Kingdom, giving at the same time the name and exact address of the person to whom the amount is to be paid in the United States, and his own name and address.

The receiving postmaster in either country shall, in accordance with the rules established by his postal administration, notify every such payment to the dispatching exchange office.

The postmaster at New York, upon receipt of every notification of that kind, shall make out and forward to the payee in the United Kingdom a money-order payable in sterling at the post-office in that country designated by the remitter of the order, it being understood that the money-orders so remitted shall be sent, in the first instance, to the controller of the money-order office in London, and shall not be subject to postage.

ARTICLE 7.

By every mail the exchange office of each country shall send to the exchange office of the other country a certified list of sums payable in that country, and received since the dispatch of the previous list.

As soon as any such list shall have reached the New York office and been verified, this office shall make out inland money-orders in favor of the payees for the amount specified in the list, and shall promptly forward them to the payees or to the paying office, in conformity with the regulations existing in the United States for the payment of money-orders.

The list forwarded to the United Kingdom shall be accompanied by the relative letters of advice of the orders entered therein, together with the orders themselves, as already settled in Article 6. After comparison with the list, the advices shall be dispatched to the offices drawn upon, and the letters inclosing the orders posted for delivery.

The lists, by means of which each office of exchange communicates with the other, shall be according to the Forms A and B, annexed.

ARTICLE 8.

The lists dispatched from each office of exchange shall be numbered consecutively, commencing with No. 1 at the beginning of each year, and the entries also in these lists shall have consecutive numbers, those in the lists from the United Kingdom commencing each calendar month with No. 1.

Of each list dispatched from New York, a duplicate shall be sent, which duplicate shall, after being verified at the British office, be returned to New York.

ARTICLE 9.

Should any list fail to be received, in due course, the dispatching office shall, on receiving information to that effect, transmit without delay a duplicate of the list, duly certified as such.

ARTICLE 10.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists. When the lists shall show irregularities which the receiving office shall not be able to rectify, that office shall apply for an explana-

tion from the dispatching office; and this explanation shall be afforded without delay.

ARTICLE 11.

Duplicate orders shall only be issued by the postal administration of the country on which the original orders were drawn, and in conformity with the regulations established or to be established in that country.

ARTICLE 12.

At the close of each quarter, three copies of an account shall be prepared and transmitted by the office at London, exhibiting the balance found due on the exchanges of orders during the quarter; which balance, after proper verification, shall, if due by the United States office, be paid at London; but if due by the British office, it shall be paid at New York, and always in the money of the country to which the payment is made. If, pending the settlement of an account, one of the two postal administrations shall ascertain that it owes the other a balance exceeding one thousand pounds sterling, the indebted administration shall promptly remit the approximate amount of such balance to the credit of the other. This account, and the letters which accompany such intermediate remittances, shall be in accordance with the Forms C, D, and E, annexed to this convention.

ARTICLE 13.

Until the two general post-offices shall consent to an alteration, it is agreed that, in all matters of account relative to money-orders which shall result from the execution of the present convention, the pound sterling of Great Britain shall be considered as equivalent to four dollars and eighty-six cents of the gold coin of the United States.

ARTICLE 14.

Each exchange office shall certify its orders to the other in amounts designated in the denominations of the money both of the dispatching and receiving country, at the rate of conversion established upon the basis of gold by article 13 of this convention. This conversion shall be checked at the receiving office of exchange.

ARTICLE 15.

All payments for money-orders, whether to or by the public, if not in gold, shall be made to the nearest practicable equivalent.

ARTICLE 16.

The value, in gold coin of the United States, of deposits in paper money made in that country for payment in Great Britain, shall be determined at the exchange office of New York, according to the rate of premium on gold on the day of receipt at that office of notification of such deposits. On the other hand, the value, in United States paper currency, of money-orders certified in the lists sent from the exchange office of London to the exchange office of New York, shall be determined (also at New York) in accordance with the premium on gold on the day of the receipt of such lists.

ARTICLE 17.

Orders which shall not have been paid within twelve calendar months from the month of issue shall become void, and the sums received shall accrue to, and remain at, the disposal of the country of origin. The British office shall, therefore, enter to the credit of the United States in the quarterly account all money-orders entered in the lists received from the United States which remain unpaid at the end of the period specified.

On the other hand, the United States office shall, at the close of each month, transmit to the British office, for entry in the quarterly account, a detailed statement of all orders included in the lists dispatched from the latter office, which, under this article, become void.

ARTICLE 18.

Repayment of orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders were payable, and the amounts of the repaid orders shall be duly credited to the former country in the quarterly account. It is the province of each postal administration to determine the manner in which repayment to the remitter is to be made.

ARTICLE 19.

The orders issued by each country on the other shall be subject, as regards payment, to the regulations which govern the payment of inland orders of the country on which they are drawn.

ARTICLE 20.

The general post-office in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or for the better working of the system generally. All such additional rules, however, must be promptly communicated to the post-office of the other country.

ARTICLE 21.

The present convention shall take effect on the first day of October next, and shall continue in force until twelve months after the date at which one of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate and signed in London on the thirtieth day of June, in the year of our Lord one thousand eight hundred and seventy-one, and in Washington on the twenty-seventh day of July, in the year of our Lord one thousand eight hundred and seventy-one.

[SEAL.]

JNO. A. J. CRESWELL,
Postmaster General of the United States.

[SEAL.]

W. MONSELL,
Her Majesty's Postmaster General.

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:

[SEAL.] HAMILTON FISH,
Secretary of State.

WASHINGTON, July 27, 1871.

A.

List No. ———.

Stamp of New York office.



SIR: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last dispatch, (List No. ———,) for orders payable in Great Britain and Ireland, amounting in the aggregate to \$ ———.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

—————,
Postmaster, New York.

TO THE CONTROLLER MONEY ORDER OFFICE, *London.*

BLANKS TO BE FILLED BY THE DISPATCHING

Current number of inter-national order.	Number of original order.	Date of original order.	Office issuing original order.	Office where payable.	Payee.		Remitter.	
					Name.	Address.	Name.	Address.

MONEY ORDER OFFICE,
London, ——— —, 187—.

SIR: I have examined this list of money-orders from No. — to No. —, inclusive, for sums received in the United States for payment in the United Kingdom, amounting in the aggregate to \$ —, and which is to be paid to the net amount of £— —s. —d.

The said list was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

——— —,
Controller.

TO THE POSTMASTER

MONEY ORDER EXCHANGE OFFICE, *New York.*

LIST
OF
MONEY-ORDERS ISSUED IN THE UNITED KINGDOM,
AND
PAYABLE IN THE UNITED STATES.

7 P G

B.

United States despatched this — day of —, 187-. Date of arrival at New York, —. at that date, —.

[illegible]

*Account of the exchange of money orders between the United Kingdom and the United States
during the quarter ended _____, 187-.*

[illegible]

REPORT OF THE POSTMASTER GENERAL.

BALANCE—

[illegible]

The within account exhibits a total balance of _____, which, after deduction of the payments on account as therein stated, leaves a balance remaining of _____ due the _____ office.

(Signature of proper accounting officer of the British office.) _____,

The above statement of account is accepted with a balance of _____ due the _____ office.

_____,
Auditor of the Treasury for the Post Office Department.

WASHINGTON, _____, 187-.

The payment on account of _____ having been receipted by special vouchers, the receipt of the balance remaining of _____ is hereby acknowledged.

_____,
_____, 187-.

D.

No. —.

MONEY-ORDER OFFICE,
London, ———, 187—.

SIR: The lists of international money-orders which the ——— exchange office has transmitted to the New York exchange office from ——— to ———, 187—, amount to the sum of £———, equal to.... \$

The lists transmitted by the New York office to the ——— office during the same period, amount to..... \$

Difference \$

On account of which the British office has already paid the following sums, viz:

——— 18—	\$
——— 18—	\$
——— 18—	\$

Difference remaining \$

In accordance with the terms of article 12 of the convention of ———, a bill of exchange on New York for \$——— is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

—————,
—————.

To the POSTMASTER GENERAL
OF THE UNITED STATES,
Washington.

E.

No. —

POST OFFICE DEPARTMENT,
Washington, D. C., ————, 18—.

SIR: The lists of international money-orders which the exchange office of New York has transmitted to the exchange office of ————, from ———— to ————, 187—, amount to the sum of \$———, equal to..... £

The lists transmitted by the exchange office of ———— to the New York office during the same period, amount to £

Difference..... £

On account of which the United States office has already paid the following sums:

——— 18— £
——— 18— £
——— 18— £

Difference remaining..... £

In accordance with the terms of article 12 of the convention of ————, 18—, a bill of exchange on London for £——— is herewith transmitted, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money-Order Office.

To the POSTMASTER GENERAL, &c., &c., &c.,
London, England.



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

REPORT OF THE AUDITOR.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT,

October 17, 1871.

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post-Office Department, together with the operations of this office in connection therewith, for the fiscal year ending June 30, 1871:

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 31,686; which are thus classified under the regulations adopted for the government of the Department, chapter 26, sections 275 to 279, inclusive:

The following-named offices, seventy-four 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, N. Y.	J. F. Snuyth.	Meadville, Pa.	D. V. Derrickson.
Atlanta, Ga.	J. L. Dunning.	Memphis, Tenn.	J. Deloach.
Baltimore, Md.	A. W. Denison.	Milwaukee, Wis.	S. C. West.
Bangor, Me.	A. B. Farnham.	Mobile, Ala.	G. L. Putnam.
Batavia, N. Y.	M. Taggart.	Montpelier, Vt.	J. W. Clark.
Binghamton, N. Y.	E. B. Stephens.	Nashville, Tenn.	W. F. Prosser.
Buffalo, N. Y.	I. M. Schermerhorn.	Newark, N. J.	William Ward.
Chicago, Ill.	F. A. Eastman.	New Haven, Conn.	N. D. Sperry.
Cincinnati, Ohio.	Thomas H. Foulds.	Ogdensburg, N. Y.	R. G. Pettibone.
Cleveland, Ohio.	John W. Allen.	Olean, N. Y.	J. G. Johnson.
Columbus, Ohio.	James M. Comley.	Peoria, Ill.	D. W. Magee.
Concord, N. H.	J. E. Larkin.	Pittsburgh, Pa.	J. H. Stewart.
Davenport, Iowa.	Edward Russell.	Plattsburgh, N. Y.	H. S. Ransom.
Des Moines, Iowa.	G. C. Tichnor.	Portland, Me.	W. Davis.
Detroit, Mich.	F. W. Swift.	Portsmouth, Ohio.	O. Wood.
Dover, Del.	J. B. Smith.	Providence, R. I.	E. S. Jackson.
Dubuque, Iowa.	V. J. Williams.	Quincy, Ill.	M. Piggott.
Easton, Pa.	J. L. Mingle.	Raleigh, N. C.	C. J. Rodgers.
Evansville, Ind.	J. W. Foster.	Richmond, Va.	E. L. Van Lew.
Fort Wayne, Ind.	J. J. Kamm.	Ripon, Wis.	H. S. Town.
Geneva, N. Y.	S. N. Anthony.	Rochester, N. Y.	E. M. Smith.
Grand Rapids, Mich.	A. B. Turner.	Rutland, Vt.	J. B. Kilburn.
Harrisburgh, Pa.	George Bergner.	Sandusky, Ohio.	A. C. Van Tine.
Hartford, Conn.	E. W. Whitaker.	Scranton, Pa.	J. S. Slocum.
Huntsville, Ala.	D. C. Rugg.	Springfield, Ill.	J. L. Crane.
Indianapolis, Ind.	W. R. Holloway.	Springfield, Mass.	W. Stowe.
Kalamazoo, Mich.	J. A. B. Stone.	Steubenville, Ohio.	J. M. Reede.
Keene, N. H.	H. C. Henderson.	St. Paul, Minn.	J. A. Wheelock.
Knoxville, Tenn.	J. Rodgers.	Syracuse, N. Y.	D. H. Bruce.
Lafayette, Ind.	J. L. Miller.	Urbana, Ohio.	D. C. Hilt.
Lancaster, N. H.	O. Nutter.	Utica, N. Y.	C. H. Hopkins.
Leavenworth, Kans.	K. B. Johnson.	Vincennes, Ind.	W. N. Denny.
Lexington, Ky.	S. W. Price.	Wheeling, W. Va.	C. J. Rawlings.
Lima, Ohio.	C. Parmenter.	Williamsport, Pa.	Robert Hawley.
Louisville, Ky.	L. M. Porter.	Wooster, Ohio.	A. L. McClure.
Lowell, Mass.	J. A. Goodwin.	Worcester, Mass.	Josiah Pickett.
Madison, Wis.	E. W. Keyes.	Zanesville, Ohio.	J. J. Douglas.

The following depositaries and Assistant Treasurers receive and retain, subject to the warrants of the Post-Office Department, the funds of such post-offices as are instructed to deposit in their hands:

DESIGNATED DEPOSITARIES.

S. J. Holley	Buffalo, N. Y.	William Miller...	Mobile, Ala.
J. E. McLean	Chicago, Ill.	J. Cushman	Olympia, Wash. Ter.
R. H. Stephenson	Cincinnati, Ohio.	Thomas Steel.....	Pittsburgh, Pa.
E. W. Little	Santa Fé, N. M.	C. H. Lorde.....	Tucson, Arizona.
J. P. Luce	Louisville, Ky.		

ASSISTANT TREASURERS.

Thomas Hillhouse	New York, N. Y.	J. D. Geddings.....	Charleston, S. C.
George Eyster.....	Philadelphia, Pa.	A. G. Edwards	St. Louis, Mo.
F. Haven, jr	Boston, Mass.	C. N. Felton	San Francisco, Cal.
Charles Clinton.....	New Orleans, La.	Peter Negley	Baltimore, Md.

One hundred and twenty-eight post-offices are draft offices, and during the year paid 17,701 drafts, issued by the Postmaster General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$2, 535, 898 75
Four thousand and sixty-four offices are deposit offices, a portion of which, during the year, deposited with the Treasurer and Assistant Treasurers of the United States the sum of.....	3, 135, 181 53
The remaining deposit offices deposited with the depositaries named above, the sum of \$688,254 59, which is embraced in the \$2,535,898 75 paid on the drafts of the Department by said depositaries and draft offices.	
Twenty-three thousand one hundred and forty offices are collection offices, and paid on collection orders issued to mail contractors the sum of...	2, 678, 031 42
Forty-two hundred and eighty offices are special and mail messenger offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	441, 150 21
The amount paid into the Treasury by postmasters for the use and purposes of the Post-Office Department during the fiscal year was.....	<u>8, 790, 261 91</u>

Revenue account of the Post-Office Department.

The receipts of the Department for the fiscal year ending June 30, 1871, were.....	\$20, 037, 045 42
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 July 11, 1870, for mail steamship service between San Francisco, Japan, and China.....	\$500, 000 00
Under the second section of the act, approved July 11, 1870, for mail steamship service between San Francisco and the Sandwich Islands.....	75, 000 00
Under the second section of the act, approved March 3, 1869, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ending June 30, 1870.....	1, 050, 000 00
Under the second section of the act, approved July 11, 1870, for mail steamship service between the United States and Brazil.....	150, 000 00
Under the twelfth section of the act, approved March 3, 1847, for the transportation of free matter for Congress and the other Departments of the Government.....	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 act, approved March 3, 1871, for the preparation of the Post-Office Directory for 1870.....	1, 200 00

Under the third section of the act, approved March 3, 1871,
for supplying deficiency in the revenue of the Post-Office

Department for the fiscal year ending June 30, 1871.....	\$1,650,000 00
	<u>\$4,126,200 00</u>
Aggregate of revenue and grants.....	24,163,245 42.
The expenditures of the Department for the fiscal year ending June 30, 1871, were	<u>24,390,104 08</u>
Excess of expenditures.....	<u>226,858 66</u>

The net revenue of the Department from postages, being the aggregate of balances due the United States by postmasters on the adjustment of their quarterly accounts for the year, after deducting their compensation and the expenses of their offices, was—

For the quarter ended September 30, 1870	\$2,748,466 51
For the quarter ended December 31, 1870	3,016,839 77
For the quarter ended March 31, 1871	3,303,168 97
For the quarter ended June 30, 1871.....	3,004,496 00
Total	<u>12,072,971 25</u>

The amount of newspaper and pamphlet postage paid in money was—

For the quarter ended September 30, 1870	\$220,716 79
For the quarter ended December 31, 1870	226,107 59
For the quarter ended March 31, 1871.....	232,993 99
For the quarter ended June 30, 1871.....	229,197 35
Total	<u>909,015 72</u>

The amount of letter postage paid in money was—

For the quarter ended September 30, 1870	\$91,041 96
For the quarter ended December 31, 1870	83,343 11
For the quarter ended March 31, 1871	94,688 11
For the quarter ended June 30, 1871	92,378 33
Total	<u>361,451 51</u>

The amount of stamps and stamped envelopes sold was—

For the quarter ended September 30, 1870	\$4,110,786 28
For the quarter ended December 31, 1870	4,418,312 93
For the quarter ended March 31, 1871	4,696,142 05
For the quarter ended June 30, 1871.....	4,522,147 79
Total	<u>17,747,389 05</u>

The number of quarterly returns of postmasters received and audited, on which the sum of \$12,072,971 25 was found due the United States, was—

For the quarter ended September 30, 1870	\$27,342 00
For the quarter ended December 31, 1870	27,800 00
For the quarter ended March 31, 1871	27,992 00
For the quarter ended June 30, 1871.....	28,412 00
Total	<u>111,546 00</u>

MAIL TRANSPORTATION.

The amount charged to transportation accrued and placed to the credit of mail contractors and others for mail transportation during the year was—

For the regular service of mail routes	\$10,997,390 72
For the supply of special and mail messenger offices.....	441,114 21
For the salaries of postal railway clerks, route and local agents.....	1,321,694 33
	<u>12,760,199 26</u>

Foreign mail transportation.

United States and Brazil	\$150,000 00
San Francisco and Hong Kong, China	500,000 00
San Francisco and Hawaiian Islands	75,000 00
New York, Queenstown, and Liverpool	170,899 11

New York and Bremen, and Baltimore and Bremen	\$46,085 51	
New York and Panama, and San Francisco and Panama ...	21,765 97	
New York and Havana	38,823 94	
New York and West Indies	1,368 78	
New York and Bermuda	3,240 53	
Boston, Nova Scotia, and Prince Edward Island.....	3,034 17	
New York and Vera Cruz	7,770 67	
New York and Havre, France	329 38	
Baltimore and Havana	1,790 12	
Baltimore and Bremen	151 43	
New York and Hamburg	37,517 82	
New York, Rio Janeiro, Buenos Ayres, and Montevideo....	388 64	
Expenses of Government mail agent at Havana	1,200 00	
Expenses of Government mail agent at Aspinwall.....	1,155 00	
Expenses of Government mail agent at Panama.....	1,474 60	
		<u>\$1,061,995 67</u>
		13,822,194 93

The amount credited to transportation accrued and charged to contractors for over-credits was	15,024 93	
Fines imposed on contractors	2,938 35	
Deductions from their pay	77,630 24	
		<u>95,593 52</u>

Net amount to the credit of mail contractors and others..... 13,726,601 41

The amount actually paid and credited during the year for mail trans- portation was	\$13,669,694 08	
Of which amount there was paid for mail transportation of previous years the sum of	43,925 94	

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

During the year this division has had charge of accounts—		
Of present postmasters	30,324	
Of late postmasters	8,068	
Total	<u>38,392</u>	

Total amount collected of balances due from late postmasters who went out of office prior to July 1, 1870.

Collected by draft	\$185,071 00	
Collected by suit	19,478 65	
Credited on vouchers	121,042 74	
Charged to suspense	149 69	
Charged to bad debts	18,310 94	
Total	<u>344,053 02</u>	

Number of changes of postmasters reported by appointment office during the fiscal year was 8,068, and the balance due the United States upon the accounts of said late postmasters amounts to..... \$510,014

Of which there has been collected by draft	\$149,262 43	
Collected on suit	717 87	
Credited on vouchers	70,123 98	
Charged to suspense	200 80	
Charged to bad debts	77 25	
		<u>220,382 33</u>
Total remaining due		289,632 44
Of which there remains in suit	5,776 87	
Of which there remains not in suit	283,585 57	
		<u>289,632 44</u>

Amount due postmasters late in the fiscal year 1871	\$26,163 74	
Amount paid late postmasters on all accounts prior to July 1, 1871.....	117,110 65	

SUITS.

Amount due by late postmasters, for which suits were instituted during the fiscal year	\$56,472 91
Amount collected by suit during the fiscal year	46,204 30

The subjoined tables, numbered from 1 to 36, inclusive, exhibit in detail the transactions of the Department for the fiscal year.

I have the honor to be, very respectfully,

J. J. MARTIN, *Auditor.*

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

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department during the fiscal year ended June 30, 1871.

Receipts.	Quarter ended September 30, 1870.	Quarter ended December 31, 1870.	Quarter ended March 31, 1871.	Quarter ended June 30, 1871.	Aggregate.
Letter postage	\$91,041 96	\$83,343 11	\$94,688 11	\$92,378 33	\$361,451 51
Newspapers and pamphlets ...	220,716 79	226,107 59	232,993 99	229,197 35	909,015 72
Fines	1,325 65	1,370 00	50 00	70 73	2,816 38
Emoluments	243,995 74	239,534 87	248,151 52	251,315 13	982,997 26
Stamps sold	4,110,786 28	4,418,312 93	4,696,142 05	4,522,147 79	17,747,389 05
Dead letters	1,900 00	4,269 35	2,227 16	2,200 00	10,596 51
Internal revenue from post- masters.	6,190 49	7 42	-----	-----	6,197 91
Miscellaneous	2,524 24	5,913 80	4,388 08	3,754 96	16,581 08
Total	4,678,481 15	4,978,859 07	5,278,640 91	5,101,064 29	20,037,045 42

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 17, 1871.*

S P G

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department during the fiscal year ended June 30, 1871.

Expenditures.	Quarter ended September 30, 1870.	Quarter ended December 31, 1870.	Quarter ended March 31, 1871.	Quarter ended June 30, 1871.	Aggregate.
Compensation to postmasters...	\$1,247,561 83	\$1,267,891 94	\$1,257,538 93	\$1,255,389 15	\$5,028,381 85
Ship, steamboat, and way letters	3,114 75	2,845 28	1,774 90	2,981 52	10,716 45
Transportation of the mails....	2,932,130 60	3,342,474 84	3,554,126 71	3,840,961 93	13,669,694 08
Wrapping-paper	8,890 00	2,300 00	11,100 00	5,177 00	27,467 00
Office furniture.....	620 40	654 44	1,133 50	803 17	3,211 51
Advertising	17,714 11	31,288 39	7,049 11	1,407 49	57,459 80
Mail bags and catchers.....	48,401 37	38,935 76	35,823 36	35,413 00	152,573 49
Blank agents and assistants...	1,299 57	1,945 32	1,988 95	2,837 14	8,070 98
Mail locks, keys, and stamps ..	19,809 04	15,272 29	39,635 41	5,402 39	80,119 13
Mail depredations and special agents.	27,949 77	28,700 02	31,746 39	33,502 82	121,899 00
Clerks for offices	628,082 93	631,057 01	645,995 11	676,949 35	2,582,084 40
Postage-stamps and stamped envelopes.	106,030 42	140,332 98	130,692 74	129,833 45	506,889 59
Compensation to letter-carriers	330,189 53	331,876 24	339,749 97	352,111 09	1,353,926 83
Miscellaneous	115,211 29	129,751 98	117,616 25	168,144 19	530,723 71
Miscellaneous account, British mails.	141,468 73	.....	36,619 32	.....	178,088 05
Miscellaneous account, Belgian mails.	.....	1,482 31	4,593 74	.....	6,076 05
Miscellaneous account, North German Union mails.	37,118 56	29,603 60	.....	.....	66,722 16
Total.....	5,663,593 60	5,996,412 40	6,217,184 39	6,510,913 69	24,390,104 08

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 3.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1871.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668 21	.....	\$4,945,668 21	\$3,288,319 03
1838.....	4,238,733 46	.....	4,238,733 46	4,430,662 21
1839.....	4,484,656 70	.....	4,484,656 70	4,636,536 31
1840.....	4,543,521 92	.....	4,543,521 92	4,718,235 64
1841.....	4,407,726 27	\$482,637 00.	4,890,363 27	4,499,527 61
1842.....	4,546,849 65	.....	4,546,849 65	5,674,751 80
1843.....	4,296,325 43	.....	4,296,325 43	4,374,753 71
1844.....	4,237,287 83	.....	4,237,287 83	4,296,512 70
1845.....	4,289,841 80	.....	4,289,841 80	4,329,731 99
1846.....	3,487,199 35	750,000 00	4,237,199 35	4,076,036 91
1847.....	3,880,309 23	12,500 00	3,892,809 23	3,979,542 10
1848.....	4,555,211 10	125,000 00	4,680,211 10	4,326,850 27
1849.....	4,705,176 28	.....	4,705,176 28	4,479,049 13
1850.....	5,499,984 86	.....	5,499,984 86	5,212,953 43
1851.....	6,410,604 33	.....	6,410,604 33	6,278,401 68
1852.....	5,184,526 84	1,741,444 44	6,925,971 28	7,108,459 04
1853.....	5,240,724 70	2,255,000 00	7,495,724 70	7,982,756 59
1854.....	6,255,586 22	2,736,748 96	8,992,335 18	8,577,424 12
1855.....	6,642,136 13	3,114,542 26	9,756,678 39	9,968,342 29
1856.....	6,929,821 66	3,748,881 56	10,669,703 22	10,403,286 36
1857.....	7,353,951 76	4,528,004 67	11,881,956 43	11,508,057 93
1858.....	7,486,792 86	4,679,270 71	12,166,063 57	12,722,470 01
1859.....	7,968,484 07	3,915,946 49	11,884,430 56	11,458,083 63
1860.....	8,518,067 40	11,154,167 54	19,672,234 94	19,170,609 99
1861.....	8,349,296 40	4,639,806 53	12,989,102 93	13,606,759 11
1862.....	8,299,820 90	2,598,953 71	10,898,774 61	11,125,364 13
1863.....	11,163,789 59	1,007,848 72	12,171,638 31	11,314,206 84
1864.....	12,438,253 78	749,980 00	13,188,233 78	12,644,786 20
1865.....	14,556,158 70	3,968 46	14,560,127 16	13,694,728 28
1866.....	14,386,986 21	.....	14,386,986 21	15,352,079 30
1867.....	15,237,026 87	3,991,666 67	19,228,693 54	19,235,483 46
1868.....	16,292,600 80	5,696,525 00	21,989,125 80	22,730,592 65
1869.....	18,344,510 72	5,707,115 30	24,051,626 02	23,698,131 50
1870.....	19,772,220 65	4,022,140 85	23,794,361 50	23,998,837 63
1871.....	20,037,045 42	4,126,200 00	24,163,245 42	24,390,104 08
	288,977,798 10	71,788,368 87	360,766,166 97	359,285,427 66

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 4.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Stamps sold.	Enrollments.	Revenue tax.	Receipts.
Maine.....	\$4,786 69	\$21,833 89	\$104 24	\$334,350 29	\$16,878 94	\$117 30	\$378,071 35
New Hampshire.....	1,836 91	14,790 21	81 29	191,412 81	2,643 90	71 80	216,836 92
Vermont.....	2,082 50	14,372 91	50 23	188,512 41	6,002 72	52 72	211,073 49
Massachusetts.....	20,235 05	47,123 70	465 27	1,383,690 50	82,975 82	409 67	1,534,900 01
Rhode Island.....	1,833 00	5,473 50	45 60	148,146 27	13,557 71	51 14	169,127 22
Connecticut.....	4,777 38	21,474 72	156 56	429,197 29	24,344 71	166 19	480,116 85
New York.....	109,757 28	117,962 07	700 66	3,947,744 75	154,258 04	1,009 20	4,331,432 00
New Jersey.....	8,679 52	17,420 02	132 22	353,793 09	17,942 33	151 40	398,118 58
Pennsylvania.....	29,641 48	84,010 99	873 07	1,610,649 73	65,646 62	479 03	1,991,300 92
Delaware.....	319 65	2,621 60	50 75	50,975 59	707 04	12 62	54,636 50
Maryland.....	8,524 32	13,476 12	121 44	353,529 26	7,426 77	101 61	383,179 52
Virginia.....	1,967 44	17,783 93	63 64	280,971 88	10,888 04	120 91	311,795 84
West Virginia.....	780 97	7,490 95	67 65	94,334 24	3,214 12	29 06	105,916 99
North Carolina.....	877 48	9,290 08	5 53	117,756 89	5,231 75	41 45	133,203 18
South Carolina.....	1,233 44	6,732 51	14 68	106,102 28	7,144 90	31 43	121,249 24
Georgia.....	1,974 71	14,637 82	101 25	236,250 88	22,695 14	168 97	275,768 77
Florida.....	991 43	2,019 06	.....	38,374 17	3,327 25	18 95	44,730 86
Ohio.....	13,923 75	76,195 72	730 01	1,201,583 14	61,462 56	406 13	1,354,301 31
Michigan.....	13,396 65	38,763 50	326 41	542,699 66	30,526 77	259 90	634,972 89
Indiana.....	4,977 35	41,550 10	177 06	486,497 56	35,677 01	231 66	569,110 74
Illinois.....	32,198 44	71,687 52	815 25	1,451,006 91	80,551 33	496 62	1,636,756 07
Wisconsin.....	14,549 82	30,146 62	177 12	401,217 26	28,585 92	182 30	474,859 04
Iowa.....	10,201 34	34,177 01	142 08	470,713 00	40,404 65	243 83	555,881 91
Missouri.....	9,919 70	38,693 07	212 86	630,975 76	27,594 40	160 32	707,556 11
Kentucky.....	3,270 37	17,867 73	142 62	296,877 34	12,868 75	113 04	331,139 55
Tennessee.....	2,416 33	15,409 22	108 96	237,580 63	9,558 39	94 47	265,168 00
Alabama.....	1,422 42	9,633 60	64 63	150,069 11	13,650 02	49 27	174,889 05
Mississippi.....	1,214 28	7,316 02	19 88	123,792 82	10,398 66	60 74	142,802 40
Arkansas.....	873 57	4,426 80	13 72	67,872 46	5,273 85	25 70	78,486 10
Louisiana.....	9,389 62	7,851 38	1 25	225,533 83	25,879 75	56 13	268,711 96
Texas.....	3,879 12	15,258 96	55 92	194,023 11	19,987 94	122 40	233,318 45
California.....	15,019 41	27,504 38	191 80	432,371 96	37,646 84	220 04	512,954 43
Oregon.....	336 36	4,129 73	.....	38,984 95	5,221 35	18 93	48,691 32
Minnesota.....	14,493 94	15,251 15	76 35	185,130 31	14,445 94	82 56	229,480 25
Kansas.....	2,799 17	12,497 81	14 84	208,524 54	18,326 94	86 11	242,249 41
Nebraska.....	1,484 59	4,588 77	2 11	73,030 55	7,407 14	16 00	87,429 16
Nevada.....	381 51	4,340 02	.....	33,741 04	5,754 00	40 77	44,257 34
Colorado.....	360 11	2,639 20	1 00	38,097 37	10,435 90	41 64	51,575 22
Utah.....	555 12	2,390 48	15 16	23,723 61	2,758 25	15 37	29,457 99
New Mexico.....	85 14	482 30	5 00	9,015 40	427 75	13 88	10,029 47
Washington.....	106 32	1,246 91	.....	10,374 81	908 40	84	12,637 28
Dakota.....	507 56	768 00	.....	9,941 76	563 77	84	11,781 93
Arizona.....	15 93	135 51	.....	5,306 04	138 00	.....	5,595 48
Idaho.....	101 21	842 40	.....	8,928 52	1,627 75	5 05	11,504 93
Montana.....	224 95	1,412 65	20	19,665 85	5,890 50	18 95	27,213 08
District of Columbia.....	2,804 02	3,226 57	355 07	110,755 99	6,840 52	105 42	124,087 59
Alaska.....	8 20	15 15	.....	182 96	.....	.....	206 31
Wyoming.....	75 45	771 42	.....	12,577 32	1,733 95	14 21	13,172 35
Deduct miscellaneous items.....	361,302 00	909,733 78	6,632 63	17,767,487 88	982,432 80	6,156 57	20,033,735 66
Add miscellaneous items.....	149 51	708 06	.....	20,098 83	564 46	41 34	20,051 58
Total.....	361,451 51	909,015 72	6,632 63	17,747,389 05	982,997 26	6,197 91	20,013,684 08

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

Amount paid for foreign mails and expenses of Government agents.....	\$1,061,995 67
Route agents, &c.....	1,321,694 33
Mail messengers and supply of special offices.....	441,114 21
Foreign postage collected and returned to foreign governments.....	250,886 26
Ship, steamboat, and way letters.....	10,716 45
Wrapping-paper.....	27,467 00
Office furniture.....	478 92
Advertising.....	52,067 35
Mail bags.....	96,448 70
Blank agents and assistants.....	8,070 98
Mail locks, keys, and stamps.....	80,119 13
Mail depredations and special agents.....	121,899 00
Clerks for offices.....	16,502 04
Compensation to letter-carriers.....	1,353,926 83

REPORT OF THE POSTMASTER GENERAL.

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the United States for the fiscal year ended June 30, 1871.

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.
\$134,662 50	\$43,070 73	\$177,733 23	\$148,158 98	\$325,892 21	.....	\$52,179 14
92,353 50	14,856 93	107,210 43	67,399 98	174,610 41	.....	42,226 51
98,879 20	12,072 05	110,951 25	115,951 01	226,902 26	\$15,823 77	735,234 19
293,670 49	237,285 68	535,956 15	263,709 67	799,665 82	.....	94,172 88
33,495 31	16,948 27	50,443 58	24,510 76	74,954 34	.....	146,187 60
141,233 21	55,811 45	197,044 66	136,884 59	333,929 25	.....	2,123,654 60
613,071 52	874,923 80	1,487,995 32	719,781 99	2,207,777 31	.....	71,131 21
136,435 45	29,233 12	165,668 57	161,318 80	326,987 37	.....	745,434 49
449,168 75	262,312 98	711,481 73	534,384 70	1,245,866 43	.....	6,226 51
18,280 02	4,569 18	22,849 20	25,560 79	43,409 99	.....	.....
65,670 61	73,666 81	139,337 42	253,169 04	392,506 46	9,326 94	.....
105,289 44	47,103 73	152,393 17	279,994 71	432,387 88	120,592 04	.....
41,628 63	17,039 62	58,668 25	80,475 56	139,143 81	33,226 82	.....
57,031 59	12,364 84	69,396 43	157,003 89	226,400 32	93,197 14	.....
37,023 75	12,638 61	49,662 36	140,320 10	189,982 46	68,733 22	.....
77,290 63	40,845 38	118,136 01	197,453 39	315,589 40	39,820 63	.....
18,775 24	4,984 20	23,759 44	193,664 88	217,424 32	172,693 46	.....
368,089 17	163,619 98	531,709 15	766,048 03	1,297,757 18	.....	56,544 13
218,246 46	77,493 43	295,739 89	353,949 88	649,689 77	14,716 88	.....
213,667 11	85,864 42	299,531 53	334,349 82	633,881 35	64,770 61	.....
407,384 50	231,489 36	638,873 86	601,989 39	1,240,863 25	.....	395,892 82
178,390 72	47,200 43	225,591 15	253,093 16	478,684 31	3,825 27	.....
213,719 84	46,515 03	260,234 87	217,765 76	478,000 63	.....	77,881 28
162,018 88	104,263 46	266,282 34	465,827 89	732,110 23	24,554 12	.....
98,921 06	41,938 73	140,919 73	242,676 35	383,596 08	52,456 23	.....
75,869 53	47,285 00	123,154 53	111,683 25	234,837 78	.....	30,330 22
50,037 35	22,037 09	72,074 44	253,224 74	325,299 18	150,410 13	.....
61,396 83	10,431 93	71,828 76	193,440 30	265,269 06	122,466 66	.....
31,738 64	11,063 49	42,802 13	274,734 86	317,536 99	239,050 89	.....
27,488 89	53,501 41	80,990 30	250,643 92	331,634 22	62,922 26	.....
77,829 97	31,777 77	109,607 74	524,814 11	634,421 85	401,103 40	.....
88,578 95	86,519 11	175,098 06	774,874 90	949,972 96	437,018 53	.....
17,856 19	6,182 31	24,038 50	84,377 88	108,416 38	59,725 06	.....
81,136 28	23,918 06	105,054 34	178,557 30	283,611 64	54,131 39	.....
75,904 25	24,445 83	100,350 08	178,275 51	278,625 59	36,376 18	.....
25,705 41	17,483 41	43,188 82	334,185 47	377,374 29	280,945 13	.....
19,079 26	10,862 45	29,941 71	104,867 69	134,809 40	90,552 06	.....
20,994 67	9,208 85	30,203 52	130,513 70	169,717 22	118,142 00	.....
13,022 13	5,407 45	18,429 58	291,078 38	309,507 96	280,049 97	.....
7,403 88	375 60	7,778 88	226,192 83	233,971 71	223,942 24	.....
6,504 90	508 03	7,012 93	117,639 11	124,632 04	112,014 76	.....
5,084 52	101 00	5,185 52	12,813 12	17,998 64	6,216 71	.....
2,582 53	210 00	2,792 53	43,048 50	45,841 03	40,245 55	.....
4,795 42	603 00	5,398 42	50,569 55	64,967 97	53,463 04	.....
11,360 97	5,569 05	16,870 02	78,224 79	95,094 81	67,881 73	.....
6,674 75	107,062 14	113,736 89	.....	113,736 89	.....	10,350 70
279 58	.....	279 58	.....	279 58	73 27	.....
8,688 63	2,710 11	11,398 74	10,196 68	21,595 42	6,423 07	.....
4,999,471 05	3,035,314 69	8,034,785 74	10,977,399 71	19,012,185 45	3,565,896 16	4,587,446 37
.....	.....	.....	.....	.....	.....	20,051 58
28,910 80	.....	28,910 80	19,991 01	48,901 81	48,901 81	.....
5,028,381 85	3,035,314 69	8,063,696 54	10,997,390 72	19,061,087 26	3,614,797 97	4,567,394 79

Expenses, postage-stamps, and stamped envelopes	\$506,889 59
Dead letters, "moneys refunded"	.....
Miscellaneous payments	131,245 91
.....	5,481,521 67
Excess of receipts brought down	\$952,596 82
Excess of transportation accrued	152,500 85
Receipts on account of dead letters	10,596 51
Receipts on account of fines	2,816 38
Receipts on account of miscellaneous	9,948 45
Total excess of expenditures over receipts	4,353,062 66
.....	5,481,521 67

J. J. MARTIN, Auditor.

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1871, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.*

Date.	To whom allowed.	For what object.	Amount.
1870.			
Oct. 28	J. W. McDonough.....	Late special agent and acting postmaster, Galveston, Tex., for light and repairs in 2d quarter, 1870.	\$50 50
Nov. 9	C. R. Tyler.....	Postmaster, Green Bay, Wis., for expenses incurred in detecting mail robbery on steamer Saginaw in April, 1870.	30 25
16	J. S. Slocum	Postmaster, Scranton, Pa., for repairs and stationery in 3d quarter, 1870.	23 75
18	C. E. Brown	Postmaster, Chillicothe, Ohio, for fuel in 3d quarter, 1869.	18 75
25	R. W. H. Brent.....	Postmaster, Muscatine, Iowa, for rent in 3d quarter, 1870.	87 50
25	R. A. Denison	Postmaster, Warren, Pa., for rent in 3d quarter, 1870.	75 00
Dec. 3	P. W. Hall	Postmaster, Calvert, Tex., for rent in 3d quarter, 1870.	75 00
12	W. G. Price	Postmaster, Chester, Pa., for rent in 3d quarter, 1870.	50 00
22	J. L. Miller.....	Postmaster, Lafayette, Ind., for rent in 3d quarter, 1870.	187 50
23	P. W. Hall	Postmaster, Calvert, Tex., for light and stationery in 2d quarter, 1870.	23 50
1871.			
Mar. 4	H. W. Farnsworth	Postmaster, Topeka, Kan., for light and fuel in 4th quarter, 1870.	43 80
9	C. A. Baker	Postmaster, Hastings, Minn., for light and fuel in 3d quarter, 1870.	18 75
10	J. J. Craven.....	Late postmaster, Newark, N. J., for light, stationery, and glazing in 1st quarter, 1867.	23 90
14	D. B. Barnard	Postmaster, Calais, Me., for rent, light, and fuel in 3d and 4th quarters, 1870.	101 66
22	C. A. Baker	Postmaster, Hastings, Minn., for light and fuel in 4th quarter, 1870.	18 75
27	J. J. Kamm	Postmaster, Fort Wayne, Ind., for rent in 1st, 2d, 3d, and 4th quarters, 1870.	275 00
April 28	D. Barwald	Postmaster, Americus, Ga., for stationery in 4th quarter, 1870.	41 75
28	W. L. Clift	Late postmaster, Savannah, Ga., for repairs and stationery in 4th quarter, 1870.	152 55
May 13	J. H. Stewart.....	Late postmaster, St. Paul, Minn., for rent and stationery from July 1, 1866, to March 31, 1870.	398 60
16	C. H. Collins	Postmaster, Crooked Creek, Ind., for expenses incurred in taking charge of the office, Nevada Mills, Ind.	2 50
23	M. L. Filkins.....	Late postmaster, Albany, N. Y., for light and stationery in 2d quarter, 1870.	392 00
29	M. Piggott.....	Postmaster, Quincy, Ill., for printing, 1st quarter, 1871.	21 40
31	Elliot Shurtz.....	Postmaster, Marshalltown, Iowa, for rent in 1st quarter, 1871.	25 00
31	S. D. Jewett.....	Postmaster, Middlefield, Conn., amount of waste paper and twine refunded on account 4th quarter, 1870.	2 50
31	H. H. Hamlin	Late postmaster, Augusta, Me., for rent in 4th quarter, 1870, and 1st quarter, 1871.	439 13
31	J. W. Hill	Postmaster, Waterbury, Conn., for rent in 1st quarter, 1871.	125 00
June 1	D. B. Greene	Postmaster, Ypsilanti, Mich., for fuel and light in 4th quarter, 1869.	45 97
3	T. J. Ruger.....	Postmaster, Janesville, Wis., for light, fuel, and rent in 3d and 4th quarters, 1869, and 1st and 2d quarters, 1870.	529 60
3	E. B. Smith	Late postmaster, Westfield, Mass., for light, fuel, and rent in 3d and 4th quarters, 1869, and 1st and 2d quarters, 1870.	209 29
16	C. W. Keeting.....	Postmaster, Shreveport, La., for light and rent in 1st quarter, 1871.	101 05
27	T. C. Phillips.....	Postmaster, Bay City, Mich., for light, fuel, and rent in 1st quarter, 1871.	100 00
Aug. 2	G. Fuller.....	Late postmaster, Bangor, Me., repairs and printing in 4th quarter, 1870, and 1st quarter, 1871.	21 00
2	N. B. Stone	Postmaster San Francisco, Cal., for rent in 1st quarter, 1871.	75 00
16	C. Stebbins.....	Late postmaster, Owego, N. Y., for light and fuel in 4th quarter, 1870, and 1st and 2d quarters, 1871.	28 28
17	W. L. Clift	Late postmaster, Savannah, Ga., for printing and stationery in 1st quarter, 1871.	53 94
23	T. G. Simms.....	Late postmaster, Atlanta, Ga., for repairs and printing in 4th quarter, 1865.	1,681 40

No. 5.—*Statement of miscellaneous payments made by the Department, &c.*—Continued.

Date.	To whom allowed.	For what object.	Amount.
1871. Sept. 1	D. Barwald	Postmaster, Americus, Ga., for rent and fuel in 3d and 4th quarters, 1870, and 1st and 2d quarters, 1871.	\$308 75
1	B. Smith	Late postmaster, Westfield, Mass., for rent in 3d quarter, 1870.	3 25
1	L. A. Spaulding	Late postmaster, Lockport, N. Y., for rent and stationery in 1st quarter, 1871.	28 75
1	I. Semlear	Late postmaster, Williamsburgh, N. Y., for light, fuel, stationery, and printing in 4th quarter, 1870.	93 61
1	A. B. Smith	Postmaster, Poughkeepsie, N. Y., for fuel and stationery in 4th quarter, 1870, and 1st quarter, 1871.	64 15
1	F. S. McNeely	Late postmaster, Trenton, N. J., for light, fuel, rent, printing, and stationery in 1st quarter, 1871.	122 26
1	J. H. McClelland	Late postmaster, Pittsburgh, Pa., for stationery in 4th quarter, 1870.	103 85
2	J. W. Allen	Postmaster, Cleveland, Ohio, for advertising German letters in 2d quarter, 1871.	11 50
2	J. A. Tomlinson	Postmaster, Fort Scott, Kans., for fuel and rent in 1st quarter, 1871.	200 00
2	J. C. C. Hoskins	Postmaster, Sioux City, Iowa, for light, fuel, rent, and repairs in 3d and 4th quarters, 1870, and 1st and 2d quarters, 1871.	369 85
12	A. S. Miller	Late postmaster, Rockford, Ill., for light and repairs in 1st quarter, 1871.	17 01
14	J. Deloach	Postmaster, Memphis, Tenn., for fuel, printing, and repairs in 1st quarter, 1871.	130 50
13	T. G. Simms	Late postmaster, Atlanta, Ga., for rent in 3d quarter, 1866.	75 00
25	J. W. Harris	Postmaster, Lock Haven, Pa., for light in 2d quarter, 1871.	1 20
27	R. A. White	Postmaster, Charlestown, Mass., for fuel in 3d and 4th quarters, 1870, and 1st and 2d quarters, 1871.	104 82

No. 5.—*Amount paid by the Department on warrants and charged to miscellaneous account.*

1870. Oct. 1	Dempsey & O'Toole	Washington, D. C., for 400,000 registered package-envelopes furnished the Department in the 3d quarter, 1870.	\$3,400 00
4	S. G. Courtney	United States district attorney, New York, N. Y., for fee in the case of <i>W. M. Martine vs. P. H. Jones</i> .	500 00
8	Benjamin Chambers, jr.	Washington, D. C., for 575 letter-balances furnished the Department in 4th quarter, 1870.	1,050 50
15	George H. Reay	New York, N. Y., for official envelopes furnished the Department in 3d quarter, 1870.	6,598 89
Nov. 1	Daniel Horlbeck	Clerk United States court, Charleston, S. C., for costs in sundry cases.	139 40
1	F. H. Smith	New York, N. Y., for 10,000 pounds cotton twine furnished the Department in 4th quarter, 1870.	4,398 00
1	Bennett Pike	United States district attorney, Jefferson City, Mo., for fees in two cases.	40 00
3	F. A. Macartney	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer, for October, 1870.	960 00
9	D. B. Parker	United States marshal, Richmond, Va., for fees in ten cases.	252 00
18	Adams Peabody	Clerk United States district court, Jefferson City, Mo., for fees in one case.	11 85
30	G. I. Lammon	United States marshal, Carson City, Nevada, for fee and expenses in one case.	102 00
Dec. 3	F. A. Macartney	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer for November, 1870.	1,358 50
19	S. F. Beach	Late United States attorney, Alexandria, Va., for fees in two cases.	40 00
19	D. McClelland	Washington, D. C., for engraving copper-plates, and printing from copper-sheets of post-route maps.	2,416 22
1871. Jan. 5	Dempsey & O'Toole	Washington, D. C., for 372,000 registered package-envelopes furnished in 4th quarter, 1870.	3,162 00

No. 5.—Amount paid by the Department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1871.			
Jan. 5	G. H. Reay.....	New York, N. Y., for official envelopes furnished the Department in 4th quarter, 1870.	\$9,294 68
7	F. A. Macartney	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer, for December, 1870.	1,268 47
11	D. L. Baumgardner & Co.	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in 1st quarter, 1871.	887 50
23	J. H. Huckleberry.....	United States district attorney, Fayetteville, Ark., for fees in two cases.	25 00
23	Mrs. P. Harrison.....	Executrix of Jason Harrison, late clerk United States district court, Jefferson City, Mo., for fees in sundry cases.	44 40
23	L. D. Latimer.....	United States district attorney, San Francisco, Cal., for fees in three cases.	50 00
26	A. Niblack.....	Late clerk United States district court, Tyler, Texas, for fees in three cases.	55 60
27	C. H. Krum.....	United States attorney, St. Louis, Mo., for fee in one case.	20 00
30	J. E. Stewart.....	Late United States district attorney, Corinth, Miss., for fees in ten cases.	165 00
30	H. Bisbee, jr.....	United States attorney, St. Augustine, Fla., fees in two cases.	25 00
Feb. 3	F. A. Macartney.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer, for January, 1871.	1,738 93
4	F. R. Smith.....	New York, N. Y., for 15,000 pounds cotton twine furnished the Department in January, 1871.	6,597 00
23	G. W. Wells.....	United States district attorney, Mississippi, for fees in five cases.	60 00
Mar. 7	F. A. Macartney.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer, for February, 1871.	1,916 16
11	J. P. M. Epping.....	Late United States marshal South Carolina, for fees in nineteen cases.	311 52
15	R. F. Catterson.....	United States marshal, Little Rock, Ark., for fees in sundry cases.	66 20
16	D. L. Baumgardner.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in March, 1871.	887 50
18	John Logan.....	Late United States marshal, Illinois, for fees in sundry cases.	320 06
18	J. O. Churchill.....	Clerk United States district court, Arkansas, for fees in three cases.	15 08
20	L. S. B. Sawyer.....	Clerk United States circuit court, California, for fees in three cases.	84 00
21	William Breeden.....	Clerk United States supreme court, New Mexico, fees in two cases.	22 20
31	J. P. M. Epping.....	Late United States marshal, South Carolina, fees in three cases.	94 98
31	Jonas Seely.....	United States district attorney, Nevada, for fee in one case.	20 00
April 1	Dempsey & O'Tool.....	Washington, D. C., for 367,400 registered package-envelopes, furnished in 1st quarter, 1871.	3,122 90
5	F. A. Macartney.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer for March, 1871.	1,523 47
6	G. H. Reay.....	New York, N. Y., for 3,000,875 official envelopes furnished the Department in 1st quarter, 1871.	10,326 85
7	G. H. Reay.....	New York, N. Y., for 587,500 dead-letter envelopes furnished in 1st quarter, 1871.	1,045 73
10	J. S. Botsford.....	United States district attorney, Missouri, for services in one case.	20 00
14	D. McClelland.....	Washington, D. C., for engraving copper-plates, and printing from copper-sheets of post-route maps.	3,203 40
14	H. H. Wells.....	United States district attorney, Virginia, for fees in fourteen cases.	280 00
14	D. Urban.....	Clerk United States circuit court, Louisiana, for services in sundry cases.	49 25
14	E. P. Jacobson.....	United States district attorney, Mississippi, for services in four cases.	40 00
28	G. I. Lammon.....	United States marshal, Nevada, for fees in three cases.	235 77
28	National Bank Note Co...	New York, N. Y., for furnishing stock, printing and numbering draft-books for use of Department.	588 75

No. 5.—Amount paid by the Department on warrants, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1871. May 3	F. A. Macartney.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer for April, 1871.	\$1, 140 77
3	M. F. Pleasants.....	Clerk United States circuit court, Virginia, for services in twenty-one cases.	298 10
6	F. H. Smith.....	New York, N. Y., for 5,000 pounds hemp twine furnished in May, 1871.	936 50
6	R. M. Daggett.....	Clerk United States district court, Nevada, for fees in three cases.	22 50
11	I. M. Ashenfelter.....	United States district attorney, New Mexico, for fees in one case.	5 00
22	National Bank Note Co...	New York, N. Y., for furnishing stock, printing and numbering warrant-books for use of Department.	295 00
26	Fairbanks & Co.....	New York, N. Y., for furnishing 600 letter-balances in May, 1871.	1, 115 00
June 8	G. H. Reay.....	New York, N. Y., for furnishing 200 sets of sample post-office envelopes and making wood-cuts in May, 1871.	250 00
9	E. F. Brown.....	United States commissioner, Washington, D. C., for services in one case.	12 57
13	E. P. Jacobson.....	United States district attorney, Mississippi, for fees in six cases.	100 00
13	G. E. Wentworth.....	Late United States marshal, Florida, for fees in three cases.	47 64
14	F. A. Macartney.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for May, 1871.	1, 294 88
July 1	G. D. Chenowith.....	Disbursing clerk, Post-Office Department, for amount to reimburse him for expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for June, 1871.	1, 459 16
6	A. Sterling, jr.....	United States district attorney, Maryland, for fee in one case.	20 00
7	G. H. Reay.....	New York City, for 5,233,510 envelopes furnished the Department in July, 1871.	14, 573 10
11	Dempsey & O'Toole.....	Washington, D. C., for 389,000 registered package-envelopes furnished in July, 1871.	3, 120 45
12	F. H. Smith.....	New York City, for 7,500 pounds hemp twine furnished in July, 1871.	1, 404 75
13	A. Sterling, jr.....	United States district attorney, Maryland, for fee in one case.	20 00
15	C. H. Krum.....	United States attorney, Missouri, for fee in one case.	20 00
15	George Smith.....	United States marshal, Missouri, for fees in sundry cases.	137 64
23	Adam Peabody.....	Clerk United States district court, Missouri, for fee in one case.	12 25
31	H. H. Wells.....	United States district attorney, Virginia, for services in sundry cases.	235 00
31	G. D. Chenowith.....	Disbursing clerk, Post-Office Department, for amount to reimburse him for expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to topographer for July, 1871.	1, 212 73
Aug. 1	B. F. Tracy.....	United States district attorney, Brooklyn, N. Y., for fees in two cases.	270 00
22	S. M. Ashenfelter.....	United States district attorney, New Mexico, for services in one case.	30 00
25	J. A. Cornerford.....	Attorney-at-law, Tyler, Texas, for services in one case.	62 50
28	G. D. Chenowith.....	Disbursing clerk, Post-Office Department, for amount to reimburse him for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for August, 1871.	1, 132 59
Sept. 5	National Bank Note Co...	New York City, for 2,600 impressions from draft-plates.	298 75
6	W. H. H. Cowles.....	Attorney-at-law, Wilkesborough, N. C., for fee in one case.	25 00
28	G. D. Chenowith.....	Disbursing clerk, Post-Office Department, for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for September, 1871.	1, 135 10

No. 5.—Amount paid by the Department on drafts and charged to miscellaneous account.

Date.	To whom paid.	For what object.	Amount.
1870.			
Oct. 15	J. M. McGrew.....	Washington, D. C., for expenses to and from Columbus, Ohio, attending to securing and collecting \$5,500, due the United States from Lucien Buttes, late acting postmaster, Mobile, Ala.	\$54 75
25	E. C. Camp.....	United States district attorney, Tennessee, for services in one case.	20 00
25	C. P. Redmund.....	Clerk United States circuit court, Arkansas, for services in sundry cases.	27 85
25	W. H. Bradley.....	Clerk United States court, Chicago, Ill., for fees in two cases.	14 40
25	B. McDannel.....	Late United States marshal, Tennessee, for fees in two cases.	14 34
26	J. P. Southworth.....	United States district attorney, Mobile, Ala., for fees in sundry cases.	130 00
26	W. J. Riddick.....	Clerk United States court, Raleigh, N. C., for fees in sundry cases.	40 70
29	G. W. Hazleton.....	United States district attorney, Milwaukee, Wisconsin, for fees in three cases.	60 00
Nov. 1	D. L. Baumgardner & Co.....	Philadelphia, Pa., for 5,000 pounds hemp twine furnished in October, 1870.	887 50
10	Catherine M. Whiting.....	Administratrix of the estate of C. C. Whiting, late United States marshal, Kansas, for fees in twelve cases.	118 20
16	Bluford Wilson.....	United States district attorney, Springfield, Ill., for fees in four cases.	40 00
29	F. H. Smith.....	New York, N. Y., for 10,000 pounds cotton twine furnished in November, 1870.	4,398 00
29	R. McP. Smith.....	United States district attorney, Tennessee, for fee in one case.	20 00
Dec. 6	C. S. Hamilton.....	United States marshal, Wisconsin, for fees in three cases.	64 26
20	Edward Kurtz.....	Clerk United States circuit court, Wisconsin, for fees in three cases.	26 85
29	C. C. Camp.....	United States district attorney, Knoxville, Tenn., for fee in one case.	5 00
1871.			
Jan. 3	H. Bisbee, jr.....	United States district attorney, Florida, for fees in three cases.	60 00
6	G. E. Whitney.....	Clerk United States circuit court, California, for fees in twenty-nine cases.	136 10
21	William B. Smith.....	Clerk United States district court, Atlanta, Ga., for fees in ten cases.	102 30
21	D. H. Starbuck.....	United States district attorney, Salem, N. C., for fees in three cases.	60 00
27	J. H. Litchfield.....	United States marshal, Dakota Territory, for expenses incurred in serving summons in one case.	42 00
Feb. 8	S. A. Strickland.....	United States attorney, Nebraska, for fees in three cases.	30 00
8	Benton Fraley.....	Clerk United States court, Dakota Territory, for fee in one case.	5 50
14	W. J. Riddick.....	Clerk United States circuit court, Raleigh, N. C., for fees in three cases.	23 63
Mar. 2	Benjamin Chambers, jr.....	Washington, D. C., for letter-balances furnished February 28, 1871.	682 50
8	E. H. Murray.....	United States marshal, Kentucky, for costs in three cases.	36 82
11	R. Hastings.....	United States marshal, Ohio, for costs in two cases.	44 09
16	J. D. Pope.....	United States district attorney, Georgia, for fee in one case.	20 00
16	Levi Jones.....	Clerk United States district court, Galveston, Texas., for fees in two cases.	30 30
22	T. M. Browne.....	United States district attorney, Indiana, for fees in three cases.	50 00
24	Gould, Pearce & Co.....	Cincinnati, Ohio, for cotton twine furnished March 22, 1871.	2,690 00
27	L. C. Rockwell.....	United States attorney, Colorado Territory, for fee in one case.	20 00
27	William Van Vleck.....	Washington, D. C., for preparing Post-Office Directory.	1,200 00
April 8	J. D. Pope.....	United States district attorney, Georgia, for fee in one case.	20 00
19	J. E. Townsend.....	Clerk United States circuit court, Florida, for fees in six cases.	37 35
28	M. Hopkins.....	Clerk United States district court, Texas, for fees in eight cases.	164 55
May 13	Gould, Pearce & Co.....	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished in May, 1871.	2,690 00
June 5	F. H. Smith.....	New York, N. Y., for 5,000 pounds hemp twine furnished in May, 1871.	936 50
13	William F. Wheeler.....	United States marshal, Montana Territory, for fee in one case.	92 85

No. 5.—Amount paid by the Department on drafts, &c.—Continued.

Date.	To whom paid.	For what object.	Amount.
1871.			
June 30	D. J. Baldwin.....	United States district attorney, Texas, for fee in one case.	\$10 00
30	J. D. Pope.....	United States district attorney, Atlanta, Ga., for fees in eight cases.	135 00
July 7	John Lynch.....	Washington, D. C., for advance to pay expenses while attending to money-order business in New York City.	30 00
10	Gould, Pearce & Co.....	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished in July, 1871.	2,690 00
14	M. F. Pleasants.....	Clerk United States circuit court, Richmond, Va., for services in sundry cases.	46 85
Aug. 22	Gould, Pearce & Co.....	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished in August, 1871.	2,690 00
24	H. E. Hudson.....	United States attorney, Tennessee, for fees in seven cases.	125 00
30	J. C. C. Winch.....	Attorney-at-law, Texas, for services in two cases.	100 00
31	S. D. Leavitt.....	Attorney-at-law, Eastport, Me., for fee in one case.	40 00
Sept. 19	F. H. Smith.....	New York City, for 5,000 pounds hemp twine furnished the Department in September, 1871.	936 50
28	Gould, Pearce & Co.....	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished the Department in September, 1871.	2,690 00
28	S. A. Strickland.....	United States district attorney, Nebraska, for fee in one case.	10 00

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

Third quarter, 1870.....	\$87,588 23
Fourth quarter, 1870.....	96,718 10
First quarter, 1871.....	84,989 65
Second quarter, 1871.....	130,122 70
	<u>399,418 68</u>
Total miscellaneous payments.....	<u>530,723 71</u>

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

J. J. MARTIN, Auditor.

No. 6.—Statement of the operations of the letter-carrier system for the year ended June 30, 1871.

Name of office.	State.	Number of letters collected.	Mail letters delivered.	Local letters delivered.	Newspapers delivered.	Amount of local postage.	Am't paid carriers, including fuel, incidental expenses.
Albany.....	New York	1,324,864	1,732,101	164,025	539,678	\$5,063 00	\$32,084 04
Alleghany.....	Pennsylvania	254,326	607,536	65,697	392,354	2,299 40	6,711 22
Baltimore.....	Maryland	3,658,822	4,873,261	619,517	1,071,546	19,974 22	54,631 87
Boston.....	Massachusetts	7,953,399	5,343,179	1,616,106	1,297,277	47,543 75	67,378 26
Brooklyn.....	New York	1,103,118	2,467,339	399,297	879,432	9,470 34	38,357 13
Buffalo.....	do	1,470,695	2,279,521	261,808	794,762	6,182 33	31,057 33
Cambridge.....	Massachusetts	81,388	357,124	31,640	134,031	632 80	3,899 96
Cambridgeport.....	do	99,493	321,939	13,677	105,066	358 87	3,002 99
Charleston.....	do	24,144	447,016	17,497	146,538	579 66	4,272 70
Chicago.....	Illinois	10,026,667	11,275,255	1,524,018	2,335,674	38,685 17	103,866 47
Cincinnati.....	Ohio	2,821,014	4,121,290	592,073	643,902	18,791 68	50,146 75
Cleveland.....	do	1,751,752	2,269,286	224,512	865,887	6,831 66	22,098 57
Dayton.....	do	587,024	788,822	61,215	389,821	1,680 58	9,583 14
Detroit.....	Michigan	1,148,200	2,614,663	292,387	933,955	6,273 92	21,044 26
Erie.....	Pennsylvania	178,443	431,757	42,308	341,921	1,200 38	5,761 00
Harrisburgh.....	do	110,344	306,494	23,014	116,411	924 64	3,383 00
Hartford.....	Connecticut	380,099	666,753	81,057	228,631	3,313 14	7,953 60
Indianapolis.....	Indiana	1,444,596	1,944,408	120,537	434,091	2,313 34	16,226 51
Jersey City.....	New Jersey	225,879	566,216	30,057	148,740	991 66	5,698 15
Launcester.....	Pennsylvania	111,491	348,538	24,719	120,988	523 84	4,499 70
Lawrence.....	Massachusetts	413,469	418,385	18,943	184,013	634 96	6,014 25
Louisville.....	Kentucky	1,499,956	2,554,009	226,297	619,664	5,064 91	22,467 17
Lowell.....	Massachusetts	439,810	526,336	28,835	191,535	970 41	5,600 00
Lynn.....	do	358,528	412,165	16,614	146,169	648 23	4,856 64
Manchester.....	New Hampshire	208,453	436,515	23,525	208,985	565 57	5,445 83
Memphis.....	Tennessee	879,169	1,130,168	109,393	317,484	1,804 81	8,809 90
Milwaukee.....	Wisconsin	1,022,552	1,718,208	115,778	433,735	3,689 05	21,914 70
Nashville.....	Tennessee	357,652	793,549	48,761	270,111	1,784 44	7,630 66
Newark.....	New Jersey	865,935	1,435,500	208,424	547,501	4,661 78	18,287 03
New Bedford.....	Massachusetts	241,226	303,140	14,113	97,796	986 99	4,820 49
New Haven.....	Connecticut	360,728	593,050	75,028	211,559	3,709 47	8,029 00
New Orleans.....	Louisiana	937,854	519,066	70,475	211,499	2,948 34	33,793 07
New York.....	New York	40,556,514	23,026,449	12,158,912	5,481,197	362,483 20	225,954 81
Philadelphia.....	Pennsylvania	14,441,292	11,531,715	5,622,905	4,463,842	130,165 81	175,981 20
Portland.....	Maine	786,535	497,002	32,051	282,674	1,679 23	7,212 35
Pittsburgh.....	Pennsylvania	1,343,592	1,501,181	174,807	537,864	5,241 97	16,299 83
Providence.....	Rhode Island	356,792	743,162	132,025	279,530	5,326 10	11,375 28
Reading.....	Pennsylvania	232,772	431,981	41,224	213,222	832 29	5,611 59

Richmond	Virginia	559,493	960,202	54,443	223,224	1,988 36	10,882 05
Rochester	New York	1,098,660	2,042,486	151,215	842,856	5,512 95	16,664 46
St. Louis	Missouri	3,919,532	7,334,360	717,513	1,397,578	16,071 87	56,367 34
Salem	Massachusetts	217,852	302,116	28,490	132,649	731 78	5,073 53
San Francisco	California	1,144,661	877,764	172,738	248,889	5,597 58	21,856 85
Syracuse	New York	942,314	1,558,843	135,579	591,198	2,711 62	12,863 51
Trenton	New Jersey	256,278	391,093	28,010	122,775	1,622 98	3,728 48
Toledo	Ohio	879,453	818,775	40,862	318,267	1,591 34	9,409 96
Troy	New York	975,757	1,379,328	131,542	307,716	3,567 71	11,603 54
Utica	do	687,985	904,989	81,238	362,412	1,734 48	11,588 90
Washington	District of Columbia	1,275,459	1,484,616	175,483	618,892	4,562 95	26,474 47
Williamsburgh	New York	483,110	1,143,145	90,574	266,943	2,008 96	10,415 76
Wilmington	Delaware	285,764	610,955	60,850	232,409	1,526 39	6,657 60
Worcester	Massachusetts	263,491	469,052	51,953	176,560	2,850 87	5,942 33
Salary of J. H. Briggs, special ag't P. O. D., paid out of the appropriation for letter-carriers.		113,287,602	112,612,693	27,045,760	32,610,353	758,120 78	1,351,228 23
Total							2,695 00
							1,353,923 23

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 17, 1871.*

No. 7.—Statement showing the transactions of the money-order office of the United States for the fiscal year ending June 30, 1871.

States and Territories.	No. of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due post-masters.	Transferred from postage fund.	Transferred from Swiss fund.	No. of orders paid.
				Total fees received.	Premiums.					
Maine	34, 671	\$11, 098 41	\$795, 767 45	\$5, 109 15	.....	\$447, 982 00	\$458 98	\$11, 893 32	.....	35, 083
New Hampshire	20, 818	3, 117 35	384, 299 28	2, 754 25	.....	53, 850 00	327 09	10, 948 27	.....	15, 005
Vermont	23, 058	5, 810 78	423, 516 26	3, 050 55	.....	47, 875 00	2 45	12, 816 38	.....	14, 187
Massachusetts	74, 137	11, 678 23	1, 519, 916 41	10, 264 35	.....	1, 590, 107 03	49 83	43, 258 73	\$1, 135 83	124, 121
Rhode Island	11, 065	1, 331 36	211, 979 33	1, 480 95	.....	68, 382 69	9 18	3, 394 50	210 77	8, 223
Connecticut	37, 916	8, 434 24	654, 461 01	4, 859 70	.....	348, 765 00	25 28	16, 788 86	.....	36, 325
New York	156, 245	182, 707 16	2, 771, 068 04	20, 355 65	.....	9, 562, 308 61	351 02	82, 152 03	9, 109 09	426, 383
New Jersey	29, 154	6, 947 56	538, 382 62	3, 866 30	.....	93, 925 00	183 61	25, 559 19	724 87	25, 614
Pennsylvania	135, 052	33, 229 36	2, 363, 924 95	17, 509 70	.....	1, 634, 802 09	152 13	59, 283 53	232 30	170, 164
California	44, 447	35, 965 97	1, 356, 664 99	7, 803 15	.....	942, 215 00	18 46	4, 082 00	545 05	21, 290
Oregon	12, 165	12, 837 04	337, 946 19	2, 071 65	.....	223, 596 00	.....	967 36	.....	3, 879
Ohio	184, 944	29, 314 09	3, 043, 167 43	23, 323 60	.....	2, 328, 453 44	458 34	63, 884 81	607 51	207, 047
Delaware	5, 910	1, 333 91	105, 583 32	773 60	.....	4, 650 00	5 23	4, 584 00	.....	3, 742
Nebraska	21, 948	11, 657 73	523, 965 16	3, 333 75	.....	641, 836 45	1 25	4, 206 00	.....	11, 578
Illinois	233, 194	46, 346 62	3, 972, 314 88	29, 911 80	.....	3, 483, 384 93	134 00	50, 496 67	1, 299 90	270, 275
District of Columbia	18, 152	7, 502 71	396, 791 63	2, 571 35	.....	731, 675 55	.....	.....	631 00	21, 072
Michigan	101, 315	30, 565 08	1, 875, 635 90	13, 616 25	.....	997, 869 56	29 56	32, 449 75	48 39	68, 848
Missouri	94, 569	42, 517 97	1, 884, 959 79	13, 119 70	\$43 92	1, 974, 388 14	149 88	19, 351 35	464 97	112, 250
West Virginia	19, 654	7, 656 90	353, 420 21	2, 528 55	.....	54, 550 00	549 08	695 00	.....	8, 868
Alabama	31, 245	10, 773 66	736, 183 92	4, 745 12	132 97	117, 598 00	.....	1, 066 01	120 55	11, 029
Arkansas	25, 784	32, 967 11	843, 609 89	4, 807 50	.....	409, 966 00	20 00	.....	20 00	7, 195
Florida	16, 913	10, 983 05	572, 308 72	8, 186 80	.....	138, 881 07	16 76	60 00	10 10	4, 151
Georgia	32, 963	36, 377 98	708, 932 47	4, 734 70	.....	592, 049 00	9 54	689 00	.....	19, 958
Kentucky	44, 934	8, 695 54	814, 600 82	5, 979 90	.....	444, 890 34	12 05	9, 492 45	415 79	36, 557
Louisiana	23, 778	21, 917 49	632, 064 03	3, 838 85	69 34	849, 976 74	14 07	455 00	465 96	21, 728
Maryland	28, 732	12, 316 24	545, 142 82	3, 855 85	.....	789, 162 21	16 85	2, 880 34	.....	47, 140
Mississippi	27, 937	5, 403 03	589, 749 80	4, 025 98	.....	.....	.....	200 00	19 89	5, 719
North Carolina	22, 938	7, 198 82	505, 946 30	3, 398 35	.....	86, 272 00	.....	4, 721 94	.....	7, 993
Iowa	128, 412	25, 517 17	2, 255, 913 10	16, 796 55	.....	685, 169 00	109 34	30, 990 04	485 47	75, 463
Tennessee	49, 949	30, 245 28	1, 074, 424 72	7, 210 60	.....	1, 096, 369 00	32 17	1, 665 51	1, 353 20	33, 883
Colorado Territory	7, 209	852 07	175, 749 21	1, 106 55	.....	551, 23	.....	449 33	32 00	2, 569
Dakota Territory	489	31 64	10, 392 64	68 20	.....	300 00	.....	911 12	.....	268
Idaho Territory	3, 374	9, 991 60	119, 020 44	659 40	.....	.....	.....	.....	.....	323
Montana Territory	4, 360	4, 720 20	126, 312 61	745 05	.....	.....	.....	.....	.....	829
Nevada	4, 929	4, 236 49	161, 948 60	914 35	.....	696 00	.....	.....	422 00	669
Utah Territory	2, 085	1, 369 34	82, 824 20	332 45	.....	.....	.....	.....	.....	752
Washington Territory	4, 020	1, 273 79	140, 146 57	784 60	.....	1, 539 00	.....	.....	.....	1, 427
Wyoming Territory	1, 637	4, 935 16	38, 167 54	243 70	31 00	.....	.....	.....	2 07	298
Arizona Territory	1, 493	3, 114 17	61, 959 49	325 45	.....	.....	.....	50 00	.....	46
Wisconsin	120, 610	43, 672 74	2, 359, 335 04	16, 473 70	.....	1, 583, 418 00	75 51	7, 504 38	669 66	86, 762
Virginia	37, 252	12, 866 34	755, 379 34	5, 221 95	.....	815, 261 00	4 41	11, 641 88	191 31	27, 461

Texas.....	23,722	12,552 65	656,542 31	4,095 65	.....	250 00	.....	4,834 62	563 22	6,128
Minnesota.....	47,913	19,634 51	919,778 61	6,512 75	.....	361,404 60	12 38	14,091 87	50 00	26,983
Indiana.....	131,259	27,150 55	2,278,870 32	16,823 70	.....	519,689 59	89 13	15,804 57	780 06	67,772
Kansas.....	53,818	23,129 39	1,212,996 85	7,973 35	.....	754,668 10	134 99	21,334 12	.....	33,257
South Carolina.....	15,605	4,118 46	321,053 42	2,214 10	.....	393,410 00	58 19	378 04	.....	10,421
Total.....	2,151,794	869,146 94	42,161,118 03	295,286 15	277 23	34,882,337 36	3,490 76	576,051 97	20,590 87	2,121,664

States and Territories.	Amount of orders paid.	Amount of orders paid.	Transferred to postage fund.	Transferred to Postmaster General's money-order account.	Transferred to Swiss fund.	Deposited.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Maine.....	\$712,043 20	\$2,840 67	\$150 00	.....	.....	\$544,873 00	\$23 00	\$2,818 98	\$9,200 96	\$159 50
New Hampshire.....	308,159 77	1,964 75	314 14	.....	.....	139,293 00	6 98	1,687 48	3,752 08	115 04
Vermont.....	290,457 79	2,585 39	1,160 46	.....	.....	191,682 38	15 00	1,742 92	5,419 27	8 21
Massachusetts.....	2,282,200 23	10,471 08	5,657 00	.....	\$88 16	847,331 64	134 80	8,849 62	21,661 30	16 58
Rhode Island.....	185,805 28	1,667 48	.....	.....	50 00	97,681 69	17 00	834 06	663 86	69 41
Connecticut.....	658,341 47	5,240 90	2,150 00	.....	50 00	357,275 00	57 08	3,113 90	7,105 74	.....
New York.....	6,780,161 55	29,226 96	162,963 61	\$90,000 00	1,035 20	5,333,849 31	1,918 30	20,370 71	208,294 46	241 49
New Jersey.....	507,531 52	4,633 91	111 00	.....	25 00	148,529 00	4 00	2,477 76	5,977 16	299 80
Pennsylvania.....	2,874,977 48	20,160 60	5,752 82	.....	600 00	1,164,090 56	77 67	10,712 69	32,701 10	61 14
California.....	770,292 19	7,537 34	.....	.....	191 89	1,528,697 00	96 50	7,007 03	13,465 00	7 67
Oregon.....	140,028 02	3,274 67	.....	.....	.....	411,444 00	4 87	801 81	21,864 87	.....
Ohio.....	3,797,510 92	22,974 88	24,675 00	.....	322 72	1,595,850 63	127 68	12,856 84	34,664 51	216 04
Delaware.....	77,518 61	786 98	203 52	.....	.....	36,856 00	15 75	451 61	1,097 59	.....
Nebraska.....	310,374 88	3,035 36	.....	.....	.....	858,750 00	1 00	1,693 29	11,145 81	.....
Illinois.....	4,893,644 19	32,603 67	7,860 58	.....	87 20	2,570,183 94	3,006 98	17,855 95	58,553 51	82 78
District of Columbia.....	426,722 10	2,746 13	.....	.....	220 00	697,439 00	1,522 75	2,782 85	7,739 41	.....
Michigan.....	1,406,619 75	15,043 29	1,755 41	.....	.....	1,472,109 89	486 15	7,227 39	46,972 52	.....
Missouri.....	2,726,109 87	15,786 78	3,731 46	.....	869 91	1,150,825 34	63 85	9,278 62	28,148 54	181 35
West Virginia.....	174,922 90	2,115 98	.....	.....	388 26	236,853 54	5 75	1,159 23	3,895 28	58 80
Alabama.....	268,012 55	6,953 26	235 00	.....	.....	577,893 00	279 85	2,003 39	13,243 18	.....
Arkansas.....	232,033 71	5,446 36	.....	.....	.....	1,021,651 00	453 15	2,182 36	29,603 92	.....
Florida.....	135,509 94	3,831 05	.....	.....	.....	561,440 50	379 28	1,401 22	22,794 51	.....
Georgia.....	451,661 37	5,207 57	.....	.....	56 74	839,317 56	89 55	2,003 01	45,356 89	.....
Kentucky.....	795,761 28	5,138 73	558 50	.....	.....	464,449 03	38 55	3,324 14	14,751 09	45 57
Louisiana.....	671,287 17	6,322 54	173 52	.....	97 27	798,721 30	995 21	1,010 63	32,693 78	.....
Maryland.....	1,103,295 72	3,997 04	115 12	.....	.....	231,360 67	1,023 35	3,859 85	9,720 63	1 93
Mississippi.....	123,127 89	4,979 90	121 55	.....	82 73	460,454 41	56 14	1,439 03	9,129 34	7 71
North Carolina.....	173,910 42	3,346 87	6,227 42	.....	.....	412,677 00	24 00	1,564 92	9,750 98	35 80
Iowa.....	1,638,983 43	17,512 41	2,337 16	.....	631 25	1,320,855 01	42 55	9,135 08	25,335 48	148 30
Tennessee.....	793,457 71	7,369 72	208 49	.....	494 99	1,388,662 00	14 35	3,471 30	17,671 92	.....
Colorado Territory.....	80,147 20	1,829 73	96 33	.....	.....	91,425 00	90 25	306 52	4,845 36	.....
Dakota Territory.....	8,174 07	255 00	.....	.....	.....	2,455 00	.....	43 15	7,776 38	.....
Idaho Territory.....	11,691 20	876 13	.....	.....	.....	105,049 00	2,913 96	248 95	8,892 20	.....
Montana Territory.....	29,320 46	1,593 36	.....	.....	.....	94,248 00	2 00	357 74	6,256 30	.....
Nevada.....	27,291 84	579 11	.....	.....	.....	137,205 00	18 50	373 00	2,749 39	.....
Utah Territory.....	22,533 89	552 95	.....	.....	.....	29,085 00	.....	167 15	3,187 00	.....

No. 7.—Statement showing the transactions of the money-order office, &c.—Continued.

States and Territories.	Amount of orders paid.	Amount of orders re-paid.	Transferred to postage fund.	Transferred to Postmaster General's money-order account.	Transferred to Swiss fund.	Deposited.	Expenses.	Commissions and clerk hire.	Balance due the United States.	Miscellaneous items.
Washington Territory.....	\$58,146 61	\$598 75	.....	.....	.....	\$91,960 00	\$4 75	\$406 76	\$2,687 09	.....
Wyoming Territory.....	8,433 01	318 25	\$249 26	.....	.....	33,825 68	4 88	92 75	455 64	.....
Arizona Territory.....	1,906 25	1,048 45	.....	.....	.....	57,915 00	.....	113 22	4,466 19	.....
Wisconsin.....	1,860,337 32	16,192 27	862 28	.....	\$415 90	2,079,101 41	505 20	8,261 88	51,425 58	\$47 19
Virginia.....	601,269 04	4,403 19	50 00	.....	.....	977,668 52	11 43	2,966 03	14,198 02	.....
Texas.....	184,550 87	4,286 47	15 63	.....	.....	453,526 62	775 80	1,436 12	34,115 87	41 67
Minnesota.....	607,404 14	6,130 23	1,689 39	.....	278 80	687,013 00	9 15	3,402 93	15,475 82	26
Indiana.....	1,342,037 05	16,468 00	1,247 73	.....	323 89	1,453,488 94	233 53	8,073 18	37,170 25	166 35
Kansas.....	929,521 00	10,092 42	3,605 34	.....	635 25	1,047,830 19	565 75	5,032 61	22,382 92	571 32
South Carolina.....	222,240 17	1,642 70	3 47	.....	.....	486,004 67	491 75	1,339 20	9,510 25	.....
Total.....	41,705,667 03	321,669 28	234,262 19	\$90,000 00	6,954 16	35,284,837 43	16,608 04	177,738 92	970,978 95	2,583 31

OFFICE OF THE AUDITOR OF THE TREASURY
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J. J. MARTIN, Auditor.

No. 8.—*Statement of receipts and disbursements of the money-order office for the fiscal year ending June 30, 1871.*

RECEIPTS.

Balance in hands of postmasters June 30, 1870.....	\$869, 146 94
Amount received for money-orders issued.....	42, 164, 118 03
Amount received for fees.....	295, 286 15
Amount received for premiums, &c.....	277 23
Amount received for deposits and drafts.....	34, 882, 337 36
Amount due postmasters.....	3, 490 76
Amount transferred from postage fund.....	576, 051 97
Amount transferred from Swiss fund.....	20, 590 87
Total.....	<u>78, 811, 299 31</u>

DISBURSEMENTS.

Amount of money-orders paid.....	\$41, 705, 667 03
Amount of money-orders repaid.....	321, 669 28
Amount transferred to postage fund.....	234, 262 19
Amount transferred to Swiss fund.....	6, 954 16
Amount deposited at first-class offices.....	35, 374, 837 43
Amount paid for incidental expenses.....	16, 608 04
Amount paid for clerks and commissions.....	177, 738 92
Miscellaneous items.....	2, 583 31
Balance in hands of postmasters June 30, 1871.....	970, 978 95
Total.....	<u>78, 811, 299 31</u>

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No. 9.—*Statement of revenue accrued to the money-order office for the fiscal year ending June 30, 1871.*

Total amount of fees received.....	\$295, 286 15
Total amount of premiums.....	277 23
Total.....	<u>295, 563 38</u>
Commissions and clerk hire allowed.....	\$177, 773 56
Lost remittances allowed.....	7, 715 00
Incidental expenses allowed.....	8, 893 04
Net revenue.....	<u>101, 181 78</u>
Total.....	<u>295, 563 38</u>

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 10.—*Statement of receipts and disbursements of the money-order office with Switzerland, for the fiscal year ending June 30, 1871.*

RECEIPTS.

Balance in hands of postmasters June 30, 1870.....	\$10,741 87
Amount of orders issued.....	38,489 56
Amount of fees received.....	227 95
Amount transferred from domestic fund.....	6,954 16
Amount due postmasters	2 20
Total.....	<u>56,415 74</u>

DISBURSEMENTS.

Amount of orders paid	\$12,003 53
Amount of orders repaid.....	25 95
Amount transferred to domestic fund.....	20,590 87
Amount paid Switzerland.....	7,481 18
Amount paid for exchange.....	912 07
Amount allowed for commissions.....	16 72
Miscellaneous items.....	85
Balance in hands of postmasters June 30, 1871.....	15,384 57
Total.....	<u>56,415 74</u>

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No. 11.—*Statement of revenue accrued on money-order transactions with Switzerland from September 1, 1869, to June 30, 1871.*

Balance in hands of postmasters June 30, 1871.....	\$15,384 57
Excess of transfers to domestic fund.....	3,986 84
Total.....	<u>19,371 41</u>
Paid Switzerland July 20, 1871.....	\$14,183 23
Paid Switzerland August 10, 1871.....	666 97
Net revenue.....	4,521 21
Total.....	<u>19,371 41</u>

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 12.—*Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$13,138 85	\$19,381 95	.....	\$133,946 74	\$166,467 54
Dale or Inman line	6,799 29	10,504 83	.....	69,159 94	86,464 06
North German Lloyd, of Bremen	1,746 13	2,810 33	.....	12,657 28	17,213 74
Canadian line	1 30	1 22	.....	112 44	114 96
Liverpool and Great Western Steam Co.	5 84	1 32	.....	5 16	12 32
Total	21,691 41	32,699 65	.....	215,881 56	270,272 62
Amount received	\$54,391 41	.....	\$215,881 56	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$193 84	\$34,047 57	.....	\$4,532 35	\$38,733 76
Hamburg American Packet Company	119 44	25,896 31	.....	1,912 76	27,928 51
North German Lloyd, of Bremen	48 13	7,218 44	.....	1,047 23	8,313 80
Dale or Inman line	542 84	80,914 24	.....	6,108 97	87,566 05
Liverpool and Great Western Steam Co.	270 13	109,692 48	.....	5,696 55	115,659 16
Canadian line	66 86	14,980 51	.....	626 32	15,673 69
Total	1,241 24	272,749 55	.....	19,924 18	293,914 97
Amount sent	\$273,990 79	.....	.....	\$19,924 18	.....

Amount collected in the United States..... \$328,381 85

Amount collected in the United Kingdom..... 235,805 74

Total 564,187 59

Excess collected in the United States..... \$92,576 11

Decrease compared with last fiscal year..... 82,575 32

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No. 13.—*Amount of letter postage on North German Union mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$10,874 62	\$69,485 55	.....	\$47,551 47	\$127,911 64
North German Lloyd, of Bremen	4,594 65	19,158 12	.....	27,105 76	50,858 53
Dale or Inman line	5,428 38	35,495 89	.....	23,034 16	63,958 43
Hamburg American Packet Company.....	2,653 51	6,429 80	.....	19,614 31	28,697 62
Total	23,551 16	130,569 36	.....	117,305 70	271,426 22
Amount received	\$154,120 52	.....	\$117,305 70	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$56 96	\$28,732 49	.....	\$5,126 19	\$33,915 64
North German Lloyd, of Bremen	222 19	34,362 48	.....	10,252 94	44,844 61
Dale or Inman line	150 25	60,068 26	.....	7,077 86	67,296 37
Hamburg American Packet Company.....	172 81	31,538 44	.....	5,493 18	37,204 43
Liverpool and Great Western Steam Co ..	77 13	62,912 28	.....	9,471 50	72,460 91
Total	679 34	217,613 95	.....	37,428 67	255,721 96
Amount sent	\$218,293 29	.....	.....	\$37,428 67	.....

Amount collected in the United States.....\$372,413 81

Amount collected in the North German Union.....154,734 37

Total527,148 18

Excess collected in the United States.....\$217,679 44

Decrease compared with the last fiscal year.....41,579 52

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No. 14.—*Amount of letter postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
French Steamship Company	\$932 90	\$563 90	.....	.....	\$1,496 80
North German Lloyd, of Bremen	36 80	1 90	.....	.....	38 70
Hamburg American Packet Company	138 50	64 20	.....	.....	202 70
Total	1,108 20	630 00	.....	.....	1,738 20
Amount received	\$1,738 20	.....	.....	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
French Steamship Company	\$4,034 90	.....	.....	\$4,034 90
Hamburg American Packet Company	437 20	.....	.....	437 20
William H. Webb's line	263 30	.....	.....	263 30
Total	4,735 40	.....	.....	4,735 40
Amount sent	\$4,735 40	.....	.....	.....	.....

Amount collected in the United States

Amount collected in France

\$6,473 60

Unknown.

Total collected in the United States

6,473 60

No treaty in operation with France during the fiscal year.

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No. 15.—*Amount of letter postage collected on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$416 38	\$386 36	.....	\$3, 750 46	\$4, 553 20
North German Lloyd, of Bremen.....	72 88	63 25	.....	553 96	690 09
Dale or Inman line.....	202 59	199 11	.....	1, 763 82	2, 165 52
Total.....	691 85	648 72	.....	6, 068 24	7, 408 81
Amount received.....	\$1, 340 57	.....	\$6, 068 24	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$18 00	\$777 88	.....	\$252 30	\$1, 048 18
Dale or Inman line.....	36 16	1, 929 73	.....	422 48	2, 388 37
North German Lloyd, of Bremen.....	.....	183 02	.....	63 10	246 12
Hamburg American Packet Company.....	.....	681 95	.....	114 61	796 56
Liverpool and Great Western Steam Co.....	19 30	1, 829 14	.....	307 28	2, 155 72
Total.....	73 46	5, 401 72	.....	1, 159 77	6, 634 95
Amount sent.....	\$5, 475 18	.....	.....	\$1, 159 77	.....

Amount collected in Belgium..... \$7, 228 01
 Amount collected in the United States..... 6, 815 75

Total..... 14, 043 66

Excess collected in Belgium..... \$411 26
 Increase compared with last fiscal year..... 3, 167 28

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No. 16.—*Amount of letter postage collected on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$545 16	\$1,422 48	.....	\$3,029 74	\$4,997 38
Dale or Inman line.....	302 90	1,159 77	.....	1,919 90	3,382 57
North German Lloyd, of Bremen.....	123 90	216 45	.....	489 02	829 37
Total.....	971 96	2,798 70	.....	5,438 66	9,209 32
Amount received.....	\$3,770 66	.....	\$5,438 66	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$1,125 40	.....	\$162 60	\$1,288 00
Dale or Inman line.....	3,067 10	.....	376 40	3,443 50
North German Lloyd, of Bremen.....	248 20	.....	44 40	292 60
Hamburg American Packet Company.....	1,048 10	.....	128 90	1,177 00
Liverpool and Great Western Steam Co.....	2,749 40	.....	345 30	3,094 70
Total.....	8,238 20	.....	1,057 60	9,295 80
Amount sent.....	\$8,238 20	.....	.....	\$1,057 60	.....

Amount collected in the United States.....	\$12,008 86
Amount collected in the Netherlands.....	6,496 26
Total.....	18,505 12
Excess collected in the United States.....	\$5,512 60
Increase compared with last fiscal year.....	525 98

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No. 17.—*Amount of letter postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$572 30	\$2,267 75	.....	\$6,637 50	\$9,477 55
Dale or Inman line	247 00	1,135 35	.....	3,021 18	4,423 53
North German Lloyd, of Bremen	122 70	287 50	.....	1,009 40	1,419 60
Total	942 00	3,710 60	.....	10,668 08	15,320 68
Amount received	\$4,652 60	.....	\$10,668 08	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$1,827 30	.....	\$250 40	\$2,077 70
Dale or Inman line	4,347 40	.....	674 60	5,022 00
North German Lloyd, of Bremen	375 80	.....	132 60	508 40
Hamburg American Packet Company	1,716 50	.....	295 50	2,012 00
Liverpool and Great Western Steam Co.	4,206 20	.....	557 70	4,763 90
Total	12,473 20	.....	1,910 80	14,384 00
Amount sent	\$12,473 20	.....	.....	\$1,910 80	.....

Amount collected in the United States	\$17,125 80
Amount collected in Switzerland	12,578 88
Total	29,704 68
Excess collected in the United States	\$4,546 92
Decrease compared with last fiscal year	5,131 52

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No. 12.—*Amount of letter postage collected on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.					
Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$670 18	\$1,899 36	.....	\$4,517 94	\$7,087 48
Dale or Inman line	462 60	804 91	.....	1,988 30	3,255 81
North German Lloyd, of Bremen	204 40	499 77	.....	1,204 32	1,908 49
Total	1,337 18	3,204 04	.....	7,710 56	12,251 78
Amount received	\$4,541 22	.....	\$7,710 56	.....	.....

SENT.					
Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line	\$1,021 00	.....	\$103 60	\$1,124 60
Dale or Inman line	2,737 80	.....	289 60	3,027 40
North German Lloyd, of Bremen	256 20	.....	27 30	283 50
Hamburg American Packet Company	1,088 00	.....	86 80	1,174 80
Liverpool and Great Western Steam Co.	2,860 50	.....	271 90	3,132 40
Total	7,963 50	.....	779 20	8,742 70
Amount sent	\$7,963 50	.....	.....	\$779 20	.....

Amount collected in the United States	\$12,504 72
Amount collected in Italy	8,489 76
Total	20,994 48
Excess collected in the United States	\$4,014 96
Increase compared with last fiscal year	887 68

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No. 19.—*Amount of letter postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1871.*

RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
The United Kingdom.....	\$21,691 41	\$32,699 65	.....	\$215,881 56	\$270,272 62
The North German Union.....	23,551 16	130,569 36	.....	117,305 70	271,426 22
France.....	1,108 20	630 00	.....	.....	1,738 20
Belgium.....	691 85	648 72	.....	6,068 24	7,408 81
Netherlands.....	971 96	2,798 70	.....	5,438 66	9,209 32
Switzerland.....	942 00	3,710 60	.....	10,668 08	15,320 68
Italy.....	1,337 18	3,204 04	.....	7,710 56	12,251 78
Total.....	50,293 76	174,261 07	.....	363,072 80	587,627 63
Amount received.....	\$224,554 83	.....	\$363,072 80	.....	.....

SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
The United Kingdom.....	\$1,241 24	\$272,749 55	.....	\$19,924 18	\$293,914 97
The North German Union.....	679 34	217,613 95	.....	37,428 67	255,721 96
France.....	.....	4,735 40	.....	.....	4,735 40
Belgium.....	73 46	5,401 72	.....	1,159 77	6,634 95
Netherlands.....	.....	8,238 20	.....	1,057 60	9,295 80
Switzerland.....	.....	12,473 20	.....	1,910 80	14,384 00
Italy.....	.....	7,963 50	.....	779 20	8,742 70
Total.....	1,994 04	529,175 52	.....	62,260 22	593,429 78
Amount sent.....	\$531,169 56	.....	.....	\$62,260 22	.....
Amount collected in the United States.....	.....	.....	.....	.....	\$755,724 39
Amount collected in Europe.....	425,330 02
Total.....	1,181,057 41
Excess collected in the United States.....	\$330,391 37

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No. 20.—*Number and weight 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, 1871.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Rates.</i>	<i>Wt. in ozs.</i>	<i>Lbs. Ozs.</i>	<i>Lbs. Ozs.</i>
Cunard line.....	2,625,526	806,605	592,199	194,580½	317,712 02	43,330 04
Hamburg American Packet Co. ....	.....	.....	413,021	138,127½	.....	32,503 06
North German Lloyd, of Bremen.....	268,139	79,008	125,307	41,111½	28,737 02	9,847 12
Dale or Inman line.....	1,345,205	419,995	1,323,103	440,247	142,143 02	94,669 00
Liverpool and Great Western Steam Company.....	257	26	1,828,414	594,793	.....	135,583 05
Canadian line.....	1,927	525	252,674	75,685½	5 02	15,423 14
Total.....	4,241,054	1,306,159	4,539,718	1,484,545	488,597 08	331,357 09
Increase compared with last fiscal year.....	833,186 (*).....	823,687	259,992	92,418 15	34,906 03

* Not given last year.

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No. 21.—*Number of letters and weight of newspapers, &c., exchanged between the United States and the North German Union (inclosed mails through England and by direct steamer) during the fiscal year ended June 30, 1871.*

Lines.	Letters.		Newspapers, &c.		
	Received.	Sent.	Received.	Sent.	
	<i>Rates.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Lbs. Ozs.</i>	
Cunard line.....	825, 347	294, 507	8, 078, 776	11, 010	14½
North German Lloyd, of Bremen.....	479, 575	521, 722	5, 195, 316	44, 712	04½
Dale or Inman line.....	415, 617	593, 190	2, 577, 136	24, 090	00
Hamburg American Packet Company.....	326, 637	391, 184	3, 271, 403	17, 610	04
Liverpool and Great Western Steam Company.....		638, 198		21, 183	03
Total.....	2, 047, 176	2, 438, 801	19, 522, 631	118, 606	10
Compared with last fiscal year.....	{ Increase				
	{ Decrease.....				
	80, 893	61, 183			

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 22.—*Number of letters and newspapers received in and sent from the United States to France during the fiscal year ended June 30, 1871.*

Lines.	Letters.		Newspapers, &c.	
	Received.	Sent.	Received.	Sent.
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
Hamburg American Packet Company.....	2, 027	4, 373	2, 657	Not given.
North German Lloyd, of Bremen.....	387		204	
French Steamship Company.....	14, 968	40, 349	17, 479	104, 159
William H. Webb's line.....		2, 633		2, 637
Total.....	17, 382	47, 355	20, 340	106, 816

These mails were sent direct to France, no treaty in operation during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 23.—*Number of rates and weight of letters and weight of printed matter exchanged between the United States and Belgium during the fiscal year ended June 30, 1871.*

Lines.	Letters.				Newspapers, &c.			
	Received.		Sent.		Received.	Sent.		
	<i>Rates.</i>	<i>Wt in ozs.</i>	<i>Rates.</i>	<i>Wt in ozs.</i>	<i>Lbs. Ozs.</i>	<i>Lbs. Ozs.</i>		
Cunard line.....	41, 633	12, 779	10, 408	3, 431½	2, 549 03	449 10		
North German Lloyd, of Bremen.....	6, 428	2, 257½	2, 418	810½	484 12	141 07		
Dale, or Inman line.....	19, 979	6, 624	23, 511	7, 675½	1, 380 03	1, 402 14		
Hamburg American Packet Company.....			7, 776	2, 455½		543 02		
Liverpool and Great Western Steam Co.....			21, 361	6, 807		1, 188 15		
Total.....	68, 040	21, 660½	65, 474	21, 180½	4, 414 02	3, 726 00		
Increase compared with last fiscal year..	29, 466	.... (*) ...	24, 374	7, 905½	.... (†) ....	1, 187 12		

* Not given last year.

† Given for seven months only last year.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

J. J. MARTIN, Auditor.

No. 24.—*Number of rates and weight of letters and printed matter exchanged between the United States and the Netherlands during the fiscal year ended June 30, 1871.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Ozs.</i>	<i>Rates.</i>	<i>Ozs.</i>	<i>Lbs. Ozs.</i>	<i>Lbs. Ozs.</i>
Cunard line.....	43,460	14,761	12,880	4,473 $\frac{3}{4}$	943 4	285 9 $\frac{1}{2}$
North German Lloyd, of Bremen.....	7,187	2,191 $\frac{1}{2}$	2,926	1,034	219 00	120 4 $\frac{1}{2}$
Dale or Inman line.....	28,913	8,641	34,435	12,759	794 7	1,307 13 $\frac{1}{2}$
Hamburg American Packet Company.....			11,770	4,259 $\frac{1}{2}$		297 9 $\frac{1}{2}$
Liverpool and Great Western Steam Co.....			30,947	10,892 $\frac{1}{4}$		733 13 $\frac{3}{4}$
Total	79,560	25,593 $\frac{3}{4}$	92,958	33,418 $\frac{1}{2}$	1,956 11	2,745 2 $\frac{1}{2}$
Increase compared with last fiscal year.	22,862		19,547	8,261 $\frac{1}{4}$		625 2 $\frac{1}{2}$

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 25.—*Number of rates and weight of letters and printed matter exchanged between the United States and Switzerland during the fiscal year ended June 30, 1871.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Ozs.</i>	<i>Rates.</i>	<i>Ozs.</i>	<i>Lbs. Ozs.</i>	<i>Lbs. Ozs.</i>
Cunard line.....	85,366	24,032	20,777	6,478 $\frac{1}{4}$	2,625 00	1,226 2
North German Lloyd, of Bremen.....	12,865	3,624	5,084	1,572 $\frac{1}{2}$	488 15	384 2 $\frac{1}{2}$
Dale or Inman line.....	39,558	10,976	80,220	16,004 $\frac{1}{2}$	1,063 7	3,948 6 $\frac{3}{4}$
Hamburg American Packet Company.....			20,120	6,354		1,192 13
Liverpool and Great Western Steam Co.....			47,639	14,817		2,698 2
Total	137,789	38,632	143,840	45,226 $\frac{3}{4}$	4,177 6	9,449 10 $\frac{1}{2}$
Increase compared with last fiscal year.	22,964		24,227	8,471 $\frac{1}{2}$		1,486 3 $\frac{1}{2}$

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 26.—*Number of rates and weight of letters and printed matter exchanged between the United States and Italy during the fiscal year ended June 30, 1871.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Ozs.</i>	<i>Rates.</i>	<i>Ozs.</i>	<i>Lbs. Ozs.</i>	<i>Lbs. Ozs.</i>
Cunard line.....	62,112	16,763	11,246	3,205 $\frac{1}{2}$	1,665 12	736 3
North German Lloyd, of Bremen.....	16,667	4,521	2,835	822 $\frac{1}{2}$	504 2	201 14
Dale or Inman line.....	28,207	7,446 $\frac{1}{2}$	30,274	8,792	690 4	2,503 4 $\frac{1}{2}$
Hamburg American Packet Company.....			11,748	3,283 $\frac{1}{2}$		745 2
Liverpool and Great Western Steam Co.....			31,324	9,322		1,919 00 $\frac{1}{2}$
Total	106,986	28,730 $\frac{1}{2}$	87,427	25,425 $\frac{1}{2}$	2,860 2	6,105 8
Increase compared with last fiscal year.	23,529		23,687	7,496 $\frac{1}{2}$		2,165 15

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 27.—*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, 1871.*

Pacific Mail Steamship Company.	Letters.	News-papers, &c.	Postage on letters.
Received	85, 045	52, 389	\$9, 919 18
Sent	105, 807	80, 431	14, 221 72
Total	190, 852	132, 820	24, 140 90
Add newspaper postages, at two cents each			2, 656 40
Total postages			26, 797 30
Compared with last fiscal year	{ Increase	27, 125	
	{ Decrease	18, 539	\$3, 805 13

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 28.—*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, 1871.*

United States and Mexican Steamship Company.	Letters.	News-papers, &c.	Postage on letters.
Received	17, 427	21, 233	\$591 82
Sent	23, 248	46, 461	2, 324 80
Total	40, 675	67, 694	2, 916 62
Add newspaper postages, at two cents each			1, 353 88
Total postages			4, 270 50
Compared with last fiscal year	{ Increase	9, 845	
	{ Decrease	4, 339	\$1, 252 57

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 29.—*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, 1871.*

United States and Brazil Steamship Company.	Letters.	News-papers, &c.	Postage on letters.
Received	45, 828	43, 808	\$3, 419 35
Sent	52, 659	59, 943	7, 782 22
Total	98, 487	103, 751	11, 201 57
Add newspaper postages, at two cents each			2, 075 02
Total postages			13, 276 59
Decrease compared with last fiscal year	67, 897	2, 719	\$7, 039 00

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

REPORT OF THE POSTMASTER GENERAL.

No. 30.—*Statement of letters, with the several postages, received in and sent from the United States to Belize, Honduras, during the fiscal year ended June 30, 1871.*

New Orleans and Honduras line.	Letters.	News-papers, &c.	Postage on letters.
Received	2,487	No account	\$291 98
Sent.....	2,326	taken.	279 12
Total.....	4,813		571 10
Increase compared with last fiscal year.....	1,526		\$199 83

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

J. J. MARTIN, Auditor.

No. 31.—*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, 1871.*

West India mail steamers.	Letters.	News-papers, &c.	Postage on letters.
Received	415,043	112,080	\$45,468 12
Sent.....	307,597	190,040	32,160 89
Total	722,640	302,220	77,629 01
Add newspaper postages, at two cents each			6,044 40
Total postages.....			83,673 41
Compared with last fiscal year			
{ Increase.....	207,500	117,764	
{ Decrease.....			\$780 80

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

J. J. MARTIN, Auditor.

No. 32.—*Statement of the amount of letter postages on the mails exchanged between the United States and Nova Scotia, Newfoundland, and Bermuda, with partial report of the number of letters and newspapers exchanged, during the fiscal year ended June 30, 1871.*

	Unpaid.	Unpaid distributed.	Paid distributed.	Number of letters.*	Number of newspapers.*
Received	\$968 49	\$876 60	\$291 53	18,186	5,872
Sent.....			8,332 00	31,396	14,866

* Reported only by the New York office.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

J. J. MARTIN, Auditor.

No. 33.—*Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1871.*

(Incomplete returns.)

Amount on unpaid received	\$38,728 56	
Amount on paid received	138,363 50	
		\$177,092 06
Amount on unpaid sent	27,328 37	
Amount on paid sent	177,014 03	
		204,342 40
Total		381,434 46
Amount collected in the United States	\$215,742 59	
Amount collected in the British Provinces	165,691 87	
Excess collected in the United States	50,050 72	
Increase compared with last fiscal year	\$29,802 11	
Number of letters sent	2,425,027	
Number of letters received	2,432,048	
Number of newspapers sent	705,046	
Number of newspapers received	427,754	

NOTE.—Many of the exchange offices have failed to give the number of letters and newspapers exchanged, while some have failed to report altogether.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 34.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1871.*

Countries.	Number of letters.	
	Received.	Sent.
United Kingdom of Great Britain and Ireland	4,241,054	4,539,718
North German Union	2,047,176	2,438,801
France	17,382	47,355
Belgium	68,040	65,474
Netherlands	79,560	92,958
Switzerland	137,789	143,840
Italy	106,986	87,427
West India Islands	415,043	307,597
Panama	85,045	105,807
Mexico	17,427	23,248
Brazil	45,828	52,650
Honduras	2,487	2,326
Nova Scotia, Newfoundland, and Bermuda*	18,186	31,306
Canadian provinces*	2,432,048	2,425,027
Total	9,714,051	10,363,633
Increase compared with last fiscal year	1756,185	1317,442

* Partial returns only, and not included in this statement last fiscal year.

† Comparison made with those included in the statement of last fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 35.—*Amounts reported as due the steamers of the Dale or Inman line for services rendered during the fiscal year ended June 30, 1871.*

Third quarter of 1870	\$10,245 91
Fourth quarter of 1870	13,991 48
First quarter of 1871	12,579 10
Second quarter of 1871	12,720 86
Total amount paid	<u>49,537 35</u>

Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$2,334 67
Fourth quarter of 1870	1,175 21
First quarter of 1871	3,283 06
Second quarter of 1871	8,883 38
Total amount paid	<u>15,676 32</u>

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$1,415 54
Fourth quarter of 1870	1,462 47
First quarter of 1871	1,337 64
Second quarter of 1871	1,309 19
Total amount paid	<u>5,524 84</u>

Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$3,264 71
Fourth quarter of 1870	591 73
First quarter of 1871	5,549 63
Second quarter of 1871	11,009 62
Total amount paid	<u>20,415 69</u>

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$6,493 40
Fourth quarter of 1870	6,839 91
First quarter of 1871	7,299 23
Second quarter of 1871	1,546 27
Total amount paid	<u>22,178 81</u>

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$15,863 61
Fourth quarter of 1870	18,976 27
First quarter of 1871	15,593 50
Second quarter of 1871	10,372 00
Total amount paid	<u>60,805 38</u>

Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Panama, and Nova Scotia, for services rendered during the fiscal year ended June 30, 1871.

Third quarter of 1870	\$18,040 72
Fourth quarter of 1870	17,690 81
First quarter of 1871	21,856 92
Second quarter of 1871	19,268 87
Total amount paid	<u>76,857 32</u>

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

No. 36.—*Balances due the United States on the adjustment of the postal accounts between the United States and Switzerland, for the quarters indicated, settlements made during the fiscal year ended June 30, 1871.*

Third quarter of 1870	\$1,544 88
Fourth quarter of 1870	1,360 96
First quarter of 1871	1,342 95
Second quarter of 1871	1,641 04
Total	<u>5,889 83</u>

Balances due the United States on the adjustment of the postal accounts between the United States and the Netherlands, for the quarters indicated, settlements made during the fiscal year ended June 30, 1871.

First quarter of 1870	\$342 46
Second quarter of 1870	503 72
Third quarter of 1870	606 27
Fourth quarter of 1870	772 42
First quarter of 1871	546 68
Second quarter of 1871	368 69
Total	<u>3,140 24</u>

Balances due the United States on the adjustment of the postal accounts between the United States and the Kingdom of Italy, for the quarters indicated, settlements made during the fiscal year ended June 30, 1871.

Second quarter of 1870	\$688 72
Third quarter of 1870	151 98
Fourth quarter of 1870	941 95
First quarter of 1871	1,318 02
Total	<u>3,100 67</u>

Balances due from the United States to Belgium on the adjustment of the postal accounts between the United States and the Kingdom of Belgium, for the quarters indicated, settlements made during the fiscal year ended June 30, 1871.

First quarter of 1870	\$1,430 02
Second quarter of 1870	1,149 03
Third quarter of 1870	1,369 79
Fourth quarter of 1870	1,623 58
Total	<u>5,572 42</u>

Balance due the North German Union on the adjustment of the postal account between the United States and the North German Union, for the quarter indicated, settlement made during the fiscal year ended June 30, 1871.

* Second quarter of 1870 \$26, 669 91

Balances due the United Kingdom of Great Britain and Ireland on the adjustment of the postal accounts between the United States and the United Kingdom, for the quarters indicated, settlements made during the fiscal year ended June 30, 1871.

First quarter of 1870 \$19, 685 90

Second quarter of 1870 15, 180 41

Third quarter of 1870 22, 602 53

Fourth quarter of 1870 21, 209 53

Total 78, 678 37

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 17, 1871.

* This is the only account settled with the North German Union during the fiscal year.

A D D E N D A .

MAIL ROUTES ADVERTISED AUGUST 4, 1871,

AND

LETTER OF GENERAL ALBERT J. MYER.

11 P G



ADDENDA.

Mail-routes advertised August 4, 1871, for reletting from January 1, 1872, to June 30, 1875, in consequence of the failure of previous bidders or contractors to put service in operation on July 1, 1871; showing the compensation on contracts which expired June 30, 1871, the failing bids for service from that date, the cost per annum of temporary service for six months, to December 31, 1871, and the accepted bids for the same from January 1, 1872.

Number of route.	From—	To—	Compensation to June 30, 1871.	Amount of fail- ing bids.	Temporary ser- vice.	Accepted bids from January 1, 1872.
WEST VIRGINIA.						
4139	Kanawha Court-House	Wayne Court-House	\$545 00	\$448 00	\$624 00	\$489 00
4140	do	Jackson Court-House	545 00	448 00	545 00	545 00
4155	Raleigh	Red Sulphur Springs	New.	470 00	520 60	519 50
VIRGINIA.						
4444	Tunstall's	Williamsburgh	880 50	347 00	780 60	69 99
4488	Genito	Sunnyside	570 00	347 00	570 00	570 00
4492	Jetersville	Cumberland C. H.	350 00	244 00	416 00	315 00
4606	Goshen Bridge	Lexington	950 00	588 00	950 00	673 00
4611	Staunton	Cedar-Grove Mills	619 00	494 00	825 33	374 00
4635	Culpeper	Front Royal	691 25	559 00	900 00	589 00
4636	do	Sperryville	} 1, 120 00	990 00	1, 544 40	1, 225 00
4636a	Luray	New Market				
4648	Dumfries	Alexandria	600 00	620 00	720 00	780 00
NORTH CAROLINA.						
5037	Plymouth	Franklin Depot	2, 000 00	1, 999 00	4, 000 00	2, 500 00
5047	Elizabeth City	Currituck Court-House	500 00	223 50	500 00	300 00
GEORGIA.						
6072	Hoganville	Franklin	180 00	170 00	285 00	170 00
6074	Griffin	La Grange	1, 475 00	1, 079 00	1, 475 00	780 00
FLORIDA.						
6446	Weelaunee	Bailey's Mills	321 43	365 60	375 00	No bid.
6451	Lake Butler	Olustee	166 67	200 00	Not let.	149 00
ALABAMA.						
6630	Mobile	Cahaba	7, 304 80	4, 000 00	7, 305 00	4, 100 00
6631	Bridgeport	Decatur	18, 378 00	6, 800 00	18, 000 00	100 00
6632	Mobile	Demopolis	Not let.	3, 000 00	None.	1, 700 00
6634	Athens	Florence	900 00	700 00	1, 200 00	550 00
6638	Huntsville	Claysville	500 00	300 00	400 00	393 00
6645	Scottsborough	Lebanon	(?)	200 00	390 00	340 00
6646	do	Cottonville	299 00	250 00	364 00	350 00
6647	do	Hunt's Station	369 00	350 00	598 00	460 00
6648	Stevenson	Big Coon	111 12	133 34	129 60	(?)
6651	Guntersville	Blountsville	390 00	400 00	572 60	440 00
6652	do	Scottsborough	241 56	300 00	375 60	300 00
6653	Decatur	Jasper	1, 788 00	800 00	1, 700 00	900 00
6654	Somerville	Elyton	1, 275 00	700 00	1, 250 00	700 00
6656	Basham's Gap	Hanby's Mills	375 60	300 00	390 00	380 00
6657	Courtland	Moulton	720 00	350 00	450 00	350 00
6659	Moulton	Tuscaloosa	\$540 00	\$1, 500 00	\$4, 000 00	\$1, 200 00
6667	Chalk Bluff	Pikeville	166 23	102 38	150 22	160 00
6668	Russellville	Mount Hope	159 00	100 00	104 00	125 00
6669	do	Tuscumbia	496 00	350 00	390 00	390 00
6672	Pikeville	Thorn Hill	300 00	175 00	250 00	290 00
6673	do	Aberdeen	500 00	300 00	500 00	500 00
6674	do	Vernon	300 00	190 00	300 00	300 00
6676	Blountsville	Montevallo	1, 787 00	1, 500 00	3, 000 00	1, 900 00
6677	Cedar Bluff	Guntersville	571 67	400 00	450 00	490 00
6680	Cross Plains	Chattanooga	\$2, 500 00	\$2, 000 00	\$3, 000 00	\$1, 100 00
6683	Jacksonville	Guntersville	8, 000 00	3, 800 00	4, 500 00	3, 000 00
6685	do	Ashville	751 90	417 60	548 00	450 00
6689	Jasper	Blountsville	663 00	300 00	500 00	350 00
6690	do	Eldridge	380 00	150 00	245 00	240 00
6691	do	Jonesborough	\$1, 260 00	\$300 00	\$485 00	\$330 00
6692	Fayette Court-House	Columbus, Miss.	1, 350 00	700 00	1, 500 00	750 00
6693	do	do	900 00	375 00	900 00	400 00

* New from July 1, 1871.

† Temporary service continued.

‡ Once a week.

§ Three times a week.

|| Twice a week.

Mail routes advertised August 4, 1871, &c.—Continued.

Number of route.	From—	To—	Compensation to June 30, 1871.	Amount of failing bids.	Temporary service.	Accepted bids from January 1, 1872.
ALABAMA—Cont'd.						
6694	Fayette Court-House.	Reform	\$375 00	\$200 00	\$450 00	\$200 00
6695	do	Moscow	350 00	200 00	375 00	200 00
6696	do	Elyton	700 00	430 00	1,250 00	500 00
6702	Pickensville	Columbus, Miss.	800 00	400 00	800 00	785 00
6704	Reform	Pickensville	700 00	400 00	700 00	590 00
6706	New Lexington	Fayette Court-House	255 00	100 00	175 00	140 00
6708	Carthage	Greensborough	991 60	417 60	1,104 00	680 00
6709	Tuscaloosa	Eutaw	\$770 00	\$750 00	\$750 00	\$700 00
6710	do	Providence	645 00	300 00	624 00	450 00
6711	do	Jasper	697 00	300 00	885 00	400 00
6712	do	Bridgeville	573 16	250 00	624 00	450 00
6718	Talladega	Talladega	143 00	183 00	208 00	398 00
6731	Jones's Cross Roads	Chanahachee	250 00	220 00	250 00	220 00
6733	Randolph	Trion	918 04	243 00	1,200 00	1,000 00
6735	Marion	Plattsville	1,100 00	470 00	1,100 00	850 00
6736	do	Randolph	475 00	260 00	470 00	600 00
6737	do	Marion	620 00	350 00	620 00	500 00
6738	Uniontown	Linden	1,633 33	245 00	No report.	900 00
6739	Autaugaville	Montgomery	1,258 04	690 00	1,073 00	970 00
6740	Wetumpka	Talladega	1,140 00	600 00	1,140 00	775 00
6741	do	Childersburgh	950 00	500 00	800 00	945 00
6744	Crawford	Columbus, Ga.	500 00	290 00	403 00	390 00
6748	Leachapoka	Dadeville	468 00	448 00	546 00	448 00
6755	Pine Level	Union Springs	365 00	260 00	300 00	450 00
6758	Letohatchee	Whitman	540 00	400 00	650 00	500 00
6759	Cahaba	McKinley	900 00	400 00	900 00	765 00
6760	do	Richmond	404 25	175 00	450 00	325 00
6761	do	Selma	400 00	250 00	400 00	375 00
6762	Selma	Greenville	900 00	500 00	900 00	790 00
6770	York Station	Butler	890 91	560 00	832 00	740 00
6771	Linden	Demopolis	Not let.	200 00	350 00	237 00
6777	Prairie Bluff	Grove Hill	1,050 00	400 00	No service	400 00
6781	Eufaula	Midway	\$2,210 36	\$2,000 00	1680 85	1,650 00
6782	do	Mariana	2,990 00	1,400 00	2,800 00	1,500 00
6784	do	do	Not let.	Not let.	Not let.	Not let.
6785	Eufaula	Ozark	600 00	590 00	1,500 00	950 00
6787	Troy	Geneva	797 00	500 00	900 00	750 00
6788	do	Ozark	Changed	230 00	494 00	375 00
6789	do	Louisville	453 66	246 00	No report.	425 00
6790	do	Pine Level	306 13	175 51	303 00	300 00
6791	do	Montgomery	1,415 00	800 00	1,500 00	1,000 00
6794	Greenville	Troy	756 05	790 00	845 00	740 00
6797	Jacksonville	Tallapoosa, Ga.	296 00	300 00	348 00	345 00
6802	Evergreen	Grove Hill	1,200 00	1,190 00	1,800 00	1,696 00
6813	Abbeville	Newton	440 00	44 00	440 00	349 00
MISSISSIPPI.						
7024	Vicksburgh	Greenwood	5,000 00	5,000 00	7,500 00	No bid.
7153	Brandon	Williamsburgh	1,605 37	1,400 00	1,600 00	1,598 00
ARKANSAS.						
7504	Memphis	White River	3,000 00	1,975 00	2,496 00	300 00
7505	White River	Vicksburgh	7,000 00	6,840 00	18,400 00	3,000 00
7506	do	Pine Bluff	13,000 00	4,000 00	12,999 00	4,997 00
7507	Pine Bluff	Little Rock	6,000 00	5,250 00	7,400 00	3,474 00
7521	Little Rock	Benton	1,473 00	01	1,679 00	150 00
7522	do	Monticello	3,088 00	1,500 00	4,474 00	1,400 00
7524	do	Fort Smith	10,000 00	4,980 00	13,750 00	3,700 00
7525	do	do	4,600 00	3,245 00	4,600 00	1,000 00
7526	do	Tulip	New	745 00	1,375 00	574 00
7531	Argenta	Little Rock	750 00	333 00	1,850 00	574 00
7533	Madison	Harrisburgh	1,250 00	895 00	1,800 00	890 00
7536	Jacksonport	Yellville	2,800 00	2,451 00	4,368 00	2,300 00
7538	Lewisburgh	Perryville	925 00	140 00	208 00	150 00
7568	Dardanelles	Waldron	New	624 00	1,196 00	624 00
7575	Clarksville	Charleston	11,649 00	1743 00	11,200 00	1,490 00
7587	Fort Gibson	Sherman	34,296 00	500 00	34,296 00	2,773 00

* Three times a week.

† Twice a week.

‡ Offered.

§ Six times a week.

|| To Fort Smith.

¶ To Charleston.

Mail routes advertised August 4, 1871, &c.—Continued.

Number of route.	From—	To—	Compensation to June 30, 1871.	Amount of failing bids.	Temporary service.	Accepted bids from January 1, 1872.
ARKANSAS—Cont'd.						
7590	Fort Smith	Bentonville	\$8,702 00	\$1,860 00	\$12,000 00	\$1,900 00
7592	do	Fort Gibson	\$1,800 00	\$400 00	\$1,500 00	\$550 00
7593	do	Black Jack	500 00	400 00	600 00	421 00
7594	do	Hot Springs	New	3,745 09	9,000 00	2,500 00
7595	do	Baxter Springs	7,300 00	2,480 00	7,300 00	2,100 00
7601	Washington	Rocky Comfort	840 00	550 00	1,040 00	583 00
7602	do	Dallas	1100 00	\$1,100 00	\$1,500 00	\$1,400 00
7603	do	Clarksville	4,700 00	900 00	5,000 00	2,450 00
7604	do	Boston	3,300 00	1,550 00	3,200 00	1,500 00
7605	do	Shreveport	5,900 00	1,495 00	5,900 00	2,500 00
7606	Antoine	Paraclifta	1,650 00	950 00	2,200 00	820 00
7608	Arkadelphia	Big Bend	740 00	725 00	950 00	739 00
7610	Perryville	Bluffton	724 00	575 00	808 00	550 00
7612	Benton	Washington	8,200 00	850 00	8,200 00	2,884 00
7613	do	Hot Springs	1,848 00	01	1,848 00	147 00
7614	do	Camden	7,478 00	980 00	7,478 00	1,900 00
7615	Rockport	Center Point	1,515 00	850 00	1,515 00	850 00
7621	Camden	Washington	2,400 00	1,100 00	2,400 00	1,200 00
7622	do	Lewisville	1,600 00	950 00	1,800 00	1,100 00
7623	do	Homer	1,975 00	1,495 00	2,400 00	1,898 00
7624	do	Monroe	3,920 00	1,300 00	4,500 00	2,555 00
7628	Hillsborough	do	2,267 00	1,300 00	2,600 00	903 00
7631	Eldorado	Warren	1,667 00	1,045 00	1,667 00	1,100 00
7632	Lisbon	Lewisville	No service.	600 00	720 00	590 00
7635	Relf's Bluff	Napoleon	1,042 00	750 00	1,300 00	650 00
7636	Monticello	Camden	2,400 00	1,245 00	3,434 00	1,400 00
7637	do	Mouroe	5,375 00	2,795 00	5,300 00	1,200 00
7640	Hamburgh	Warren	\$1,095 00	\$450 00	\$520 00	\$395 00
7645	Ennice	Monticello	\$1,471 00	\$1,350 00	\$1,500 00	\$700 00
LOUISIANA.						
8006	Vicksburgh	New Orleans	\$20,000 00	\$7,000 00	\$37,500 00	\$4,700 00
8007	Brashear	New Iberia	9,000 00	4,300 00	14,000 00	3,300 00
8010	New Orleans	Buras	1,800 00	2,400 00	5,000 00	800 00
8013	do	Shreveport	\$30,000 00	\$6,500 00	\$29,000 00	\$4,000 00
8014	do	St. Francisville	6,400 00	5,500 00	16,000 00	2,500 00
8015	do	Carrollton	950 00	200 00	900 00	200 00
8043	Monroe	Shreveport	11,880 00	2,660 00	23,400 00	14,860 00
8073	Washington	Evergreen	Re-arrang'd	300 00	550 00	245 00
8082	New Iberia	Cheneyville	8,440 00	1,900 00	15,000 00	2,948 00
8083	do	Perry's Bridge	\$100 00	\$95 00	\$1,050 00	\$135 00
8084	St. Martinsville	Opelousas	Re-arrang'd	1,130 00	3,120 00	1,503 00
TEXAS.						
8512	Indianola	Corpus Christi	10,500 00	4,251 00	10,500 00	9,000 00
8513	Galveston	Matagorda	New.	3,940 00	3,700 00	3,500 00
8526	Corpus Christi	Browsville	10,371 00	3,900 00	10,371 00	4,661 00
8530	Browsville	Brazos Santiago	\$3,000 00	\$2,730 00	\$1,800 00	\$1,000 00
8533	San Antonio	Victoria	3,670 00	1,400 00	9,900 00	1,900 00
8534	do	Corpus Christi	1,671 00	1,200 00	1,800 00	900 00
8536	do	Waco	\$4,700 00	\$1,800 00	\$27,000 00	\$2,700 00
8537	do	Eagle Pass	17,612 00	3,300 00	17,612 00	1,900 00
8538	do	Fort Concho	63,730 00	3,700 00	63,730 00	3,700 00
8539	Fort Concho	El Paso	81,706 00	4,200 00	81,706 00	4,973 00
8540	do	Fort Arbuckle	44,225 00	5,000 00	44,225 00	4,300 00
8549	Columbus	San Antonio	6,560 00	2,700 00	21,000 00	4,373 00
8550	do	Austin	\$11,300 00	\$2,400 00	\$6,000 00	\$1,900 00
8557	Austin	Victoria	3,970 00	3,800 00	8,000 00	1,900 00
8559	do	Lampasas	1,194 00	590 00	1,100 00	963 00
8561	do	Burnet	649 00	700 00	649 00	640 00
8571	Brenham	La Grange	\$5,000 00	\$1,200 00	3,000 00	940 00
8572	do	Austin	No service.	2,200 00	7,888 00	1,100 00
8575	Groesbeck	Waxahatchie	\$11,681 00	1,069 00	14,000 00	2,900 00
8576	Calvert	Belton	\$2,500 00	\$1,500 00	\$3,500 00	1,500 00
8577	Bremond	Waco	\$721 00	\$600 00	\$7,500 00	\$1,900 00
8578	Bryan	Centerville	\$343 00	\$850 00	\$1,800 00	\$900 00

* To Washburn.
 † To Bentonville.
 ‡ Three times a week.
 § Once a week.
 ¶ To Wilton.

¶ To Dallas.
 ** Twice a week.
 †† To Jefferson.
 *** To Shreveport.
 §§ Six times a week.

¶¶ To La Grange.
 ¶¶¶ To Austin.
 *** Offered.
 ††† Rearranged.
 †††† Three times a week to Moulin.

Mail contracts advertised August 4, 1871, &c.—Continued.

Number of route.	From—	To—	Compensation to June 30, 1871.	Amount of failing bids.	Temporary service.	Accepted bids from January 1, 1872.
TEXAS—Cont'd.						
8580	Anderson	Madisonville	Re-arrang'd	\$600 00	No report.	\$325 00
8584	Waco	Gatesville	8594 00	500 00	8780 00	470 00
8585	do	Towash	No service.	300 00	520 00	400 00
8589	Meridian	Stephensville	475 00	626 00	780 00	600 00
8590	Hillsborough	Jacksborough	2,409 00	1,200 00	4,500 00	1,500 00
8598	Dallas	Cleburne	900 00	775 00	1,000 00	533 00
8603	Sherman	Waco	Re-arrang'd	2,400 00	18,000 00	1,950 00
8610	Clarksville	Sherman	Re-arrang'd	2,200 00	7,500 00	1,750 00
8613	Jefferson	Clarksville	2,350 00	1,800 00	2,600 00	1,300 00
8619	Marshall	do	4,542 00	2,600 00	7,000 00	1,950 00
8620	Longview	Dallas	Re-arrang'd	1,100 00	8,412 00	2,465 00
8642	Crockett	Longview	4,033 00	1,000 00	10,000 00	2,373 00
8646	do	Navasota	3,500 00	2,300 00	10,000 00	2,465 00
8648	Huntsville	Homer	1,200 00	620 00	1,150 00	600 00
8649	Cypress Top	Huntsville	1,934 00	950 00	1,934 00	800 00
8652	Liberty	Beaumont	Re-arrang'd	549 00	1,800 00	1,400 00
8654	Woodville	Milam	1,584 00	620 00	1,040 00	600 00
8660	Beaumont	Jasper	1,100 00	1,090 00	1,716 00	1,000 00
8661	Sabine Pass	Beaumont	†875 00	†695 00	†1,570 00	†450 00
8630	Henderson	Waco..... { 8664 } { 8665 }	4,975 00	900 00	10,000 00	3,100 00

* Offered.

† Once a week.

‡ Twice a week.

JOHN L. ROUNTT,
Second Assistant Postmaster General.

Letter of General Albert J. Myer.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
Washington, D. C., July 18, 1871.

SIR: According to your request, the following report is furnished regarding the rates for telegraphic service submitted on June 26, 1871, for your consideration, by Hon. William Whiting, special assistant to the Attorney General, and specified in your subsequent order dated June 29, 1871.

In March last, it was considered by this office important to obtain, by personal interviews between its officers and the representatives of the most important telegraph companies of the United States a full understanding, and, if possible, an adjustment of the subjects both of compensation and also of special facilities required, in regard to which difficulties had arisen.

Brevet Lieutenant Colonel Garrick Mallery and Brevet Captain H. W. Howgate, both of United States Army, and acting signal officers, on duty at this office, were, on March 20, 1871, designated by the War Department to represent it in conference with officers of the several companies, and took part in all the meetings held.

On April 4, 1871, Hon. William Whiting was commissioned as special assistant to the Attorney General of the United States in relation to matters in controversy between the Government and the telegraph companies of the United States, and was instructed to act in co-operation with the Chief Signal Officer of the Army, who met him and participated in the various subsequent meetings and discussions.

The above-named officers met at different times and places in reference to the above-named duty, the president, vice-president, and electrician of the Western Union Telegraph Company, (who also represented the Northwestern Telegraph Company;) the president, general superintendent, and secretary of the Pacific and Atlantic Telegraph Company; the general superintendent of the Atlantic and Pacific Telegraph Company; the president and superintendent of the Franklin Telegraph Company; and the president and treasurer of the International Ocean Telegraph Company. In these meetings were obtained a mass of reports, estimates, and other statistics, verified in many cases by reference to the books of the companies, which were made freely accessible.

The purpose of the representatives of the Government, persistently adhered to, was to ascertain the actual cost to the telegraph companies for the service required for the weather reports, signal service, fairly estimated, with proper allowance for the difference in cost between that particular service and ordinary commercial or press business. It was also proposed, after ascertaining that cost, to allow a fair profit upon it, the profit of 30 per cent. being the one used in the general calculations.

The result of many and prolonged consultations was that part of the above-mentioned order relating to the weather reports, signal service, which is in the following language:

The rate for all telegraphic communications known as the signal-service messages and reports shall be two cents for each word of said reports and messages for each circuit over which it may pass, in accordance with the schedule of circuits and plans of the Chief Signal Officer of the Army, which are now adopted or may hereafter be adopted by him for transmitting these dispatches, or such part thereof as he may designate in such words or ciphers as may from time to time be directed by him. The amount thus estimated is to be taken in full payment for said dispatches, no additional allowance to be made for drops, office messages, or other services or special facilities required by the Chief Signal Officer for the correct and prompt transmission of said signal-service messages and reports.

This rate was voluntarily and in advance of your order assented to by the Western Union Telegraph Company, and the following table exhibits the comparative cost of transmitting the weather reports for the 48 stations, being 18 circuits, actually in operation on July 1, 1871, according to the provisions of your order, as contrasted with the commercial rates previously charged and paid :

Circuits.	WEATHER REPORTS.		Commercial rates for same No. of words.
	Number of words.	Cost by Postmaster General's order.	
Galveston and New Orleans.....	704	\$14 08	\$29 32
New York and Milwaukee.....	2, 024	40 48	74 26
Burlington and Boston.....	264	5 28	4 84
Lake City and New York.....	2, 112	42 24	176 00
Augusta and New Orleans.....	396	7 92	26 38
Cairo and Chicago.....	572	11 44	29 97
New Orleans and Chicago.....	1, 144	22 88	95 33
San Francisco and Chicago.....	220	11 40	29 33
Pittsburgh and Chicago.....	572	11 44	14 30
Portland and New York.....	2, 112	42 24	35 20
Grand Haven and Detroit.....	440	8 80	12 46
Mount Washington and Boston.....	44	88	88
Knoxville and Washington.....	88	1 76	8 80
Chicago and Davenport.....	308	6 16	7 70
Leavenworth and St. Louis.....	572	11 44	20 97
Milwaukee and Marquette.....	528	10 56	36 96
Milwaukee and Du Luth.....	424	9 68	38 72
Lake City and Key West.....	396	7 92	52 80
One day.....	12, 980	259 09	685 22
Three months, 30, 31, 31=92 days.....	1, 194, 160	23, 883 20	63, 040 24

This statement shows a saving to the United States for a service of three months of \$39,157 04, being at the rate of over 62 per cent.

The additions to and changes in this service to be made from time to time will not probably reduce this rate of saving.

It will be understood that the weather reports of the signal service are necessarily sent over defined and established circuits and circuits of great length, under different circumstances from messages of any other character, and therefore required special provision.

An essential part of the plan being that the reports of observations should be furnished by what is technically called "drops" at many points intermediate between those of transmission and address, this increased the amount of service rendered, and occasioned the recommendation of a rate which should compensate in fact for the "drops," while it was not practicable to consider them directly as the basis of calculation.

Under the general instructions to Mr. Whiting, it was also proper and necessary to examine and report upon the rates considered to be fair for the transmission of telegraphic communications between the several Departments of the Government of the United States and their officers and agents, other than the signal-service messages; and, observing the same principle before alluded to, the result was reported to you in the following language :

One cent per word for each circuit through which it shall be transmitted, said rates to be computed subject to the following conditions, viz: A distance of two hundred and fifty miles, as computed by the tables of the Post-Office Department, shall be deemed a circuit. If, on computing circuits, there shall be found one or more circuits and a fraction of a circuit, such fraction shall be deemed a circuit. If a communication shall be sent a distance less than two hundred and fifty miles, that distance shall be deemed a circuit. All words of the communication transmitted are to be counted, excepting the date and place at which such communication is filed, no communication to be at a rate less than 25 cents.

The unit of distance (two hundred and fifty miles) mentioned in this

part of the report as above submitted to you, was found to be the average length of circuit over which messages in the United States were transmitted. This rate was substantially acceded to, in advance of your order, by the Western Union and the Franklin Telegraph Companies.

The following table exhibits the rates of late actually charged to the Departments of the United States by the several telegraph companies, and the cost to the United States for the same messages and distances, according to the rate established by you, sixty-five of the most important telegraphic stations in the United States being taken for example, with Washington as the point of transmission :

Place.	Com'l.	Gov't	Com'l.	Gov't	Place.	Com'l.	Gov't	Com'l.	Gov't
	13 body words.	30 total words.	100 body words.	100 total words.		13 body words.	30 total words.	100 body words.	100 total words.
Albany, N. Y.	\$0 95	\$0 60	\$5 30	\$2 00	Green Bay, Wis.	\$2 18	\$1 20	\$11 75	\$4 00
Poughkeepsie, N. Y.	85	60	5 20	2 00	Mobile, Ala.	3 01	1 50	17 80	5 00
Augusta, Ga.	1 98	90	11 55	3 00	Montgomery, Ala.	2 88	1 20	16 80	4 00
Baltimore, Md.	26	30	2 00	1 00	Nashville, Tenn.	1 21	90	7 30	3 00
Annapolis, Md.	36	30	2 10	1 00	New London, Conn.	72	60	4 30	2 00
Elkton, Md.	54	30	3 15	1 00	Palmer, Mass.	67	60	4 15	2 00
Bangor, Me.	1 08	90	6 48	3 00	New Orleans, La.	3 01	1 50	17 80	5 00
Boston, Mass.	67	60	4 15	2 00	New York, N. Y.	49	30	3 10	1 00
Buffalo, N. Y.	1 08	60	6 30	2 00	Norfolk, Va.	49	30	3 10	1 00
Burlington, Vt.	1 57	90	9 40	3 00	Omaha, Nebr.	3 06	1 80	17 85	6 00
Cairo, Ill.	2 16	1 20	12 60	4 00	Oswego, N. Y.	1 08	60	6 30	2 00
Charleston, S. C.	1 98	90	11 55	3 00	Philadelphia, Pa.	41	30	2 15	1 00
Cheyenne, Wyo.	5 17	2 40	30 40	8 00	West Chester, Pa.	77	30	4 25	1 00
Chicago, Ill.	1 21	1 20	7 30	4 00	Pittsburgh, Pa.	31	60	2 05	2 00
Cincinnati, Ohio.	59	90	3 20	3 00	Portland, Me.	90	90	5 25	3 00
Cleveland, Ohio.	1 31	90	7 40	3 00	Rochester, N. Y.	1 08	60	6 30	2 00
Davenport, Iowa.	1 60	1 50	10 50	5 00	Canandaigua, N. Y.	1 21	60	7 30	2 00
Des Moines, Iowa.	2 75	1 50	15 80	5 00	Savannah, Ga.	2 34	90	13 65	2 00
Denver, Col.	4 90	2 40	31 60	8 00	Springfield, Ill.	2 29	1 20	13 60	4 00
Detroit, Mich.	1 57	90	9 40	3 00	Toledo, Ohio.	1 57	90	9 40	3 00
Monroe, Mich.	1 57	90	9 40	3 00	Oberlin, Ohio.	1 31	90	7 40	3 00
Jackson, Mich.	1 60	90	10 50	3 00	Wilkesbarre, N. C.	1 44	60	8 40	2 00
Fort Benton, Mont.	9 05	3 90	52 55	13 00	Galveston, Tex.	4 81	2 10	28 30	7 00
Port Smith, Ark.	3 78	1 80	22 05	6 00	Grand Haven, Mich.	2 03	1 20	11 60	4 00
Terre Haute, Ind.	2 03	1 20	11 60	4 00	Indianapolis, Ind.	59	90	3 20	3 00
Jackson, Miss.	3 42	1 20	19 95	4 00	Penn Yan, N. Y.	1 62	60	9 45	2 00
Louisville, Ky.	90	90	5 25	3 00	St. Louis, Mo.	2 11	1 20	12 55	4 00
New Albany, Ind.	1 62	90	9 45	3 00	Alton, Ill.	2 29	1 20	13 60	4 00
Leavenworth, Kans.	3 06	1 50	17 85	5 00	San Diego, Cal.	8 51	4 50	49 40	15 00
Topeka, Kans.	3 24	1 80	18 90	6 00	San Francisco, Cal.	5 09	3 90	34 70	13 00
Lewes, Del.	77	30	4 25	1 00	Santa Fé, N. M.	6 72	2 70	53 60	9 00
New Castle, Del.	67	30	4 15	1 00					
Memphis, Tenn.	1 49	1 20	8 45	4 00					
Milwaukee, Wis.	1 31	1 20	7 40	4 00					
					Average difference.	2 29	1 25	13 98	4 14

In explanation of this table, it may be stated that experience shows messages of 13 "body words" (the address and signature being omitted) to be properly considered equivalent to those of 30 total words under the terms of your order.

Calculations made from the above table show an average saving to the United States beyond what had been paid previous to the date of your order, in the case of the shorter messages classified as above, of 45 per cent., and in the longer messages of 70 per cent., which rate increases in favor of the United States when the number of words exceeds 100.

It was further insisted upon by the representatives of the United States that the proper construction of the act of Congress, approved July 24, 1866, entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes," was that all telegraphic communications in relation to the affairs or business of the United States by its civil or military officers, agents, or employes, in their transmission over the lines of the companies which had accepted the provisions of that act,

should be entitled to priority over all other business; and also that the said companies are not entitled to receive prepayment therefor, but are bound to receive compensation therefor at rates to be annually fixed by the Postmaster General. No objection is made on the part of the several companies conferred with to the above construction. Attached hereto are copies of several papers considered of importance, as connected with the above report.

I am, sir, very respectfully, your obedient servant,

ALBERT J. MYER,

Brigadier General, and Chief Signal Officer of the Army.

The Honorable the POSTMASTER GENERAL.

Proposed rates for signal-service messages and reports, as assented to by the Western Union Telegraph Company.

The rate for all Government dispatches known as signal-service messages and reports is and shall be fixed for the year commencing _____, 1871, as follows, viz: 2 cents for each word of said reports and messages for each circuit over which it may pass, in accordance with the schedule of circuits and plans of the Chief Signal Officer of the Army which are now adopted, or may hereafter be adopted, by him for transmitting these dispatches, or such part thereof as he may designate, in such words or ciphers as may from time to time be directed by him. The amount thus estimated to be taken in full payment for such dispatches, no additional allowances to be made for drops, office messages, or other services or special facilities required by the Chief Signal Officer for the correct and prompt transmission of said signal-service messages and reports.

The above is satisfactory, and the service may commence at once.

WILL'M ORTON,

President Western Union Telegraph Company.

NEW YORK, May 8, 1871.

Letter of William Orton, president of the Western Union Telegraph Company, proposing terms for departmental telegraphy other than that of the weather reports.

WASHINGTON, D. C., June 24, 1871.

SIR: The Western Union Telegraph Company will consent to the fixing by the Postmaster General of the following rates for telegraphic service for the several Departments of the Government for the fiscal year 1871-72, (excepting the weather reports,) viz:

One cent per word for each circuit of two hundred and fifty miles, or fractional parts thereof, all words to be counted, except the date and the place at which the message is filed: *Provided, however,* That no message shall be counted as less than 25 words; distances to be computed by the tables of the War Department.

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

WILL'M ORTON,

President.

Hon. WILLIAM WHITING,

Assistant Attorney General of the United States.

Letter of the president of the Pacific and Atlantic Telegraph Company to Mr. Whiting, proposing terms for the departmental telegraphing other than that of the weather reports.

WASHINGTON, D. C., June 24, 1871.

SIR: Our company are of the opinion that for the service for which proposals are asked in the foregoing letter the following would be a just rate of compensation:

A message shall be held to be 30 words or less, all words or figures to be counted. A unit of distance shall be held to be two hundred and fifty miles.

The rate of compensation to be one cent per word for each unit of distance, all portions of the unit to be deemed as a unit.

No message to be less than 30 cents.

Very respectfully,

GEO. H. THURSTON,

President Pacific and Atlantic Telegraph Company.

Hon. WILLIAM WHITING,

Assistant Attorney General of the United States.

Proposal of the Franklin Telegraph Company for signal service.

NEW YORK, May 12, 1871.

SIR: In reply to your letter of 11th, I conclude, without consultation with any other lines, to make our offer at once, on the lowest basis we can afford—two cents per word, counting address and signature—for our entire line through—Baltimore, New York, Philadelphia, or Boston, and everything intermediate.

Yours respectfully,

GEORGE H. ELLERY,

President.

Capt. H. W. HOWGATE,

Acting Signal Officer and Assistant.

Memorandum of Hon. W. Whiting, filed with Chief Signal Officer, after interview with the general superintendent of Franklin Telegraph Company.

The Franklin Telegraph Company, represented by J. G. Smith, general superintendent, agree to the rates for the general business of the Departments as proposed by us.

W. WHITING.

JUNE 26, 1871.

Rights of the Government against the telegraph companies in relation to priority of service and the mode of payment therefor, as stated by Mr. Whiting and assented to by the Western Union Telegraph Company.

Whereas questions have heretofore arisen between the Departments of the Government and certain telegraph companies in respect to the obligations imposed by law upon such companies as have filed their

written acceptance with the Postmaster General of the restrictions and obligations of the act of Congress approved July 24, 1866, entitled "An act to aid in the construction of telegraph lines, and to secure to the Government the use of the same for postal, military, and other purposes"—in order to prevent future misunderstandings, it is claimed by Mr. Whiting, acting on behalf of the United States, as assistant to the Attorney General of the United States, that by the true interpretation of the aforesaid statute all telegraphic communications in relation to the affairs or business of the United States by its civil or military officers, agents, or employés are entitled, in their transmission over the telegraphic lines of said companies, to priority over all other business; also, that said companies are not entitled to receive prepayment therefor, but are bound to receive compensation therefor at rates to be annually fixed by the Postmaster General.

The Western Union Telegraph Company will make no objection to this construction of the said statute.

THE WESTERN UNION TELEGRAPH COMPANY,

By WILL'M ORTON,

President.

WILLIAM WHITING,

Assistant to the Attorney General.

WASHINGTON, *June 24, 1871.*

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