

REPORT
OF THE
THE POSTMASTER GENERAL,
BEING PART OF
THE MESSAGE AND DOCUMENTS
COMMUNICATED TO THE
TWO HOUSES OF CONGRESS
AT THE
BEGINNING OF THE FIRST SESSION OF THE FORTY-THIRD CONGRESS.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1873.

REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 14, 1873.

SIR: The ordinary revenues of this Department for the fiscal year ended June 30, 1873, were \$22,996,741.57, and the expenditures of all kinds \$29,084,945.67. For the year ended June 30, 1872, the ordinary revenues were \$21,915,426.37, and the expenditures \$26,658,192.31. In 1873 there was an increase of revenue over 1872 of \$1,081,315.20, or 4.93 per cent., and an increase of expenditures of \$2,426,753.36, or 9.10 per cent. A comparison of 1873 with 1871 shows an increase in revenues of \$2,959,696.15, or 14.42 per cent., and an increase of expenditures of \$4,694,841.59, or 19.24 per cent. The increase or decrease in each item of receipt and expenditure during the fiscal year ended June 30, 1873, as compared with the years ended June 30, 1872, and June 30, 1871, respectively, is shown by table No. 2, accompanying the report of the Third Assistant Postmaster-General.

If, in addition to the ordinary revenues, the Department is credited with the amounts drawn and expended for subsidies to mail steamship-lines, (\$725,000,) it will be seen that the amount drawn from the general Treasury under the appropriations to meet deficiencies during the year was \$5,265,475, against \$3,317,765.94 in 1872. To the deficiency for 1872, however, are to be added the standing appropriations for free matter amounting to \$700,000, which have since been repealed.

The estimated expenditures for the year ending June 30, 1875, are....	\$33, 929, 912 00
The ordinary revenues, estimated at 13 per cent. over	
1873.....	\$25, 908, 817 00
Estimated revenue from money-order business.....	100, 000 00
Estimated revenue from postal-cards.....	1, 034, 732 00
Estimated revenue from postage-stamps supplied to De-	
partments.....	2, 250, 000 00
Making the total estimated revenues for 1875.....	29, 293, 549 00
Leaving a deficiency to be appropriated out of the general Treasury of.	4, 636, 363 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, under acts approved February 17, 1865, and February 18, 1867.....	\$500, 000 00
For additional subsidy under act approved June 1, 1872.....	500, 000 00
For mail steamship-service between the United States and Brazil, under act of May 28, 1864.....	150, 000 00

For mail steamship-service between San Francisco and the Sandwich Islands, under act of March 2, 1867	\$75,000 00
Total	1,225,000 00

Of the appropriations for deficiencies there were unexpended on June 30, 1872, the following amounts, viz:

For the fiscal year 1869-'70	\$1,000,000 00
For the fiscal year 1870-'71	2,618,396 00
For the fiscal year 1871-'72	885,633 00
	<u>\$4,504,029 00</u>
Amount appropriated for the fiscal year 1872-'73	5,700,970 00

A total of..... 10,204,999 00

There were drawn during the last fiscal year, on account of payment, for previous fiscal years, the following:

Of the amount appropriated for 1869-'70	\$152,225 00
Of the amount appropriated for 1870-'71	978,000 00
Of the amount appropriated for 1871-'72	535,000 00
Of the amount appropriated for 1872-'73	3,600,250 00
	<u>5,265,475 00</u>

Leaving the amount of appropriations for deficiencies undrawn and available for payments of indebtedness to June 30, 1873..... 4,939,524 00

Against this sum there are chargeable sundry unliquidated accounts estimated as follows:

For balances to foreign countries.....	\$116,200 00
For mail-service under contract and recognized, but not yet reported.....	393,643 00
For mail-service still unrecognized.....	157,000 00
	<u>666,843 00</u>

Leaving, after settlement of all liabilities to June 30, 1873, a net balance of deficiency-appropriations of..... 4,272,681 00

The number of adhesive postage-stamps issued during the year was 601,931,520, representing	\$16,681,189 00
Stamped-envelopes, plain, 65,014,600, representing.....	1,722,512 00
Stamped-envelopes, "request," 52,201,250, representing.....	1,544,567 50
Newspaper-wrappers, 13,956,750, representing.....	140,567 50
Postal-cards, 31,094,000, representing.....	310,940 00

The whole number of stamps, stamped-envelopes, newspaper-wrappers, and postal-cards was 764,198,120, of the value of..... 20,399,776 00

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

Description.	Fiscal year ended June 30, 1873.	Fiscal year ended June 30, 1872.	Increase, amount.	Increase, per cent.
Adhesive postage-stamps.....	\$16,681,189 00	\$15,840,649 00	\$840,540 00	5.31
Stamped-envelopes, plain	1,722,512 00	1,663,196 50	59,315 50	3.56
Stamped-envelopes, requests	1,544,567 50	1,391,630 00	152,937 50	10.99
Newspaper-wrappers.....	140,567 50	175,152 50	*34,585 00	*19.75
Postal-cards.....	310,940 00	.....	310,940 00	.....
Aggregate	20,399,776 00	19,070,628 00	1,329,148 00	6.97

* Decrease.

The number of packages of postage-stamps lost in the mails during the year was three, representing \$59, and of stamped envelopes one, representing \$8.45, and of postal cards none; being the smallest losses ever incurred during any year. This is undoubtedly owing to the fact that all packages of postage-stamps, stamped-envelopes, newspaper-wrappers, and postal-cards are registered, and illustrates in a most effective manner the security of the registry system.

CONTRACTS.

There were in the service of the Department, on the 30th of June, 1873, 5,930 contractors for the transportation of the mails on public routes.

There were, at the close of the year, 2,359 "special" offices, each with a mail-carrier, whose pay from the Department is not allowed to exceed the net postal yield of the office.

Of public mail-routes in operation there were 7,424, aggregating in length 256,210 miles; in annual transportation, 119,909,650 miles; and in annual cost, \$13,635,341. Adding the compensation of railway post-office clerks, route-agents, mail-route messengers, local agents, mail-messengers, and baggage-masters in charge of registered packages, amounting to \$2,525,693, the aggregate annual cost was \$16,161,034.

The service was divided as follows:

Railroad routes: Length, 63,457 miles; annual transportation, 65,621,445 miles; annual cost, \$7,257,196—about 11.06 cents per mile.

Steamboat routes: Length, 16,762 miles; annual transportation, 3,947,785 miles; annual cost, \$799,645—about 20.25 cents per mile.

Other routes, upon which the mails are required to be conveyed with "celerity, certainty, and security:" Length, 175,991 miles; annual transportation, 50,340,420 miles; annual cost, \$5,578,500—about 11.08 cents per mile.

There was an increase over the preceding year in length of routes of 4,812 miles; in annual transportation, 4,925,328 miles; and in cost, \$1,063,077. Adding the increased cost for railway post-office clerks, route, local, and other agents, \$318,749, the total increase in cost was \$1,381,826.

The railroad routes have been increased in length 5,546 miles, and in cost \$754,425, against an increase last year of 8,077 miles in length and \$777,792 in cost.

RE-ADJUSTMENT OF PAY ON RAILROAD ROUTES.

About the 1st of February, 1873, circulars were sent out from the Department to the proprietors of railroad routes in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York, calling for returns of the amount and character of the mail-service they performed, with a view to the re-adjustment of their pay for the new contract term commencing 1st of July, 1873. The re-

sults are shown in Table E, which contains returns, also, as usual, from routes in other States. The passage of the act approved March 3, 1873, providing for a general re-adjustment of pay on railroad routes upon a showing of the state of the service to be furnished for a period subsequent to June 30, 1873, prevented the use of the returns made under the call of 1st of February, 1873, as data for determining the compensation for the new contract term in the States above named; and, in conformity with the requirements of the new law, the proprietors of all the railroad routes in the country have been called upon to submit new returns for thirty days, commencing 1st of October, 1873, this month being supposed to afford a fair average for the year. The re-adjustment to be predicated upon these new returns, (which are not yet at hand,) will take effect from the commencement of the current fiscal year. Payments have been made for the quarter ended 30th of September, 1873, but with the understanding that they are hereafter to be modified, if necessary, to agree with the character of the new returns. Table F exhibits the re-adjustment of the rates on 52 routes, and the adjustment of rates on 21 new routes, ordered within the year ended 30th of September, 1873, to take effect prior to the close of the last fiscal year. The rates were increased, it will be seen, on 44 routes and decreased on 8, the net increase in the amount of annual pay being \$223,823.55. The 21 new routes included in the table are only a portion of the new routes put in operation, temporary rates, not exceeding the maximum fixed by law for routes of the lowest class, being allowed on the residue in the absence of the usual returns. The number of new railroad routes put in operation during the year ended June 30, 1873, was 61.

POST-ROUTE MAPS.

The work of the topographer has been continued and extended, with good results to all branches of the public service. A large map, in four sheets, on a scale of ten miles to the inch, of the States of Illinois, Missouri, and Iowa, with adjacent parts of Wisconsin, Minnesota, Nebraska, and Kansas, has been finished during the year, and many copies printed and distributed. The increasing demand, already beyond the capacity of the Department to satisfy, for this and the other maps previously published, and the many encomiums bestowed upon them for accuracy, clearness, and neatness of execution, attest the high esteem in which they are held.

FINES AND DEDUCTIONS.

The amount of fines imposed upon contractors and deductions made from their pay for failures and other delinquencies, for the year, was \$75,277.53; and the amount remitted during the same period was \$8,617.08; leaving the net amount of fines and deductions \$66,660.45.

MAIL-BAGS, LOCKS, AND KEYS.

A table appended to this report exhibits in detail the number, description, and cost of mail-bags and mail-catchers, and of mail-locks and keys, purchased under contracts, during the last year. Of locked mail-bags, (used for letters,) there were 8,600; of tied mail-bags, (used for printed matter,) there were 86,650; and of mail-catchers, (used for exchanging mails with postal cars under full speed,) there were 300. The total cost of bags and catchers was \$94,828.40. The total cost of mail-locks and keys, including repairs, was \$28,018.76.

THROUGH MAILS.

The through-mail tables appended hereto exhibit an improvement in the service between New York and San Francisco, the average time westward, during the year ended 30th September, 1873, being 179 hours 4 minutes, a little less than seven and a half days, against 216 hours 23 minutes, or more than nine days, the preceding year; and the average time eastward, 174 hours 59 minutes, a little over seven and a quarter days, against 197 hours 45 minutes, or nearly eight and a quarter days, the preceding year. Between Washington and New Orleans the average time was about four hours more going south, and about three hours less going north, than during the preceding year, the time south being 81 hours 45 minutes, against 77 hours 39 minutes the preceding year, and the time north 72 hours 53 minutes, against 75 hours 38 minutes the preceding year. The usual full details will be found in the tables of the service on the lines running westward from Washington and New York to Cincinnati, Saint Louis, and Chicago.

MAIL DEPREDACTIONS.

The number of recorded complaints for the past year of missing letters was 6,165, of which 3,980 were unregistered and 2,185 registered, containing in the former, as reported, in bonds, drafts, and currency, \$309,123.53, and in the latter \$70,421.91. Of the registered letters, 899 were accounted for, 313 are reported as actually lost, and 973 are still in the hands of special agents for investigation. During the year 302 persons were arrested for various offenses against the postal laws and regulations. Of these, 94 have been convicted, 20 have been acquitted, 193 are awaiting trial, and 95 have been discharged for want of proof sufficient to insure conviction. It is amazing that so many persons will persist in sending money through the mails, thereby subjecting themselves and the public to risk, and tempting the weak to dishonesty and ruin, when the Department provides the means of safe transmission by money-orders at an insignificant cost. Some of the most experienced officers in the service are of the opinion that Congress should adopt such legislation as will prevent the use of the mails for the conveyance of money in letters, and compel the registration of every valuable package.

RAILWAY POST-OFFICES.

A tabular statement hereto appended shows that the number of railway post-office lines in operation on the 30th of June, 1873, was 59, extending over 14,866 miles of railroad and steamboat routes—an increase of 2 lines and 749 miles over the preceding year. The number of clerks employed was 752, at an annual cost of \$941,000—an increase of 103 clerks and \$119,400. Upon 12,312 miles the service is performed daily; upon 2,533 miles twice daily, and upon 21 miles four times daily, equivalent in all to 17,462 miles each way daily. Counting all the lines both ways, the aggregate service is 34,925 miles daily.

FOREIGN MAILS.

The total number of letters exchanged during the year with foreign countries was 27,459,185, an increase of 3,096,685 over the number reported for 1872. Of this number, 14,332,674 were sent from and 13,126,511 were received in the United States.

The number of letters (single rates) exchanged in the United States and European mails was 19,585,514, an increase of 1,902,515 over the number reported for 1872.

The total postages on the letters exchanged with foreign countries amounted to \$2,021,310.86, an increase of \$150,053.61 over the amount reported for 1872.

The aggregate amount of postage (sea, inland, and foreign) on the letter-mails exchanged with the United Kingdom of Great Britain and Ireland, Germany, France, Belgium, the Netherlands, Switzerland, Italy, Denmark, Sweden, Norway, and Spain, was \$1,406,507.50, an increase of \$102,653.45 over the amount reported for 1872. The postages on letters *sent* exceeded the postages on letters *received* from the same countries, in the sum of \$22,934.58, being 1.63 per cent. of the aggregate amount. The postages collected in the United States amounted to \$865,511.47, and in Europe to \$540,996.03; the excess of collections in the United States being \$324,515.44, or 23 per cent. of the entire postage receipts on European correspondence.

Comparing the year 1873 with the year 1872, the rate of increase in the total number of letters exchanged with foreign countries was 12.7 per cent., and the rate of increase in the amount of postages thereon was 8 per cent. The increase in the number of letters exchanged with European countries was $10\frac{3}{4}$ per cent., and the increase of postages thereon amounted to $7\frac{7}{8}$ per cent.

The total weight of mails exchanged during the year with European countries was 1,825,397 pounds, (over 912 tons,) an increase of 184,708 pounds, or 92 tons, compared with the previous year. The weight of letter-correspondence was 397,339 pounds, and of printed matter and samples, 1,428,058 pounds. The aggregate weight of mails *sent* to Europe was 899,580 pounds, and of mails *received* from Europe 925,817 pounds. The

weight of letter-correspondence *sent* to Europe was 211,616½ pounds, and of *re*-correspondence *received* from Europe 185,722½ pounds. The weight of printed matter and samples *sent* to Europe was 687,964 pounds, and of printed matter and samples *received* from Europe 740,094 pounds.

The cost of the United States transatlantic mail steamship service for the year 1873 was \$226,745.77, being an increase of \$6,440.07 over the cost of the same service for the year 1872. The payments made to the respective steamship lines conveying mails to Europe, receiving the sea-postages as full compensation for the service, were as follows, viz :

The Liverpool and Great Western, (Williams and Guion line,) for 51 trips from New York to Queenstown.....	\$79, 294 42
The Hamburg-American Packet Company, for 52 trips from New York to Plymouth and Hamburg, and four trips from New Orleans to France, Spain, and Hamburg.....	57, 958 88
The North German Lloyd of Bremen, for 77 trips from New York to Southampton and Bremen, and also for conveying mails from Baltimore and New Orleans to Bremen.....	33, 573 74
The White Star line, for 33 trips from New York to Queenstown.....	29, 831 97
The Inman line, for 16 trips from New York to Queenstown.....	14, 641 70
The Canadian line, for 52 trips to Liverpool.....	6, 065 13
The Cunard line, for 55 trips from Boston to Liverpool.....	4, 977 37
The National line, for 2 trips from New York.....	390 49
The Baltic Lloyd line for 1 trip from New York to Stettin.....	12 07
Total	226, 745 77

The United States postages on mails conveyed to and from the West Indies, Panama, and Central America, Brazil, Mexico, Bermuda, Nova Scotia, New Granada, and New Zealand, amounted to \$137,517.68, and the cost of the sea conveyance thereof was \$95,525.58. The United States postages on 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 \$49,829.38. The total cost of the United States ocean mail steamship service for the year 1873, (including \$725,000 paid from special appropriation for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands,) was \$1,047,271.35.

A new contract has been executed with the Pacific Mail Steamship Company, for the additional monthly mail between San Francisco and Hong-Kong, (China,) via Yokohama, (Japan,) authorized by sections 3 and 6 of the act of Congress approved June 1, 1872, which discharges and releases from future responsibility the sureties for said company under the original contract, executed the 29th of August, 1872, and substituted new sureties in their stead. A copy thereof is hereto annexed.

The additional service authorized by the law of June 1, 1872, should have been commenced on the 1st of October, 1873, by American-built iron steamships of not less than 4,000 tons register. The company has, however, failed to comply with its contract, because, as is alleged,

of unexpected difficulties, which retarded the building of the new steamships now being constructed for this service.

The company has submitted a statement of the causes of its failure to place the new ships on the line on the 1st of October last, by which it appears that immediately after the passage of the act of Congress authorizing the additional monthly mail on this route, a contract was made for the construction of two iron screw-steamers of upwards of 4,000 tons register, the hulls of which are now nearly completed, and that the first of these ships will be launched early in December next.

In the month of May, 1872, the Pacific Mail Steamship Company commenced an additional monthly mail service between San Francisco and Japan and China, which has been maintained regularly, with three exceptions, to the present date; for which service the sea-postages on the mails transported have been allowed as full compensation, under the provisions of the general law fixing the rates of compensation for the sea-conveyance of mails; so that a regular semi-monthly mail service is now being performed on the line, although by steamers of less tonnage than that required for the additional monthly service. The company has requested that it may be permitted to continue the service as at present, until it can place the new ships of the required tonnage on the line. It is, doubtless, doing all it can, with its present resources, to comply, in good faith, with the requirements of the contract at an early day; but, as this service was specially authorized by act of Congress, upon certain prescribed terms and limitations, and the success or failure of the enterprise is a question fraught with important national interests, I have not felt at liberty either to annul the contract for the additional monthly service on account of the failure to commence the same on the day fixed by law, or to give any permission or assurance for a continuance of the contract and service as requested by the company. No good reason is, however, perceived why the company should not be permitted to continue the service as at present, until the new ships are completed and placed upon the line, with the understanding that it shall make no claim upon the additional subsidy, or any part thereof, but shall receive the sea-postage only, as heretofore, in full compensation for the additional service, until the contract shall be fully complied with.

Notice was given to this department on the 4th of March, 1873, by the United States, New Zealand and Australia Mail Steamship Company of the withdrawal of its steamers from the route between San Francisco, New Zealand, and the Australian Colonies, via the Sandwich Islands, the effort of said company to establish an American line of mail-steamships on that route having proved unsuccessful.

A postal convention has been concluded with the United Kingdoms of Sweden and Norway, establishing and regulating a direct exchange of correspondence with those kingdoms, at reduced postage charges.

This convention, a copy of which is appended, was carried into operation on the 1st of July, 1873.

A second additional postal convention has been concluded with Belgium, (a copy of which is appended,) reducing, on and after July 1, 1873, the single rate of letter postage from 10 to 8 cents, by closed mail via England, and to 6 cents by direct steamers.

An exchange of postal cards with Canada, and also with Newfoundland, has been established on the basis of a prepaid postage of 2 cents in full to destination in either direction, prepayment thereof to be made by affixing to the card an ordinary 1-cent postage-stamp of the country of origin in addition to the stamp printed or impressed thereon. Copies of the additional articles providing therefor are appended.

A similar arrangement has been concluded with the post-department of North Germany for the mutual exchange of United States and German postal cards, on prepayment of a postage of 2 cents on cards from the United States for Germany, and of one silber groschen on cards from Germany for the United States. The additional articles providing for such exchange are hereto appended.

A proposition to the British office for a like arrangement for an exchange of United States and British postal cards, has been declined by that office.

A postal convention, establishing and regulating an exchange of correspondence between the United States and the empire of Japan, by means of direct lines of steamships plying between the sea-ports of the two countries, has been formally agreed upon and executed with the *chargé d'affaires* of Japan at Washington, and is to be carried into effect six months after its ratification by the government of Japan.

The basis of a postal convention with France was agreed upon at Paris, in the month of October last, between Mr. Washburne, our minister to France, and the director-general of the French post-office, which fixed the single rate of international postage for letters at 8 cents (40 centimes) per each 10 grams or fraction thereof, to be divided equally between the two countries. The articles of this basis were transmitted to me for consideration, but before any action was taken upon them, the negotiations were transferred to Washington, and renewed through the Marquis de Noailles, envoy extraordinary and minister plenipotentiary of France, for the avowed object of obtaining such an increase of letter-postage as would guarantee to France her full interior letter rate of 20 centimes. The proposition to increase the single rate of letter-postage from 40 to 50 centimes, and other changes of the basis agreed upon at Paris relating to the standard weight for letters and a just division of the expenses of intermediate sea-transportation, were fully considered at several interviews had with the Marquis de Noailles, but without result. I objected to increasing the letter-postage, because of my earnest desire to establish a letter rate approximating in some degree to the much cheaper rates established

between the United States and Great Britain, Germany, and other leading countries of Europe. I was also unwilling to accept the French domestic letter standard of 10 grams, because, being exceptional, and differing from our domestic standard of one-half ounce, which is also used in rating postage on letters exchanged with all other countries, it could not be applied at our post-offices without serious embarrassment and difficulty, resulting from mistakes in collecting the proper amount of postage, and consequent additional charges at destination. At length, finding it impossible to conclude a satisfactory arrangement on the ordinary plan of optional prepayment of postage, and wishing to divest the subject of the perplexing questions of disagreement, I submitted the simple proposition for a postal convention on the plan of "compulsory prepayment, with no accounts," the main features of which were: An international letter-postage of 9 cents, and the nearest equivalent thereof in French money; prepayment obligatory, the mailing country to retain to its own use all the postage it collects, and the receiving country to deliver at destination free of charge; each country to levy and collect postage by the standard weight adopted for its domestic mails, and to defray the expenses of intermediate transportation of the mails sent to the other. In submitting this proposition, this Department yielded to France an increase of the rate of letter-postage and the advantage of rating and collecting her postage by the smaller standard of weight; and nothing can be urged against its adoption except the demand that this country shall use the exceptional French standard for rating letters. It has been submitted by the French minister to his government for instructions, and I trust it will be accepted, as it concedes all that, in my judgment, this Department can concede to effect a settlement of the vexed questions in controversy, a due regard being had to the interests and convenience of the American people.

APPOINTMENTS.

The report of the appointment-office shows the following:

Number of post-offices established during the year.....	2,462
Number discontinued.....	1,081
Increase.....	1,381
Number in operation on June 30, 1872.....	31,863
Number in operation on June 30, 1873.....	33,244
Number filled by appointments of the President.....	1,363
Number filled by appointments of the Postmaster-General.....	31,881

Appointments were made during the year—

On resignations.....	4,802
On removals.....	945
On changes of names and sites.....	193
On deaths of postmasters.....	386
On establishment of new post-offices.....	2,462
Total appointments.....	8,788
Number of cases acted on during the year.....	10,101

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, 1873, were—

47 special agents*.....	\$155, 033
752 railway post-office clerks.....	941, 000
862 route-agents.....	828, 240
171 mail-route messengers.....	106, 740
110 local agents.....	82, 896
1, 942 Total.....	2, 113, 909

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, 499
Mail-letters delivered.....	140, 958, 887
Local letters delivered.....	38, 340, 049
Newspapers delivered.....	43, 390, 665
Letters collected.....	137, 065, 699
Newspapers collected.....	15, 560, 373
Whole number of pieces handled.....	374, 915, 664
Amount paid carriers, including incidental expenses.....	\$1, 422, 495. 48
Average cost per piece.....	3.8 mills.
Amount of postage on local matter.....	\$1, 112, 251 21

Showing the following increase compared with last year :

Letter-carriers.....	56
Mail-letters delivered.....	13, 860, 059
Local letters delivered.....	5, 336, 169
Letters collected.....	6, 763, 297
Amount paid carriers, including incidental expenses.....	\$33, 597. 87
Postage on local matter.....	\$204, 899. 28
Percentage of increase of receipts on local postage.....	. 225
Percentage of increase in cost of service.....	. 0263

With this report ends the first decade of the free-delivery service in this country. The grounds mainly relied upon for its establishment and extension, namely, public convenience and the stimulus to correspondence, have been fully verified by experience thus far. This system, with its letter-boxes located at convenient points throughout the large postal centers, and its frequent deliveries and collections of mail-matter by carriers, has proved to be a virtual extension of the post-office to every house. The transaction of the postal business of large communities by a few men selected for the purpose is justified, in an economic point of view, by the time saved to the people, the reduction of labor in post-offices, the facilities and stimulus given to correspondence, the frequency, promptness, and accuracy secured in the delivery of letters, and the reduction of the number of advertised and dead letters. While these benefits are most strikingly seen in the larger cities, they are felt and appreciated in all places where the frequency of the mails, the density of the population, and the distance from the

* Other special agents charged to separate appropriations.

office make it inconvenient for citizens to call or send for their mail. The average of population to each carrier varies with the number of people to be served, the extent of territory, and the frequency of the deliveries. The general average, however, is estimated at 3,690. The expense of the system at each office is paid out of the revenue of that office. It seems but fair, therefore, that this mode of delivery should be extended to all cities where the population, business, extent of territory, and frequency of the mails may authorize the requisite force and outlay. Just how far these elements may combine to warrant the extension of the system, it is difficult to determine; but I am of the opinion that it might be advantageously provided for cities having in their corporate limits a population of not less than ten thousand.

The following table shows 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, 1872, and the 30th June, 1873, respectively:

Departmental officers and employés :

1872.	1873.
1 Postmaster-General	1
3 Assistant Postmasters-General	3
1 Superintendent of Foreign Mails	1
1 Superintendent of Money-Order System	1
1 chief of division of dead letters	1
1 chief clerk of Department	1
4 chief clerks of bureaus	4
334 clerks, laborers, watchmen, &c	342
346	354

Other officers and agents :

31,863 postmasters	33,244
5,544 contractors	5,930
3,754 clerks in post-offices	4,025
1,442 letter-carriers	1,499
764 route-agents	862
642 railway post-office clerks	752
146 mail-route messengers	171
95 local agents	110
59 special agents	63
44,655	47,010
Total in service	

DEAD LETTERS.

The operations of the Dead-Letter Office are fully given in a tabular statement printed in the appendix, and may be epitomized as follows:

Number of domestic letters received, 4,133,928; number of foreign letters, 268,420; total, 4,402,348, representing an actual or nominal value of \$5,795,764.11. Of this number 1,826,108, representing \$5,377,923.27, were delivered to owners or writers; 31,388, representing \$132,993.33, which could not be delivered, were filed for reclama-

tion; 11,370 remained either on hand not acted upon, or were outstanding in the hands of postmasters for delivery June 30, 1873, and representing \$284,847.51; and 2,533,482, which either could not be delivered, or from various causes were worthless, were destroyed.

The number of applications for dead letters was 6,598, and in 2,075 cases the letters were found and forwarded to applicants or owners.

The amounts received during the year and deposited in the Treasury were—

From unclaimed dead letters.....		\$6,208 00
From proceeds of sales of waste paper.....	\$3,401 55	
From proceeds of sales of post-route maps.....	502 40	
From proceeds of sales of old carpets	293 56	
		4,143 51
Total deposited during the year.....		10,351 51

POSTAL MONEY-ORDER SYSTEM.

The number of money-order post-offices in operation during the last fiscal year was 2,775. On the 7th of July, 1873, 299 additional offices were established, and 5 were discontinued, making the whole number at present 3,069. Of the additional offices, seven were opened at sub-post-offices or stations in large cities, viz: one in Boston, one in Chicago, and five in Philadelphia.

The number of domestic money-orders issued during the year was 3,355,686, the aggregate value of which was..... \$57,516,216 69

The number of such orders paid was 3,314,818,
amounting in value to..... \$56,900,351 23

To which is to be added the amount of orders repaid
to the remitters..... 394,661 04

Total of payments.....	57,295,012 27
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Excess of issues over payments.....	221,204 42
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The amount of fees paid by the public to postmasters for the issue of money-orders was \$354,602.25. These transactions show an increase over those of 1872 of \$9,000,683.97, or 18.55 per cent., in the amount of orders issued; of \$8,875,367.30, or 18.33 per cent., in the amount of orders paid; and of \$4,316.59, or 1.23 per cent., in the amount of fees received. The average amount of the money-orders issued during the last year was \$17.14, being \$1.71 less than the average of the preceding year. The small increase in the fees received, as compared with the issues and payments of orders, is owing to the reduction, by the act of June 8, 1872, of the fee for orders not exceeding \$10 from 10 cents to 5 cents. The diminution of the average amount of the order is to be attributed to the same cause, which stimulated the purchase of small orders issued at one-half the rate formerly charged.

Duplicate money-orders to the number of 14,521 were issued by the Department during the year, of which 14,256 were in lieu of original

orders which failed to reach the respective payees in due time, because of change of residence or imperfect address, or because not called for, or because alleged to have been lost in transmission by mail. One hundred and forty-five duplicates were substituted for orders which became invalid, because not presented for payment within one year after issue; 31 for orders made invalid in consequence of having, contrary to law, more than one indorsement; 87 for orders mutilated or destroyed while in possession of the remitter or the payee; and 2 for orders lost by robbery of a post-office.

The increase in the number of duplicates during last year was 801, or about 5.84 per cent., being nearly 13 per cent. less than the ratio of increase in the orders issued.

The receipts and expenditures of the domestic money-order system, as adjusted and reported by the Auditor, were as follows, viz :

Receipts:

Fees received for money-orders issued	\$354, 602 25
Amount received for premium on drafts.....	214 41
Total	354, 816 66

Expenditures:

Commissions to postmasters and allowances for clerk-hire ...	\$257, 928 58
Allowances for postmasters' remittances lost in transmission by mail	4, 345 56
Incidental expenses for stationery and fixtures.....	23, 001 32
Bad debts.....	957 20
Total	286, 232 66

Excess of receipts over expenditures	68, 584 00
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In compliance with the act of June 8, 1872, this sum has been placed to the credit of the Treasurer of the United States for the service of the Post-Office Department.

During the fiscal year 1872, the revenue amounted to \$105,977.77, being larger by \$37,393.77 than that of the last year. This decrease is due to the unusually small receipts from fees, as compared with the large increase of orders issued, resulting from the reduction above mentioned of the fee for orders of \$10 and under from 10 to 5 cents. In 1872 the amount of orders issued increased 15 per cent., and the fees 18½ per cent.; but during the last year the increase of the fees was only 1.23 per cent., while the issues were augmented 18.55 per cent. The great increase of issues and payments during the last year involved additional expenditure for clerk-hire, stationery, and other incidental items, but produced no proportionate augmentation of receipts. The public, however, has derived substantial advantage from the additional facilities afforded by greatly reduced rates for the transmission of small sums by postal orders.

During the past year the aggregate amount of surplus funds accruing at the smaller post-offices from the sale of money-orders, and remitted

by them to the larger offices designated as their depositories, was \$43,885,826.68. Twenty-three of these remittances, amounting in the aggregate to \$5,557.31, were reported as lost in transmission by mail, a sum larger by \$1,509.31 than the reported losses of the previous year. Of this amount, the sum of \$2,543.04 was allowed before the close of the year to the credit of the several postmasters who had remitted the same; credit claimed for a remittance of \$200 was disallowed; the sum of \$2,034.27 was recovered by special agents of the Department; and claims amounting to \$780 are yet pending. The total amount allowed to postmasters during the last year for remittances lost in the mails was \$4,345.56, of which the sum of \$1,802.52 was on account of losses during the two preceding years. Of these former losses, the sum of \$250 was charged to postmasters' accounts; the sum of \$99 was recovered by special agents; and there remain unsettled cases to the amount of \$560.

The drafts drawn by postmasters whose payments exceed their issues of money-orders against credits given them, from time to time, with the postmaster at New York, amounted to \$5,004,800. Certain postmasters in the Pacific States and Territories, who required occasional assistance to meet their money-order payments, were furnished with funds to the amount of \$52,034 by the postmaster at San Francisco, and to the amount of \$23,587 by the postmaster at Portland, Oregon.

Out of the whole number of orders paid, viz: 3,314,818, it was claimed that payment of 22, amounting to \$613.80, was fraudulently procured through forgery of the payee's signature, or by other unlawful or improper means, being at the rate of one fraudulent payment in every 150,673 payments.

Forty-nine cases of improperly-paid orders were investigated or undergoing examination during the year. Twenty-seven of them occurred during the previous year; and of these 12 were not brought to the knowledge of the Department until after the completion of the last annual report. In twenty-one instances the amount of the orders, the total value of which was \$742.19, was recovered by special agents, and paid to the rightful owners. In six cases, amounting to \$178.71, the paying postmasters were, after due investigation, held responsible for the erroneous payments. The amount of six improperly-paid orders, \$252, was refunded by the Department, the paying postmasters not having been found at fault; and sixteen cases, of the aggregate value of \$472.55, are still pending.

The rapid increase in the amount of the money-order business which closely followed the recent monetary disturbance and the general suspension of currency payments by the national banks is a circumstance not unworthy of notice. During the last week of September and the first three weeks of October, 1872, the number of orders issued at the fifty-six largest money-order offices was 36,744, amounting to \$817,344.99 and the number of orders paid was 119,107, amounting to \$1,981,724.47. During the same period of the present year, these offices issued 53,071

orders, of the aggregate amount of \$1,211,297.41, and paid 163,577 orders of the total value of \$3,055,696.02, showing the unprecedented increase of 48.19 per cent. in the amount of issues, and of 54.19 per cent. in the amount of payments. This statement clearly indicates the utility of the system to the public as a safe, convenient, and expeditious mode of making small remittances.

The number of international postal orders issued in this country on Switzerland was 2,801, amounting to \$78,313.93, and the number from that country paid here was 600, amounting to \$16,809.58; showing, in comparison with last year's business, a decrease of \$7,265.99, or 8.49 per cent. in the issues, and an increase of \$2,708.23, or 19.20 per cent. in the payments. The fees received amounted to \$2,164, and the expenses to \$24.86. It appears from the accompanying report of the Auditor, that, after the payment of all balances due Switzerland on the exchange of money-orders during the year, a net revenue of \$5,152.76 accrued to the United States, of which the sum of \$3,013.62 represents profits derived from the purchase, at advantageous rates, of bills of exchange in payment of gold balances.

The number of money-orders issued in this country for payment in the United Kingdom was 69,592, amounting to \$1,364,476.32, and the number of British orders paid here was 10,486, of the aggregate value of \$215,087.61. The fees received amounted to \$40,504, and the cost of commissions to postmasters, clerk-hire, and incidental items was \$15,487.18. An exact statement of the revenue of last year cannot, at present, be furnished by the Auditor, as a final settlement of the accounts of the last quarter of the fiscal year has not yet been made by the accounting officers of both countries. The revenue for the year 1872 is reported by the Auditor at \$23,321.92.

From the establishment of the exchange of postal money-orders between the United States and the German Empire, on the 1st of October, 1872, to the close of the fiscal year, June 30, 1873, 19,454 orders, amounting to \$420,722.12, were issued in this country in favor of payees in Germany, and 11,613 orders from that country were paid in the United States. The fees received amounted to \$11,662.80, and the sum paid for commissions, clerk hire, and incidental expenses, to \$1,693.65.

MISCELLANEOUS.

An appropriation for the manufacture and delivery of postal cards having been secured by the act of January 8, 1873, immediate steps were taken to meet the public demand therefor. Much delay was encountered in the preparation of the plates and in procuring suitable stock, but at length all obstacles were so far overcome that their delivery on requisitions was commenced on the 1st of May last. As predicted, they have been favorably received. They have supplied a public want, and have made a new and remunerative business for the Department. The issues foot up:

From May 1 to June 30.....	31, 094, 000
From July 1 to September 30	33, 208, 300
Total in five months.....	64, 302, 300

These figures indicate that the estimate of 100,000,000 for the consumption of the first year will be more than realized.

The several acts for the repeal of the franking privilege became operative on the 1st of July last. The results of the first quarter of the current year are highly satisfactory, and have fully verified the predictions of the friends of the repeal. The confusion and delay in the distribution and transmission of the mails, caused by suddenly throwing, without notice or system, immense masses of free matter upon important postal routes, have been remedied, thus making it possible to effect a decided improvement in the organization and practical working of the service.

Section 4 of the act of March 3, 1873, making it the duty of the Postmaster-General to provide official stamps and stamped envelopes for the several Executive Departments, has been strictly complied with. The stamps and envelopes furnished have been executed in the highest style of art, and will compare favorably with those of any other country. From July 1 to September 30, of the current year, the following varieties, numbers, and values were issued :

POSTAGE-STAMPS.

To whom issued.	No. of denominations.	Number of stamps.	Value.
The Executive	5	5, 150	\$200 00
The State Department.....	14	60, 495	20, 749 70
The Treasury Department	11	7, 842, 500	407, 000 00
The War Department	11	446, 500	17, 689 00
The Navy Department	11	247, 230	12, 239 00
The Post-Office Department.....	10	10, 054, 660	354, 535 00
The Interior Department.....	10	1, 058, 475	59, 171 00
The Department of Justice.....	10	65, 400	3, 900 00
The Department of Agriculture.....	9	275, 000	20, 730 00
Making a total of.....	91	20, 055, 410	896, 213 70

STAMPED ENVELOPES, ETC.

To the War Department.....	9	587, 100	10, 315 56
To the Post-Office Department	3	4, 836, 300	147, 007 00
Making a total of.....	12	5, 423, 400	157, 322 56

The stamps for the Departments other than the Post-Office do not differ materially from those for sale to the public, except that each Department has its own distinctive color and legend. The colors are : For the Executive, carmine ; State Department, green ; Treasury, velvet-brown ; War, cochineal-red ; Navy, blue ; Post-Office, black ;

Interior, vermilion; Department of Justice, purple; and Department of Agriculture, straw-color.

In the stamps for the Post-Office Department the medallion head gives place to a numeral representing the value, with the words "Post-Office Department" above and the denomination expressed in words below. All the official stamps correspond in denominations with those issued for the public, except in the case of the State Department, for which four of higher value were made for dispatch-bags. These four are of the denominations of \$2, \$5, \$10, and \$20, respectively, are of larger size and printed in two colors, and bear a profile bust of the late Secretary Seward.

In presenting the financial results of the abolition of franking, I am for the present confined to the operations of the stamp division for the first quarter only of the current year. To make those operations more intelligible, the following comparative statement is submitted:

Comparative statement of the value of postage-stamps, envelopes, and newspaper-wrappers, (exclusive of postal-cards and official stamps,) issued during the quarter ended September 30, in each of the years 1868, 1869, 1870, 1871, 1872, and 1873.

Quarter ending—	Value of issues.	Increase.	
		Amount.	Percentage.
September 30, 1868	\$3, 411, 421 50		
September 30, 1869	3, 963, 907 00	\$552, 485 50	16. 2
September 30, 1870	3, 797, 513 25	*166, 393 75	*4. 2
September 30, 1871	4, 420, 135 50	622, 622 25	16. 4
September 30, 1872	4, 659, 987 50	239, 852 00	5. 4
September 30, 1873	4, 911, 102 50	251, 115 00	5. 4
Average percentage of increase from 1869 to 1873.....			7. 8

* Decrease.

The aggregate of sales for the quarter may be arrived at thus:

Value of ordinary stamps, stamped envelopes, and newspaper-wrappers,
issued during the quarter ended September 30, 1873, as above..... \$4, 911, 102 50
Add value of postal-cards issued during same quarter..... 332, 083 00

Making a total of..... 5, 243, 185 50

An increase over the value of issues for same quarter of 1872 of \$583,198,
or a percentage of 12.5.

Add the value of official stamps and stamped envelopes issued to the
close of quarter ended September 30, 1873, (less \$1,159.56, cost of
manufacturing envelopes)..... 1, 052, 356 70

Making a total for the quarter of all issues of..... 6, 295, 542 20

An increase over the total value of issues for the same quarter of 1872 of \$1,635,554.70,
or a percentage of 35.1.

It cannot be expected that the sales of postal-cards or official stamps will average throughout the year the extraordinary sums above given for the first quarter. A general supply having been obtained, subsequent orders will be made only for the actual consumption. Hence in the estimates for 1875 the net sales of postal-cards have been placed for the entire year at \$1,034,732, and of official stamps at \$2,250,000.

The large increase of receipts above stated is derived altogether from general and departmental matter and from postal-cards. Publications of the class heretofore printed and sent out by order of Congress have been almost entirely cut off since the 1st of July. Of the relief thus afforded some idea may be formed from the fact that during the three months next preceding that day there were forwarded from this city over a single route, the Baltimore and Ohio Railroad, in box-cars, independently of the amount conveyed in the regular mail-cars, 665,504 pounds of such publications, as appears from returns of the actual weight thereof taken by the company with the permission of the Department.

These facts, it is respectfully submitted, are ample to sustain the opinion, given in a special report to Congress under date of January 12, 1871, that the cost of free matter if charged with the regular rates of postage would amount to \$2,543,327.72 annually; and it is hoped that they will be deemed sufficient to prevent any attempt to revive an abuse which would impose the most grievous burdens upon the postal service at a time when that service is struggling to meet the growing wants of the country in its course of unparalleled development.

In my report for 1869 I had the honor to suggest a plan for the prepayment of postage on newspapers and other matter of the second class by weight of packages, rather than by the present system, which requires the manipulation of each particular paper and allows the payment of postage at either the mailing office or the office of delivery. A careful revision of the subject confirms me in the opinion that the postage on all such matter should be collected in advance at the mailing office. Collections are now made with great difficulty, and there is no provision whatever by which dishonesty or negligence can be detected. No stamps are used for the payment of such postage, and the Department is compelled to accept in full satisfaction whatever sums of money postmasters choose to charge against themselves. So execrably bad is this system that postal officers of high standing have estimated that not more than one-third of the postage properly chargeable on newspapers is accounted for and paid over. Furthermore, disputes are continually arising between postmasters and publishers as to whether the sheets they transmit come within the meaning of the term *newspaper*, and as to the number of their *bona fide* subscribers. In the hope of contributing to a more faithful collection of postages, the more prompt and efficient transmission of newspapers, the saving of labor in post-offices, and the general advantage, as well of the Department as of publishers and their patrons, I respectfully submit the following plan for prepayment of newspapers of the second class, and urge its adoption. Let all publishers, or their business managers or agents, be required at the beginning of every quarter to state under oath that, after diligent inquiry, they are satisfied that they will send in the mails to regular subscribers during the coming quarter not more than ——— copies of the newspaper known as ———, [giving the number of copies and name

of newspaper,] and let them be further required to pay in advance the postage prescribed by law, taking therefor duplicate receipts, one of which shall be transmitted to the Post-Office Department; and, to afford reasonable opportunity for an increase of circulation during the quarter, let the oath taken at the beginning of the next quarter embrace all additional copies for the last quarter, as well as the number to be sent during the then commencing quarter. On the other hand, let postmasters be required to return, within two weeks after the beginning of every quarter, correct lists of all the newspapers addressed to regular subscribers and dispatched in the mails from their respective offices, stating the number of copies of each newspaper, the average weight per paper, the number of issues per week, and the amount of money paid as postage therefor. Payment having been made in advance for the quarter no stamp or manipulation would be needed, but, when received into the office, every paper answering to the description given in the receipt would be treated as paid. The papers of persons subscribing after quarter-day would be forwarded immediately and paid for at the beginning of the next quarter. So marked would be the improvement in the collections under this plan, that I believe the Department could safely consent, in case of its adoption, to a reduction in newspaper rates of 40 per cent. on present prices. At the reduced rate, I am satisfied the Department would realize more revenue than now. I also believe that so great would be the saving of labor to newspaper proprietors in the preparation of their papers for the mail, and so decided their gain from the greater dispatch and freedom from mistakes in transmission and delivery, that they would find the new plan more advantageous to them than the present one. A similar plan could be adopted for magazines and periodicals of the second class.

I further recommend that on all matter of the third class the postage be made uniform at 1 cent for each two ounces or fraction thereof, and the maximum weight of packages increased to four pounds. If this recommendation be adopted, the postage on flexible patterns, samples of ores, metals, minerals, and merchandise, sample-cards, photographic paper, letter-envelopes, postal-envelopes, and wrappers, unprinted cards, plain and ornamental paper, card-board, or other flexible material, and on all other mailable matter not included in the first class, will be reduced from 2 cents to 1 cent for each two ounces or fraction thereof, and the weight of packages increased from twelve ounces to four pounds. On books the postage will be reduced from 2 cents to 1 cent for each two ounces or fraction thereof; and the weight of packages of woolen, cotton, or linen clothing addressed to any non-commissioned officer or private in the Army of the United States will be increased from two pounds to four pounds.

I also recommend that any person be permitted, without additional charge, to write a form of presentation in any book, pamphlet, magazine, periodical, or on any other matter of the third class, and also that the sender of any package be permitted, without additional charge, to

write his or her name and address on the outside thereof, with the word "from" above or preceding the same, so as to inform the person addressed of the name of the sender, and to write briefly on any package the number and name of the articles inclosed.

The present mode of determining the salaries of postmasters, so far as it affects those not appointed by the President, is very defective. Formerly the salary of every postmaster was computed by commissions on the actual receipts of the office as returned to the Sixth Auditor. In 1864 the law was changed, and it was provided that salaries should be adjusted for two years in advance upon special returns for a stated time to be made by postmasters to the First Assistant Postmaster-General, it being urged in favor of the new method that it would save a large amount of clerical labor in post-offices, as well as in the Department. The change has worked well in presidential offices, and many of the elaborate and expensive accounts of former days have been discontinued; but in the smaller offices the effect has been far from beneficial. Unfortunately there are no criteria whereby the accuracy of salary returns may be tested, except the quarterly returns made to the Sixth Auditor, and upon these the Department is obliged to rely in every case of doubt or suspicion. It has been found, however, in practice, that while a comparison can readily be made of the accounts of presidential offices, which number only 1,363, great difficulties and delays attend a like scrutiny into the affairs of the 33,244 offices filled by appointment of the Postmaster-General; and yet there is more need of the utmost care in dealing with the latter class of offices, because of their large and rapidly-increasing number, and the better opportunity they present to those in charge of them for increasing their compensation by fraudulent or excessive returns. Moreover, it has been observed, as a general result of making each man his own accountant, that, while all are eager to supply data upon which they can claim an increase of salary, very few are willing to furnish information that will lead to a reduction.

I therefore recommend that the salaries of all offices of less importance than presidential offices; that is to say, all with a salary of less than \$1,000, be henceforth adjusted by a resort in the first instance to the quarterly returns in the office of the Sixth Auditor. This action will dispense with much useless labor, prevent complaint, remove a temptation to fraud, and secure an adjustment of salaries upon the basis of actual receipts, whether more or less.

The events of the past few weeks have awakened a lively interest in a plan heretofore submitted, for securing the savings of the great body of the people by a pledge of the credit and faith of the United States. In my reports for 1871 and 1872 I urged the organization of institutions for that purpose, under the title of "Post-Office Savings Banks." The name was not well chosen. The institutions I have in view and recommend are not designed, and should not be permitted, to encroach upon the legitimate powers and duties of the national banks. They are totally distinct from the banks in their scope and character, in the machinery

they employ, and in the ends they are intended to accomplish, and may be more accurately designated as Postal Savings Depositories of the United States.

The financial difficulties in which the country has been unexpectedly involved, and which still continue to oppress it, have demonstrated the necessity for some means of maintaining confidence in times of threatened disaster, and of gathering and wisely employing the immense wealth scattered among the people, to prevent panic and escape the ruin which inevitably follows in its track. That the people of the United States hold the reins of financial as well as political power clearly appears from the following tables, taken from the public debt statements, reports of the national banks, and from official accounts:

Treasury notes of all kinds, including fractional currency, in the Treasury, in the national banks, and in the hands of the public on June 30, 1869, 1870, 1871, 1872, and 1873.

Date.	Aggregate.	In the Treasury.	In national banks.	In the hands of the public.
June 30, 1869.....	\$388, 118, 859 73	\$37, 097, 818 89	\$82, 738, 974 53	\$268, 282, 066 31
June 30, 1870.....	395, 984, 940 48	28, 945, 067 19	96, 758, 465 39	270, 281, 407 90
June 30, 1871.....	396, 679, 380 06	9, 533, 363 15	124, 298, 373 22	262, 847, 643 69
June 30, 1872.....	398, 444, 131 52	15, 321, 689 87	125, 063, 881 12	258, 058, 560 53
June 30, 1873.....	432, 609, 332 94	*41, 513, 529 77	108, 204, 050 84	282, 891, 752 33

* Thirty-one million seven hundred and thirty thousand dollars of the currency in the Treasury June 30, 1873, represents special deposits for redemption of certificates of deposit issued under act of June 8, 1872, which certificates are held by the national banks as part of their reserve of lawful money.

National bank-notes held by the banks and the public on June 30, 1869, 1870, 1871, 1872, and 1873.

Date.	Aggregate.	On hand.	In the hands of the public.
June 30, 1869.....	\$299, 742, 474 95	\$17, 915, 295 95	\$281, 827, 179 00
June 30, 1870.....	299, 267, 486 35	23, 056, 596 35	276, 210, 890 00
June 30, 1871.....	317, 616, 919 20	26, 101, 252 20	291, 515, 667 00
June 30, 1872.....	337, 240, 692 30	23, 162, 340 30	314, 078, 352 00
June 30, 1873.....	346, 777, 827 30	26, 432, 588 30	320, 345, 239 00

Recapitulation of currency in the hands of the public.

June, 1869.—Treasury issues.....	\$268, 282, 066 31	\$550, 109, 245 31
National bank notes.....	281, 827, 179 00	
June, 1870.—Treasury issues.....	270, 281, 407 90	546, 492, 297 90
National bank notes.....	276, 210, 890 00	
June, 1871.—Treasury issues.....	262, 847, 643 69	554, 363, 310 69
National bank notes.....	291, 515, 667 00	
June, 1872.—Treasury issues.....	258, 058, 560 53	572, 136, 912 53
National bank notes.....	314, 078, 352 00	
June, 1873.—Treasury issues.....	282, 891, 752 33	603, 236, 991 33
National bank notes.....	320, 345, 239 00	
Aggregate for 5 years.....		2, 826, 238, 757 76
Average		565, 267, 751 55

On the 30th June last the public held, independent of the Treasury and the banks, \$603,236,991.33. The amount of currency was then considered sufficient for all business purposes. In the month of August following a stringency began to be felt in the money market, and we have since witnessed the extraordinary spectacle of the banks suspending and declaring their inability to pay United States notes or bank-notes, or even fractional currency, to their depositors. Of course, under such circumstances, they could not continue to make their usual discounts for the accommodation of their customers. This can only be accounted for upon the theory of a general lack of confidence on the part of the people, and a consequent refusal to deposit, or invest, or even pay out in discharge of obligations the currency held by them. To meet this strange state of affairs, and to prevent a recurrence of the like in the future, many plans have been suggested—one involving an expansion of the currency, another compelling a return to specie payment, and still another providing for the issue by the Government of a convertible bond at a low rate of interest—but all open to objections more or less serious. The opinion is universal that if there could be a general restoration of confidence there would immediately be let loose an ample circulation for the entire country. If, therefore, a plan can be devised that will afford to depositors equal security to that afforded to note-holders, but little doubt can be entertained that a general amelioration of the present condition will be effected. The immense sum of \$600,000,000 held by the people in June last, with the large accessions since made thereto by heavy drafts upon the Treasury and the banks, will be brought out from its places of concealment and applied to its legitimate work of aiding in forwarding our crops and products to market and in sustaining our vast manufacturing and other business interests. In my judgment, a system of postal savings-depositories would powerfully contribute to this most desirable consummation. Throughout the plan for their organization and work two ideas predominate: first, the United States is to insure the safe return of principal and interest whenever demanded; and, secondly, the extensive machinery of the Post-Office is to be used to bring its advantages home to the great mass of the people. The details would be simple, safe, and efficient. Money-order offices, as agents of the Government, would receive deposits in small sums, ranging from one dollar upward to the limit fixed by law, which sums the postmaster would forward at short intervals to the nearest depository of the United States Treasury. A certificate, fixing the responsibility of the Government, would be issued immediately to the depositor by the postmaster, and notice thereof would be sent either to the Department or some established branch office, to the end that due entry thereof might be made and a more formal acknowledgment forwarded to the depositor for the amount. No depositor should be allowed in any one year to deposit exceeding \$300; no greater accumulation of deposits should be permitted for any one depositor

than \$1,000; and no greater accumulation of deposits and interest should be allowed than \$1,500. Meantime, however, the United States should contract to pay interest not exceeding 4 per cent., to be computed from the first day of the month following the deposit, and to stop upon the first day of the month in which any withdrawal might be made. Interest should be computed to the end of the fiscal year, and then, if not drawn, should be added to the principal. It would of course be necessary to keep an exact account of all such deposits, and of the expenses incident to the management thereof, in the Treasury Department; also to make provision for the payment of the amounts due depositors whenever and wherever they might desire to withdraw them; and to allow and credit to such accumulations a somewhat greater rate of interest than that paid depositors, so that all expenses might be paid out of the fund and the institution made self-sustaining. I am confident that the plan of operations thus generally sketched may be so amplified and guarded that the people could be efficiently served, and the Government saved from all loss or expense. The great ends to be attained are, first, absolute security; secondly, the utmost facilities for deposits, withdrawals, and transfers; and thirdly, perfect secrecy. A system thus organized and conducted would not only encourage economy and habits of saving on the part of all who might be in the way of earning small sums of money, but would tend largely to utilize and keep in circulation the immense amounts which are paid out for wages and in business, and give every depositor a direct interest in the stability of the Government. It would strengthen our national finances by pouring these accumulations into the Treasury, which, in turn, by judicious investments, could afford to monetary and banking institutions the very relief they now so eagerly seek. Thousands who doubt the security of the banks and savings institutions, whether private or organized under State laws, would cheerfully place their surplus money upon such terms in the keeping of the Government.

The extent of the benefits which will inure to the people and the Government from the establishment of this system will be best indicated by a statement of the amounts deposited in existing savings-banks in some of the States of the Union. With the means of information at my command, I am able to make only a partial statement under this head. Congress wisely provided, by the act of February 19, 1873, for an annual report to be made by the Comptroller of the Currency of the condition of all banks, banking companies, and savings-banks organized under the laws of the several States and Territories; but, on application to that officer, I have been informed that he has not yet succeeded in collecting the information necessary for such a report, and that in many of the States and Territories no returns are made by the savings-banks, either to the legislature or any State officer, and that thus they are left without any supervision whatever. I regret that I

shall be deprived for the present of the experience and industry which will doubtless be applied to the discharge of the duty imposed by the law referred to.

In the table following, the returns for Massachusetts are brought up to the 26th of October, 1862; for Rhode Island, Maine, and New Hampshire, to the year 1869-'70; for Connecticut, to January 1, 1871; for the State of New York, to January 1, 1873; and for California, to July 1, 1872:

State.	No. savings-institutions.	Number of depositors.	Amount deposited.	Average to each depositor.
Massachusetts	172	630, 246	\$184, 797, 313 92	\$293 21
Rhode Island	25	67, 238	27, 067, 072 00	402 55
Maine	36	39, 527	10, 490, 368 00	265 40
New Hampshire	45	71, 536	18, 759, 461 00	262 25
Connecticut.....		178, 000	55, 000, 000 00	310 00
New York	150	822, 642	285, 286, 621 00	346 79
California.....		58, 713	47, 784, 372 00	.....
		1, 867, 802	629, 185, 207 92	

Thus seven States had, many months ago, 1,867,802 depositors, and \$629,185,207.92 on deposit, an amount greater by \$3,476,930 than all the deposits, including those of individuals, the United States, and United States disbursing officers, held by all the national banks of the United States, numbering 1,919, on the 3d day of October, 1872.

Objection has been made to the establishment of postal savings depositories upon the ground that they would interfere with and overthrow the present savings banks. I respectfully submit that this objection is without foundation. Savings banks were originally established by the benevolent and philanthropic to provide safe places of deposit for the small savings of laboring people, and in the beginning they were conducted without hope of either profit or reward other than that which comes from the consciousness of doing good. In so far as they have since been used for purposes of speculation, their managers have diverted them from their original design, and to that extent have abused the confidence reposed in them. Security is to be sought above all other considerations, and hence the spirit of speculation should be thoroughly eradicated from their administration. If savings banks are subjected to risks, and prostituted for purposes of gain for their managers, they should be overthrown. If, on the contrary, they continue to be well and profitably managed, and pay a greater rate of interest than that paid by the Government, they will in no wise be put to disadvantage, because every depositor will be left free to select his place of deposit.

Nor can the national banks raise a valid objection. They are organized to afford facilities to the community by lending money on personal se-

curity, dealing in exchange, issuing notes, and receiving deposits, not for permanent investment, but as temporary custodians. Bankers should own the capital they employ. When they attempt to do business on borrowed capital they are operating on a fictitious credit and become mere speculators. If they succeed in realizing more interest than they pay they make a profit by raising the price of money above its value. If they do not succeed in so doing, then, like other unfortunate speculators they fail, and their creditors become their dupes. Hence a law prohibiting the payment of interest by the banks would simply confine them to their legitimate business, and prevent them from assuming improper risks. With the Government it is totally different. Its obligations must be met by resorting either to loans or taxation, and in determining its choice of alternatives, the paramount consideration should be the best interests of the people, whose agent it is. Sound policy dictates that the Government should lose no opportunity of borrowing from its own people, at a low rate of interest, for the purpose of discharging an indebtedness abroad, or relieving industry and enterprise at home from the trammels of taxation. But when the Government can arrest panic, restore confidence, call forth the hoarded treasure of the country, and revive the pursuits of industry, by a simple pledge of the people's credit for the people's security, who will say that that pledge should not be given?

Another objection is the tendency to centralization. To this I answer, that, if to establish postal savings depositories would be in violation of the Constitution, there is an end of the matter at once. If, on the contrary, such action would not be unconstitutional, then the only question is whether their establishment would on the whole be advantageous for the people and the Government. Since the National Government has assumed to organize and control the banking of the country, and has found warrant of law for undertaking the transmission of the people's money through the mails, it would appear that it is only discharging its whole duty and completing its financial work by providing for the safety of the small savings of the industrious and frugal poor. If, in addition, it can be shown that postal savings depositories will serve to fortify the national credit, make more equable the financial operations of the country, cultivate habits of thrift among the industrial classes, and illustrate the excellence of our institutions by protecting and augmenting the accumulations of self-denying toil, and thus in time merging the workman into the capitalist, the cry of centralization cannot be made to drown the voice of the people in their demand that the Government of the United States shall execute for their benefit the high offices enjoined upon it by the Constitution.

Another objection, more practical, if not more tenable, is based on an alleged increase of expenses and public officers. So far as the establishment of savings depositories would have any effect upon appointments its tendency would be to secure a better class of officers in

all respects. None but competent persons could discharge the duties of such institutions, and no man or party, having a reputation to sustain, would be willing to commit interests so important to unworthy hands. The Government would seek its principal agents and employés among experienced men, wherever they could be found. A numerous force of additional officers would not be required. Many persons already employed in the postal-service could be made to discharge a portion of the required duties. A force far less than that now needed in savings-banks would be sufficient, with the assistance of the machinery of the post-office, to accomplish the same amount of work, and this, together with a supervising bureau in the Post-Office Department, and the necessary accounting officers in the Treasury, is all that would be needed. The fact that the money-order office, during the past year, received, transmitted, and paid out nearly \$60,000,000, shows how well that branch of the Post-Office discharges its duties. I am entirely satisfied that the character of the service would be elevated, and the work more cheaply and better done by Government officers, controlled at every step by law, and punishable by severe penalties in case of default or embezzlement, than is possible under the present irresponsible and inefficient mode in which savings-banks are conducted in many of the States.

But the argument by example is, perhaps, the most powerful. Let us, then, invoke the experience of other nations. The savings-bank, like many other products of Christian civilization, was perfected piecemeal. An institution of a kindred character was founded at Hamburgh as early as 1778, and first gave a demonstration of the power of small sums contributed by many, when aggregated, though, it is stated, its operations were confined to the granting of deferred annuities. An institution approaching nearer to the savings-bank, it is generally believed, was formed at Berne, Switzerland, in 1787. The idea, however, was fully developed in England, and the honor of its first practical application is divided among several persons, all of whom may claim to be benefactors of their race. In the year 1798 a friendly society for the benefit of women and children was established under the superintendence of Mrs. Priscilla Wakefield, and, before the year 1801, there had been combined with its main design a two-fold improvement, namely, a fund for loans and a bank for savings. In 1804 the savings-bank was more regularly organized, and Mr. Eardley Wilmot, M. P., and Mr. Spurling were appointed trustees. A prior claim, however, is raised on behalf of Rev. Joseph Smith, of Wendover, who, in 1799, circulated in his parish proposals to receive deposits during the summer and return the amount at Christmas with an addition of one-third as a bounty. The first publication in England of the idea of savings-banks, under the name of frugality banks, is also attributed to the celebrated Jeremy Bentham as early as 1797. The society next formed was opened, in 1808, at Bath, chiefly through the instrumentality of certain ladies, who received deposits from female servants. In 1810 the first savings-bank in Scotland was

formed by Rev. Henry Duncan, minister of Ruthwell, Dumfriesshire; and, in November, 1815, the providence institution of Southampton was established, under the patronage of the Right Honorable George Rose. The seeds thus sown rapidly germinated, took root, and soon exhibited a vigorous growth. By the year 1817 there had been formed no less than seventy banks in England, four in Wales, and four in Ireland, by the voluntary association of benevolent persons. Parliament then took up the question, and, by two separate acts, recognized and organized banks for savings in England and Ireland, and, two years later, in Scotland. Thenceforth such institutions were under the protection and guidance of the law, and much labor was expended in the effort to protect them from peculation and fraud; notwithstanding all which, it has been stated by competent authority that between the years 1844 and 1857 frauds were perpetrated to the amount of £228,800. The effect was disastrous in the extreme. Confidence was destroyed, and the disposition to economize became a subject of ridicule. Attention is called to the following:

Table showing the amount of deposits and withdrawals, and the capital of savings-banks, in the United Kingdom at the end of each year, from 1841 to 1861, inclusive.

Year ending November 20—	Deposits.	Withdrawals.	Capital of savings-banks in the United Kingdom.
1841	£5, 694, 908	£5, 487, 723	£24, 536, 971
1842	5, 789, 203	5, 656, 160	25, 406, 642
1843	6, 327, 125	5, 333, 015	27, 244, 266
1844	7, 166, 465	5, 716, 275	29, 653, 180
1845	7, 153, 176	6, 697, 042	30, 950, 983
1846	7, 300, 367	7, 255, 654	31, 851, 238
1847	6, 649, 008	9, 060, 075	30, 236, 632
1848	5, 862, 742	8, 653, 108	28, 114, 136
1849	6, 196, 883	6, 522, 760	28, 537, 010
1850	6, 363, 690	6, 760, 328	28, 930, 982
1851	6, 782, 059	6, 305, 566	30, 277, 654
1852	7, 281, 177	6, 684, 906	31, 754, 261
1853	7, 653, 520	7, 116, 330	33, 362, 260
1854	7, 400, 141	7, 956, 347	33, 736, 080
1855	7, 188, 211	7, 654, 133	34, 263, 135
1856	7, 741, 453	8, 023, 583	34, 946, 012
1857	7, 581, 415	8, 375, 095	34, 145, 567
1858	7, 901, 925	7, 839, 903	36, 220, 362
1859	9, 021, 907	7, 335, 349	38, 995, 876
1860	9, 478, 585	8, 258, 421	41, 258, 368
1861	8, 764, 870	9, 621, 539	41, 546, 475
Total.....	151, 298, 830	152, 313, 312	.....
Excess of withdrawals .....	.....	1, 014, 482	.....

It is worthy of note that during the years 1847, 1848, 1849, and 1850 the withdrawals exceeded the deposits by amounts respectively of £2,411,067, £2,790,366, £328,877, and £396,638, and that in the years 1854, 1855, 1856, 1857, and 1861, also, the withdrawals largely exceeded

the deposits. The remarkable fact is also revealed that, taking the whole period between 1841 and 1861, when the increase in population in England and Wales was 4,190,496, when the exports increased from £51,545,116 to £125,102,814, and when the amount of wages paid must have been largely increased, the withdrawals actually exceeded the deposits by £1,014,482. The commercial crisis of 1847-'48, and the scarcity of money during the Crimean war, had, no doubt, a marked effect during some of the years recorded in the foregoing table; but the general result can be accounted for on no other theory than that the confidence of the masses had been weakened by the discovery of the enormous frauds above mentioned, the knowledge of the defects of the system, and the divided responsibility under which it was worked. It thus became apparent that a radical reform must be effected, otherwise the usefulness of savings-banks would be seriously impaired. After numerous failures a project for post-office savings-banks was finally brought to the attention of Sir Rowland Hill, who gave it his cordial approval. A plan having been finally matured by Mr. George Chetwynd, and approved by Mr. Frank Ives Scudamore, fixing the rate of interest at $2\frac{1}{2}$ per cent., it was carried through Parliament under the powerful championship of Mr. Gladstone, and became the law of the land on the 17th day of May, 1861. The details being approved, and the necessary machinery provided, it went into effect on the 17th day of September following. The annexed table, covering its operations from that date until the 31st day of December, 1872, proves its steady and uniform growth and its triumphant success.

Operations of the British post-office savings-banks.

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 Sept. 16, 1861, to Dec. 31, 1862	2, 535	639, 216	2, 114, 669	1, 659, 032	35, 692	1, 694, 724
1863	2, 991	842, 848	2, 651, 209	3, 328, 182	44, 413	3, 372, 595
1864	3, 081	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
1871	4, 335	2, 362, 621	6, 664, 629	17, 303, 815	166, 456	17, 470, 271
1872	4, 607	2, 745, 245	7, 699, 916	19, 559, 804	301, 070	19, 860, 874

Every year shows an increase in the number and amount of deposits; and on the 31st day of December, 1872, the total balances applicable to the payment of depositors amounted to the sum of £19,860,874. The postmaster-general states, in his last annual report, that the cost of each deposit and withdrawal, including postage, is now about sixpence instead of about one shilling in the old savings-banks. No greater triumph was ever achieved in post-office management, with the single exception of that of Sir Rowland Hill in effecting penny-postage.

Post-office savings-banks encountered at every step the most implacable opposition, and were established only after a prolonged struggle. The same arguments were brought to bear against them that have been used against the adoption of a like system here. It was urged that they would be destructive of the old savings-banks; that the post-office would never be able to perform the additional important duties imposed upon it; that the government was undertaking a great risk; and that the scheme was centralizing in its tendency. They were opposed by Lord Colchester, an ex-postmaster-general, and by Lord Monteagle, of Brandon, once chancellor of the exchequer. A practical trial of twelve years has conclusively established the fallacy of all the arguments adduced against this beneficent measure.

The same system, somewhat simplified, has been put into operation in the British Australian colonies, in Queensland and in Canada, with like unvarying success. Mr. J. C. Stewart, superintendent of the post-office savings banks of Canada, writes, under date of October 25, 1873:

Post-office savings-banks work smoothly with us. We commenced five and a half years ago very much in the dark, and we have had to work out the system to a great extent unaided; but we learned to think out and reason out a system with which we are now well satisfied. There is nothing which prevents our extending it to every money-order office, save want of office accommodation at the head office.

Reason and philanthropy being thus sustained by the prolonged experience of so many peoples speaking the English language, how can the success of similar institutions in the United States be longer doubtful? I believe that the financial perils through which we are now passing could have been mainly averted if these institutions had been open to receive deposits. The people of this country earn more and deposit more than those of any other. The State of New York alone exhibits an aggregate of savings-bank deposits equal to those of the whole United Kingdom of Great Britain and Ireland; and it is not extravagant to say that if a spirit of universal frugality could be encouraged by an assurance of good faith and absolute security, the savings of the American people would soon grow into such gigantic proportions that the voluntary loans of a single generation would exceed the whole of the national debt.

I am clear in the conviction that the establishment of postal-savings depositories will be found an eminently wise and practical measure;

and, in the hope of contributing something to that end, I will submit at an early day a form of bill embodying the necessary legislation.

A year ago I earnestly urged the assumption by Government of the control of the telegraph, and gave at some length my reasons for believing that such action would correct the defects of the present management and result in great benefit to the country. I also presented at the same time estimates of the cost of duplicating the lines and apparatus now in use. There is no need of repeating those reasons or estimates. I desire, however, to express my full confidence in the soundness of the former, and the approximate correctness of the latter, notwithstanding the efforts which have been made to invalidate them. Ample time has elapsed for a full and free discussion of the subject in all its bearings, but no points have been developed which have not already been considered. One fact is conspicuous and most significant, and that is, that the opposition to the postal telegraph comes almost entirely from the telegraph companies and those directly interested with them in sustaining their monopoly. Every intelligent disinterested observer who has seen the working of the Government systems abroad gives them the decided preference.

The necessity for an efficient and cheap mode of telegraphic communication, which shall be beyond the control of private monopolies, and within the means of all, is daily becoming more apparent. Under the present management the use of the telegraph by the masses of the people is almost prohibited, by reason of arbitrary rates, unnecessarily high charges, and a want of facilities. This assertion is verified by the testimony of the president of the Western Union Company, who stated before a committee of Congress that, out of forty millions of our population, only one million use the telegraph at all. This is certainly an anomalous condition of affairs among a people the first in the world for intelligence and business activity. It may, however, be regarded as settled that, while under the control of private companies, whose chief object is to make a profit for their stockholders, and whose skill and labor are expended in efforts to advance the prices of their stock, and to enforce the highest rates to which the public can be made to submit, the telegraph will never become a general medium of correspondence. A Government postal telegraph is the only means by which the full benefit of this great invention can be secured; for, wherever the telegraph is under government management, it is operated at its minimum cost, and the people receive the benefit in low rates of transmission and in greatly extended facilities.

Appended to this report are four tables, to which reference may be made for reliable information, derived from official sources, as to the condition, force, and operations of various government telegraphs in Europe. Table 1, kindly furnished by the director of the bureau of international telegraphs of Switzerland, gives condensed returns, show-

ing the receipts, expenditures, and other details of European systems. Table 2 gives the number of messages (exclusive of press and news messages) forwarded from postal-telegraph stations in the United Kingdom during each month of 1871 and 1872; and tables 3 and 4 give a like statement for each week and month of the first three quarters of 1872 and 1873, respectively.

Nature furnishes an inexhaustible storehouse of electricity. The earth and the atmosphere constitute the never wearying media of its transmission. Its application to infinite uses is limited only by human knowledge and ingenuity. A single generation has filled the earth with wonder, and we are still on the mere threshold of investigation. Successive improvements have contributed so much to the simplification of telegraphic apparatus that the work of the operator is no longer a mystery. Private lines, connecting the residences of merchants and other business men with their stores and offices, are increasing in number and popularity; and so notable has been the advance that electricity is now called into daily requisition to meet the ordinary wants of domestic life.

For years past the attention of inventors and scientists has been attracted to the necessity for a more rapid and less expensive mode of transmission than the Morse, which requires the message to be spelled out by a slow and tedious process, at about the speed of an ordinary writer. One of the results of their investigations is the "automatic" or fast system, now in operation between New York and Washington. This system is capable of a speed of from 500 to 800 words per minute. The average of an expert Morse operator is not over 25 words per minute. Therefore, it is evident that if the automatic method can be made to accomplish what its advocates confidently predict for it, the capacity of a single wire for business will be increased nearly or quite thirty times. This increased capacity may be again doubled, or perhaps quadrupled, if the duplex apparatus, now used every day by established companies for sending messages simultaneously in different directions on the same wire, can be successfully combined with the automatic machine. There can be no doubt of the ultimate success of the automatic principle. Its battle with an incredulous public is almost won. As soon as it shall be thoroughly developed and applied in practice, the problem of cheap telegraphy will be definitively solved.

Experiments by the French electricians and inventors, D'Arlincourt and Meyer, in the direction of rapid autographic telegraphing, have resulted in marked improvements. By the autographic system a *fac simile* of the message written by the sender for transmission is reproduced at the distant office of delivery, thus enabling the receiver to verify the signature of his correspondent. Diagrams, maps, plans, tracings, or letters written in stenographic characters or in symbols, can also be transmitted by this instrument, and as the message or drawing to be sent is itself used as a medium of transmission, and the act of sending is entirely mechanical, errors very rarely occur.

In truth, there is no limit to the possibilities of electrical and telegraphic invention. Improved processes are constantly being discovered, new instruments devised, and new adaptations made; and in the near future the entire methods and machinery of telegraphic communication will be cheapened and familiarized to such an extent that the Government will be compelled to assume their control, in order to protect the people from extortion, and to secure for them the most improved and extended facilities at the lowest possible cost. In this wide field of operation no money-making privilege should be tolerated. As well might a charter be granted for the exclusive use of air, light, or water; as well might a price be set on the winds and waves, on rivers flowing to the sea, on seed-time and harvest, and on the power which causes the seed to germinate and the fruits of the earth to grow, as to restrict for the sake of profit the use of electricity, that most subtle and universal of God's mysterious agents. The electric telegraph should be the common messenger of the human race, and no man or association of men should be permitted to burden it with excessive charges. Surely the great republic will not hesitate longer to follow kingdoms and empires in recognizing and protecting the rights of the people.

There are now but two parties in the controversy over the postal telegraph—on one side the people, on the other the Western Union Telegraph Company. At a meeting of the directors, held on the 8th of October last, the president of the company, in his report, stated its policy, with commendable candor, in the following words:

The scale of rates fixed by competition on the most important routes, and between the principal cities, has been applied recently to the whole country east of the Rocky Mountains, so that the inducement to subscribe capital for the extension of competing lines, in order to secure the benefit of competing rates, no longer exists. At the rates now established it is impossible for any competing company to realize profits, and some of them are known to be, and all are believed to be, operating at a loss. As a result, the extension of competing lines has ceased, and it is not believed that capital can be found wherewith to inaugurate new enterprises in any quarter. The time is not distant, therefore, when the Western Union Company will be without a substantial competitor in the conduct of a business which, notwithstanding the enormous growth of the last seven years, still is in its infancy. With the increase of lines already provided and now in progress, the capacity of which the duplex apparatus hereinbefore spoken of will be able to double at small cost, it is believed that the constantly increasing volume of business, the growth of which will be stimulated by the present low and uniform rates, can be successfully handled with a less annual investment in new construction than has heretofore been necessary; so that with competition checked and in process of being extinguished, the percentage of expenses may be reduced, and the patience of the stockholders be rewarded at an early day by the resumption of regular dividends.

The Western Union Company has always contended for high rates, and enforced them with a strong hand. When new associations have been formed for the purpose of reducing rates, the Western Union has at once entered the lists to destroy its rivals, and in pursuit of victory has not scrupled to use any device which the powerful can employ against the weak. Failing to vanquish its adversary in the open field

of fair competition, it has resorted to artifice, and triumphed by making gold its weapon. Thus it has acquired, by lease or purchase, the lines of the American Telegraph Company, the Illinois and Mississippi Company, the Chicago and Mississippi Company, and the California State Company; and during the past year it has obtained control of the International Ocean and the Pacific and Atlantic Telegraph Companies by buying up a majority of their stock. Its president has attributed a loss of profits in part to "a reduction of rates rendered necessary by the action of competing companies" along their lines, and in "other sections" to a similar reduction made "in order to equalize rates and thereby remove the inducement for competing lines to extend still farther," thus evincing a settled purpose to reduce rates only that it might exterminate competing companies already organized, or which it feared would be organized.

During seven years of this enforced abstinence from high dividends, it is admitted in the above-mentioned report that the company has realized "net profits" to the immense amount of \$20,312,618; and that, after paying out of such profits for dividends to stockholders \$4,857,239, for interest on the company's bonds \$2,216,194, for its own stock \$4,054,483, for stock of Gold and Stock Company \$1,173,509, for bonds of Western Union Company, redeemed and canceled, \$974,075, for real estate, exclusive of Broadway and Dey street property, \$318,263, for patent of Page and Duplex apparatus \$73,758, for sinking-fund \$249,555, and other smaller sums, it managed with the residue to effect such extensions and purchases as increased its wires from 70,000 to 160,000 miles. After this admirable exposition of what has been accomplished by "net profits," it is to be regretted that there had not been placed by the side of it, for the gratification of a curious public, an equally lucid statement of the amount of cash capital paid in by the stockholders of the Western Union Company, and of the companies out of which it has been compounded. Elated as he must have been by a contemplation of the manner in which the "net profits" had swept away all opposition, present or prospective, President Orton might well say, in the language quoted from his report, that "the time is not distant when the Western Union Company will be without a substantial competitor in the conduct of a business which, notwithstanding the enormous growth of the last seven years, still is in its infancy."

What a pleasing prospect for the people! Here it is in brief: a powerful monopoly, unchecked by opposition or the fear of it in the future, has adroitly secured possession of the whole country, and now issues its proclamation that henceforth there will be no more competition, no more reductions of rates, but always "regular dividends."

But the president of the Western Union Company did not exhaust his candor in the quotation above made. He further declared:

The franks issued to Government officials constitute nearly a third of the total complimentary business. The wires of the Western Union Company extend into thirty-

seven States and nine Territories within the limits of the United States, and into four of the British Provinces. In all of them our property is more or less subject to the action of the national, State, and municipal authorities, and the judicious use of complimentary franks among them has been the means of saving to the company many times the money-value of the free service performed.

In another part of the same report it is stated that the total complimentary business amounted during the last year to \$58,000. Then, assuming the assertion last cited to be correct, the "judicious use" of complimentary franks to the amount of \$19,333 secured such action or non-action, whichever the company desired, on the part of the officials of the United States and of thirty-seven States, nine Territories, and four Provinces, as was equivalent to "many times the money-value of the free service performed." Truly a most "judicious use" of patronage! For if the subsidizing process included only the principal legislative, executive, and judicial officers of the governments, States, Territories, and Provinces above mentioned, the average value of the "complimentary frank" to each person could not have exceeded \$5, or \$10 at the utmost. It is presumed that hereafter very few "officials" will be willing to accept any courtesy, great or small, from the Western Union Company, now that they have been informed that the company will place the recipients of its favors upon its roll of retainers and advertise them as such.

The telegraph should be made a part of the postal system without further delay. As Congress does not seem inclined to exercise the discretion given in the third section of the act of July 24, 1866, to appoint appraisers to value the "lines, property, and effects" of the companies now in operation, and as the Western Union Company appears to be unwilling to make a voluntary sale at a fair price, I recommend that provision be made by law for the immediate establishment of the postal telegraph, and for the construction of all such lines as may be needed, under the direction of competent officers of the Engineer Corps of the Army. The experience they acquired during the war of the rebellion would enable them to do the work in the most economical and satisfactory manner.

Very respectfully, your obedient servant,

JNO. A. J. CRESWELL,

Postmaster-General.

The PRESIDENT.



APPENDIX.

No. 1.—*Estimates for expenditures for the fiscal year ending June 30, 1875.*

FIRST ASSISTANT POSTMASTER-GENERAL :	
For compensation to postmasters.....	\$6,500,000
For clerks in post-offices.....	3,250,000
For payments to letter-carriers.....	2,000,000
For wrapping-paper.....	27,000
For wrapping-twine.....	48,000
For marking-stamps.....	9,000
For letter-balances.....	3,000
For rent of post-offices.....	\$350,000
For fuel.....	150,000
For light.....	160,000
For stationery and other miscellaneous items.....	60,000
	720,000
Total for First Assistant's Bureau	\$12,557,000
SECOND ASSISTANT POSTMASTER-GENERAL :	
For inland transportation	\$15,582,021
For increase of compensation on railroad routes under act of March 3, 1873.....	525,000
For railway post-office clerks	1,320,014
For route-agents	929,035
For mail-route messengers.....	160,000
For local agents.....	110,383
For mail-messengers.....	643,533
For baggage-masters	1,000
	\$19,270,986
For mail depredations and special agents.....	160,000
For mail locks and keys	50,000
For mail-bags and mail-bag catchers	200,000
For preparation and publication of post-route maps	35,000
Total for Second Assistant's Bureau	19,157,986
THIRD ASSISTANT POSTMASTER-GENERAL :	
For postage-stamps.....	\$118,667
For stamped envelopes and newspaper-wrappers....	535,424
For expenses of agency	10,200
For postal-cards.....	168,270
For expenses of agency.....	5,600
	\$838,161
For advertising	90,000
For registered-package envelopes and seals	42,680
For office-envelopes	69,500
For dead-letter envelopes	4,585
For ship, steamboat, and way letters	7,500
For office-furniture	6,500
For fees to United States attorneys, marshals, clerks of courts, and counsel necessarily employed by special agents of Post- Office Department, subject to approval by the Attorney- General	7,500
For engraving, printing, and binding drafts and warrants....	3,000
For miscellaneous items	2,500
Total for Third Assistant's Bureau	1,071,926
SUPERINTENDENT OF FOREIGN MAILS :	
For transportation of foreign mails.....	\$325,000
For balances due foreign countries	260,000
Total for office of foreign mails.....	585,000
Grand total estimate for expenditures	33,929,912

REPORT OF THE POSTMASTER-GENERAL.

Estimated amount provided by the Department, being its own revenue, accruing from postage and other sources.....	\$29, 293, 549
Amount to be provided from the general Treasury to make the receipts equal the expenditures, (deficiency).....	4, 636, 363
<i>Expenditures under special appropriations to be provided out of the general Treasury :</i>	
For mail-steamship service between San Francisco, Japan, and China	\$1, 000, 000
For mail-steamship service between United States and Brazil..	150, 000
For mail-steamship service between San Francisco and Sand- wich Islands	75, 000
Total	1, 225, 000
For official postage-stamps for use during the fiscal year.....	950, 000
Total to be provided from general Treasury.....	6, 811, 363

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
Appointment-Office, Washington, D. C., October 13, 1873.

SIR: Agreeably to your request I submit herewith estimates of the appropriations necessary for the fiscal year ending June 30, 1875, under the following heads, viz:

For compensation of postmasters.....	\$6, 500, 000
For clerks in post-offices.....	3, 400, 000
For payment of letter-carriers.....	2, 000, 000
For wrapping-paper.....	30, 000
For wrapping-twine.....	48, 000
For marking-stamps.....	10, 000
For letter-balances.....	5, 000
For rent for post-offices.....	400, 000
For fuel for post-offices.....	160, 000
For light for post-offices.....	180, 000
For stationery and other miscellaneous items.....	80, 000
Total	12, 813, 000

Very respectfully, &c.,

J. W. MARSHALL,
First Assistant Postmaster-General.

Hon. E. W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
Appointment Office, Washington, D. C., October 13, 1873.

SIR: Accompanying this I have the honor to submit a statement of the estimated expenditures, for the items named, during the fiscal year ending June 30, 1875.

The estimate for compensation to postmasters is largely increased over former estimates, from the fact that the sixth biennial adjustment of postmasters' salaries, under the acts of July 1, 1864, and June 8, 1872, will take effect July 1, 1874, and consequently must be provided for in this appropriation. As postmasters' salaries are, under the law,

based on commissions on business done at the respective offices and the box-rents accruing thereat, it is apparent that the amount necessary to be appropriated for postmasters' compensation must increase *pro rata* as the business and revenues of the postal service increase. For the year ending June 30, 1871, the Auditor's books show that \$5,028,381 were paid out for compensation to postmasters, and for the year ending June 30, 1873, the amount is, (as nearly as can now be ascertained,) \$5,725,468, an increase for the two years of \$697,087. Taking into consideration the prospective increase in the postal business during the two years from July 1, 1873, to July 1, 1875, it is evident that an increase of \$774,532, making a total of \$6,500,000, will be necessary for the purpose.

The increase in the item for compensation to clerks in post-offices is also made necessary by the growth of the service. The amount expended for clerks in post-offices for the year ending June 30, 1871, as shown by the Auditor's books, was \$2,582,084, and, for the year ending June 30, 1873, is about \$2,978,614; showing an increase of \$306,530 over the year ending June 30, 1871. Hence the increase asked for the year ending June 30, 1875, \$421,386, is deemed necessary for a proper working of the service.

The estimated amount required for the free-delivery service of the fiscal year ending June 30, 1875, is \$2,000,000. This sum is rendered necessary by the extension of the service to cities having a population of 20,000 within the delivery of their office, under the act of March 3, 1873, and also by the re-organization and extension of the service in several of the principal cities to adjacent cities and towns.

The amount expended for the free-delivery service, including incidental expenses, for the year ending June 30, 1871, as shown by the Auditor's books, was \$1,353,926, and for the year ending June 30, 1873, is about \$1,419,775; showing an increase for two years of \$55,849. But the extension of the service ordered by Congress at its last session will necessitate a greatly increased expenditure for the year ending June 30, 1875, over that ending June 30, 1873, and the sum of \$590,225 is not considered exorbitant for that purpose, an excess of only \$290,225 over the appropriation for the present fiscal year, which is \$1,700,000.

The estimate for wrapping-paper for the year ending June 30, 1875, is smaller than that for the preceding fiscal year, while an increase of \$10,000 for wrapping-twine over the estimate for 1874 for that item is not considered too great. There is also a decrease in the item of marking and canceling stamps, as compared with the estimate of 1874, but the wants of the service seem to render a larger estimate necessary for letter-balances for the fiscal year ending June 30, 1875.

The increase of the estimate for each of the items, rent, fuel, and light for post-offices, and for stationery and miscellaneous items, for the year ending June 30, 1875, over that for 1874, is made requisite by the necessities of the service and its rapid extension to all parts of the country, and is not regarded as excessive.

The total amount asked for is \$12,813,000.

Accompanying this communication is a tabular statement giving more definite information.

Very respectfully, &c.,

J. W. MARSHALL,
First Assistant Postmaster-General.

Hon. E. W. BARBER,
Third Assistant Postmaster-General.

Comparative statement showing the estimate, the appropriation, and the expenditure for the items named below for the fiscal year ended June 30, 1873, with the percentum of increase or decrease of expenditures, with estimates for the same during that period; also the amounts appropriated for the several items for the fiscal year ending June 30, 1874, with the percentum of increase or decrease of the same compared with the expenditures of the previous fiscal year, together with the estimates for the same items for the year ending June 30, 1875, with the percentum of increase or decrease for the same compared with the appropriation for the fiscal year ending June 30, 1874.

Items.	Estimate for the fiscal year ended June 30, 1873.	Appropriation for the fiscal year ended June 30, 1873.	Expended during the fiscal year ended June 30, 1873.	Percentum of increase or decrease of expenditures over estimates for 1873.		Appropriation for the fiscal year ending June 30, 1874.	Percentum of increase or decrease over expenditures for the fiscal year ended June 30, 1873.		Estimate for the fiscal year ending June 30, 1875.	Percentum of increase or decrease over appropriation for the fiscal year ending June 30, 1874.	
				Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
For compensation to postmasters	\$5,525,000	\$5,525,000	\$5,725,468	3.62	.....	\$5,725,000	.....	.0081	\$6,500,000	13.53	.....
For clerks in post-offices	2,800,000	2,800,000	2,978,614	6.37	.....	2,975,000	.....	.12	3,400,000	14.28	.....
For payments to letter-carriers	1,425,000	1,425,000	1,419,775	.....	.36	1,700,000	19.73	.....	2,000,000	17.64	.....
For wrapping-paper	30,000	30,000	23,494	.....	21.68	33,000	40.46	.....	30,000	.....	9.09
For twine	38,000	38,000	39,164	3.06	.....	38,000	.....	2.97	48,000	26.31	.....
For marking and canceling stamps	12,000	12,000	7,344	.....	38.8	12,000	63.30	.....	10,000	.....	16.66
For letter-balances	3,500	3,500	2,304	.....	34.17	3,000	30.20	.....	5,000	66.66	.....
For rent for post-offices*	250,000	250,000	606,931	16.71	.....	300,000	7.09	.....	400,000	26.15	.....
For fuel for post-offices*	110,000	110,000				130,000			160,000		
For light for post-offices*	120,000	120,000				160,000			180,000		
For stationery and miscellaneous items*	40,000	40,000				60,000			80,000		
Totals	10,353,500	10,353,500	10,803,094	4.34	.....	11,136,000	3.08	.....	12,813,000	15.05	.....

* Paid as one item.

APPOINTMENT OFFICE, Post-Office Department, October 13, 1873.

Estimates of amounts required to be appropriated for the fiscal year ending June 30, 1875.

For inland transportation.....	\$15,878,821
For increase of compensation on railroad routes, under act of 3d March, 1873.....	535,000
For railway post-office clerks.....	1,382,873
For route-agents.....	973,276
For mail-route messengers.....	160,000
For local agents.....	120,000
For mail-messengers.....	643,533
For baggage-masters.....	1,000
For mail depredations and special agents.....	170,000
For mail-locks and keys.....	50,000
For mail-bags and mail-bag catchers.....	200,000
For preparation and publication post-route maps.....	35,000
	20,149,503

JOHN L. ROUTT,
Second Assistant Postmaster-General.

OCTOBER 8, 1873.

POST-OFFICE DEPARTMENT,
 OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
 Washington, D. C., October 8, 1873.

DEAR SIR: Herewith please find estimates of the amounts necessary to be appropriated for inland transportation and the items incident thereto for the fiscal year ending June 30, 1875. An accompanying table shows the annual cost of the service at the end of each of the fiscal years 1871, 1872, and 1873, with the appropriation for 1874, the estimates for 1875, and the percentage of increase from year to year. By this table it appears that the increase of the cost of inland transportation for 1872 over 1871 was 9 per cent.; for 1873 over 1872, $8\frac{1}{2}$ per cent.; and of the appropriation for 1874 over the cost for 1873, $8\frac{5}{8}$ per cent. The estimate for 1875, however, is only 7 per cent. in excess of the sum appropriated for 1874; and this ratio of increase is applied both to the regular appropriation under the head of "inland transportation," and to the \$500,000 provided by the act of 3d March, 1873, expressly "for increase of compensation for the transportation of mails on railroad routes," which will require, of course, to be repeated, as the increased rate of compensation will apply as well to subsequent years as to the current year. This reduced rate of increase is adopted in view of the fact that the increase of the aggregate length of railroad routes—the most prolific source of expense—has been less during the past than during the previous year, the falling off being the difference between 8,077 miles increase in 1872 and 5,546 miles increase in 1873, a difference of 2,531 miles. From this, as well as from the existing stringency in monetary affairs, it is presumed that the progress of the railroad system of the country will be so far restrained as to justify this diminished ratio of increase in the estimate for 1875.

In the item for railway post-office clerks, the rate of increase for 1874 over 1873 is $26\frac{1}{2}$ per cent. The estimate for 1875 is only 10 per cent. over 1874, the diminished rate of increase being due to the fact that the railway post-office system will have been so far perfected by the expiration of the current fiscal year as to render advisable a less rapid extension of the service in future.

On other items incidental to railroad service, viz : route-agents, mail-route messengers, local agents, mail-messengers, and baggage-masters, the average rate of increase for 1874 over 1873 is 13.97 per cent., while the estimate for 1875 is only 7.78 per cent. over the appropriation for 1874.

The estimate for mail-bags and catchers is \$200,000, the same as the estimate for the current fiscal year, although Congress reduced the amount to \$180,000, supposing, no doubt, that the abolition of the franking privilege would occasion a reduction of this item of expense. Experience, however, so far, is in conflict with this expectation, the quantities used since 1st July last exceeding those required for a corresponding period in any former year.

The estimate for mail locks and keys is increased \$10,000, to provide for the additional expense of substituting new for old locks and keys now nearly worn out on all the street letter-boxes connected with the free-delivery system, and on account of new patterns necessary for exclusive use on registered-letter mails.

The appropriation for special agents and mail depredations for 1873 was \$156,950. This amount, less \$1,916.98, was expended for the salaries, per diem, and necessary traveling expenses of 47 special agents. At the beginning of the current year, the extension of the mail service into new territory, rendering imperative the necessity for extended oversight thereof, the number was increased, and 55 are now employed. No abatement of this force being practicable, the estimate for 1875 is placed at \$170,000.

The estimate for 1875 for the preparation and publication of post-route maps is placed at \$35,000, against \$27,000 appropriated for the current year. This increase is consequent upon the growing demand by leading post-offices, special agents, members of Congress, and various public institutions, for the maps already published and others now in course of preparation, necessitating additions to the working force of the topographer's office, and also the expense necessary for the reproduction by photo-lithography of manuscript maps of the new States and Territories, the surveys of which are so incomplete and inaccurate as to forbid for the present the engraving of elaborate plates.

The aggregate amount of the estimates for all of the above-mentioned items for 1875 is \$20,149,503, against \$18,764,941 appropriated for 1874, an average excess of 7.38 per cent.

All of which is respectfully submitted.

Your obedient servant,

JOHN L. ROUTT,

Second Assistant Postmaster-General.

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

POST-OFFICE DEPARTMENT,
OFFICE OF THE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 8, 1873.

SIR : In compliance with your request of the 9th July last, I submit herewith estimates of the amounts required to be appropriated for the fiscal year ending June 30, 1875, for inland mail transportation and items incident thereto, with a table showing the increase and decrease per

cent. between the expenditures for the years 1871, 1872, and 1873, the appropriations for 1874, and the estimates for 1875. I inclose also a copy of a letter addressed by me to the Postmaster-General, setting forth the reasons which have governed me in determining the amounts proper to be appropriated for 1875 for the several items embraced in the list.

Very respectfully,

JOHN L. ROUTT,
Second Assistant Postmaster-General.

Hon. E. W. BARBER,
Third Assistant Postmaster-General.

*

Cost of inland transportation, railway post-office clerks, route-agents, mail-route messengers, local agents, mail-messengers, and baggage-masters in charge of registered packages, for the years 1871, 1872, and 1873, with appropriation for 1874 and estimate for 1875, including appropriation for mail depredations and special agents, mail-locks and keys, mail-bags and mail-bag catchers, and for preparation and publication of post-route maps for 1874, with estimate for same for 1875; also including appropriation for re-adjustment of pay on railroad routes under act of 3d March, 1873.

	Cost, 1871.	Cost, 1872.	Increase, per cent.	Cost, 1873.	Increase, per cent.	Appropriation, 1874.	Increase, per cent.	Estimate, 1875.	Increase, per cent.
Inland transportation	\$11, 529, 395	\$12, 566, 802	9	\$13, 635, 341	8½	\$14, 840, 020	8 5-6	\$15, 878, 821	7
Increase of compensation on railroad routes, under act of 3d March, 1873						500, 000		535, 000	7
Railway post-office clerks	649, 400	821, 209	26½	993, 800	21	1, 257, 157	26½	1, 382, 873	10
*Route-agents	671, 280	737, 820	10	804, 360	9	884, 796	10	973, 276	10
*Mail-route messengers	61, 910	89, 910	45½	117, 910	31	171, 264	45½	160, 000	16½
*Local agents	58, 430	69, 216	18½	80, 302	16	95, 158	18½	120, 000	26
*Mail-messengers	433, 393	486, 922	12½	540, 451	11	607, 107	12½	643, 533	6
*Baggage-masters	1, 113	1, 476	32 1-16	1, 839	24 3-5	2, 429	32 1-16	1, 000	158 4-5
Mail depredations and special agents						160, 000		170, 000	
Mail locks and keys						40, 000		50, 000	
Mail-bags and mail-bag catchers						180, 000		200, 000	
Preparation and publication of post-route maps						27, 000		35, 000	
						18, 764, 931		20, 149, 503	

* On the items marked with an asterisk (*) the average increase for 1874 over 1873 is 13.97 per cent., and for 1875 over 1874, 7.78 per cent.

† Decrease.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

OCTOBER 8, 1873.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 20, 1873.

SIR: I have the honor to submit herewith tables showing:

1. Estimate of the expenditures and revenue of the Post-Office Department for the fiscal year ending June 30, 1875.
2. Receipts and expenditures during the fiscal year ended June 30, 1873, compared with previous years.
3. Statement in detail showing payments charged to miscellaneous account.
4. Estimate of the indebtedness of the Post-Office Department June 30, 1873, not yet adjusted.
5. Receipts and disbursements at Treasury depositories on account of the Post-Office Department.
6. Receipts and disbursements at depository post-offices on account of the Post-Office Department.
- 7 and 8. Number and value of postage-stamps, stamped envelopes, and newspaper-wrappers issued during the fiscal year ended June 30, 1873.
9. Increase of same over preceding fiscal year.
10. Number and value (actual or nominal) of dead-letters received and disposed of during the fiscal year ended June 30, 1873.

In respect to the amount estimated as required for expenditures during the next fiscal year, your attention is invited to the remarks made by the First and Second Assistant Postmasters-General in their reports, which show the necessity for the sums required by their bureaus, and to the following detailed statement concerning the various appropriations asked for by this Office.

ADHESIVE POSTAGE-STAMPS.

The number of postage-stamps issued during the fiscal year ended June 30, 1873, was.....	601, 931, 520
Add 11 per cent., rate of increase over preceding year.....	66, 212, 467
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1874, as.....	668, 143, 987
Add 11 per cent. for increase as before.....	73, 495, 838
Gives estimated issue of ordinary stamps for fiscal year ending June 30, 1875, as.....	741, 639, 825
Add for official stamps for Executive Departments.....	50, 000, 000
Gives estimated total issue for fiscal year ending June 30, 1875, as.....	791, 639, 825
Cost of manufacturing that number, at present contract price, 14.99 cents per thousand.....	\$118, 667 00

In the above estimate the issues of ordinary stamps for the year ended June 30, 1873, and the increase of that over the previous year, are taken as a thoroughly safe basis of calculation. For the official stamps no reliable data is obtainable, although, judging from the issues already made, the number will not vary greatly from 50,000,000.

STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS.

The cost of stamped envelopes and newspaper wrappers issued during year ended June 30, 1873, was.....	\$426, 836 66
Add 12 per cent., rate of increase over preceding year.....	51, 220 40
Gives estimated cost for year ending June 30, 1874.....	78, 057 06
Add 12 per cent. as before.....	57, 366 85
Gives estimated cost for year ending June 30, 1875.....	535, 423 91

The contract under which stamped envelopes and newspaper-wrappers are being furnished is for four years, and will expire September 30, 1874. The issues for three-quarters of the next fiscal year will therefore be under a new contract; but, as the rates in the present contract are considered fair and reasonable, no allowance has been made for a change in prices.

For the aggregate, the same basis is taken as in the estimate for postage-stamps, namely, the cost for the year ended June 30, 1873, and the increase of that over the preceding year.

Considering the steady growth of the business of the country, and the advantages in the use of stamped envelopes over postage-stamps, an annual increase of 12 per cent. cannot be regarded as excessive.

POSTAGE-STAMPS AND STAMPED-ENVELOPE AGENCY.

Salaries of distributing agent and assistants	\$8,700 00
Incidental expenses of agency	1,500 00
	10,200 00

The number of persons at present employed for the distribution of stamps, stamped envelopes, &c., is five, viz: an agent, whose salary is \$2,500 per annum; one clerk, at \$1,800; two clerks, at \$1,600; and one at \$1,200. This force is deemed sufficient for the probable needs of the service during 1874-'75, and no increase is estimated for.

The incidental expenses consist of the expenses of the agent when required to visit the Department, or while absent from New York in making any investigations ordered by this Office; also the expenses of agents ordered to make investigations in connection with the issue of stamps or stamped envelopes.

POSTAL CARDS.

The period since the introduction of postal cards, on the 1st of May last, has been too short, and the demand too irregular, to furnish any strictly reliable data on which to base an estimate of future needs. The total number of cards issued during the five months up to the 1st October was 64,302,300; but this number was doubtless far in excess that actually used, which is not ascertainable.

The Department completed its first supply to all the principal offices about the 1st of August, and, assuming that this left a sufficient "carrying stock" in the hands of postmasters and the public at that time, the subsequent issues may be taken as some indication of the real demand.

The following estimate is therefore made on the basis of the issues during the months of August and September:

Number issued during August and September 1873	18,227,300
Total for current fiscal year, at same rate	109,396,800
Add 10 per cent. for increase of next year	10,939,680
Gives estimated number for next fiscal year	120,300,180
Cost of that number, at \$1.39 $\frac{1}{2}$ per 1,000	\$168,269 88

POSTAL-CARD AGENCY.

Salaries of agent and assistants	\$4,600 00
Incidental expenses of agency	1,000 00
	5,600 00

At present there are employed at Springfield, Mass., in connection with the inspection and distribution of postal cards, an agent, at a salary of \$2,000 per annum, and two clerks, at \$1,200 each. This number is thought to be sufficient for the prospective increase in issues during the next fiscal year, but I would recommend an increase in the salary of one of the clerks, making the force stand: the agent, \$2,000; one clerk, \$1,400, and one clerk, \$1,200.

The remarks under the head of "postage-stamp and stamped-envelope agency" as to incidental expenses will apply also to the appropriation requested for this agency.

ADVERTISING.

This item covers advertisements for proposals for carrying the mails, for unclaimed letters at post-offices, and for proposals for supplies of all kinds.

Heretofore, contracts for supplies have been made for two years or more, but under the operation of a resolution of Congress approved January 31, 1868, the term of such contracts is limited to one year. In view of this fact a considerable increase in this item of expenditure is expected.

The payments made for this purpose were:

During the fiscal year ended June 30, 1869.....	\$79,565 41
During the fiscal year ended June 30, 1870.....	66,571 80
During the fiscal year ended June 30, 1871.....	57,459 80
During the fiscal year ended June 30, 1872.....	53,112 33
During the fiscal year ended June 30, 1873.....	81,412 60
The amount appropriated for the year ending June 30, 1874, is.....	70,000 00
On account of the fact stated above, I have thought it proper to estimate the amount required for the fiscal year ending June 30, 1875, as.....	95,000 00

REGISTERED-PACKAGE ENVELOPES AND SEALS.

It is estimated that there will be required for use during the fiscal year ending June 30, 1875:

4,000,000 registered-package envelopes, at \$9.17 per M.....	\$36,680 00
4,000,000 registered-package seals, at \$1.50 per M.....	6,000 00
	42,680 00

The estimate of cost is based on the prices now paid for the envelopes and seals. This is done for the reason that, although the present contract for package-envelopes will expire June 30, 1874, it is not probable there will be any material change in the price.

Although the number of registered letters increases each year, I have only asked for a number of package-envelopes and seals equal to that estimated as required for use during the current fiscal year. Improvements in the system are contemplated, whereby the necessity for a much greater number of package-envelopes and seals than the number of registered letters transmitted will be obviated. Registered pouches, with locks specially constructed for the service, are to be sent direct from one large office to another, carrying all the registered mail between those offices. It is also proposed to transmit a registered letter from the mailing office to the delivery office in the package-envelope in which it is placed at the mailing office, instead of having the package opened at each distributing office, and a new one used for further transmission, as is now the case. By these means, while the number of registered letters will, in consequence of the greater celerity and security in their transmission, probably be largely increased, the number of package-envelopes and seals now estimated for will doubtless be ample to cover the growth of the business.

POST-OFFICE ENVELOPES.

Number of official envelopes issued during the fiscal year ended June 30, 1873	14, 180, 590
Add 20½ per cent., rate of increase over preceding year	2, 926, 105
Gives estimated issue for year ending June 30, 1874	17, 106, 695
Add same rate of increase	3, 542, 031
Gives estimated issue for year ending June 30, 1875	20, 648, 726
Estimated cost of same at present contract prices	\$69, 500 59

The above figures explain themselves. The large increase in the number of envelopes is due mainly to the rapidly-increasing popularity of the registry and money-order systems, for the business of which these envelopes find their principal use.

The contract from which the prices are taken expires July 1, 1874, and it is not believed that envelopes of equally good quality with those now used can be obtained at much, if any, cheaper rates.

DEAD-LETTER ENVELOPES.

Number of dead letters returned to writers during fiscal year ended June 30, 1873	1, 796, 952
Add 17½ per cent., rate of increase over preceding year	314, 467
Gives estimated number for year ending June 30, 1874	2, 111, 419
Add 17½ per cent. increase as before	369, 498
Also add 5 per cent. for loss of envelopes by misdirection	124, 046
Gives estimated number of dead-letter envelopes required for fiscal year ending June 30, 1875	2, 604, 963
The cost of which, at present contract prices, will be	\$4, 584 73

The number of dead letters to be returned to the writers thereof increases annually in about the ratio stated in the above table. A further increase of 5 per cent. is added for the next fiscal year, it being found that, owing to various causes, about that percentage of envelopes are spoiled by misdirection, &c.

The cost is calculated on present contract prices. Although this contract will expire August 10, 1874, the rate now paid (\$1.76 per 1,000) is so reasonable that no material reduction therefrom is anticipated.

SHIP, STEAMBOAT, AND WAY LETTERS.

This appropriation is required to pay masters or owners of vessels not employed in carrying the United States mails, for letters brought in their vessels and delivered to post-offices at ports of arrival, and from thence transmitted in the mails. (See sections 166, 222, 223, and 224 of act approved June 8, 1872.)

There is no reliable data from which the amount required for the next fiscal year can be estimated, as the payments vary from year to year, having been —

During the fiscal year ended June 30, 1869	\$8, 076 35
During the fiscal year ended June 30, 1870	9, 247 59
During the fiscal year ended June 30, 1871	10, 716 45
During the fiscal year ended June 30, 1872	7, 011 06
During the fiscal year ended June 30, 1873	4, 259 96
The amount appropriated for the year ending June 30, 1874, is	10, 000 00
I therefore estimate the amount required for the fiscal year ending June 30, 1875, as	7, 500 00

OFFICE FURNITURE.

The appropriation asked for under this head is for the purpose of allowing postmasters at small offices to purchase desks or cases for the safe-keeping of letters. (Section 33, regulations of 1873.)

The amounts expended for this purpose were:

During the fiscal year ended June 30, 1869.....	\$2,284 65
During the fiscal year ended June 30, 1870.....	2,198 37
During the fiscal year ended June 30, 1871.....	3,211 51
During the fiscal year ended June 30, 1872.....	6,535 58
During the fiscal year ended June 30, 1873.....	6,368 57
The amount appropriated for the year ending June 30, 1874, is.....	<u>6,500 00</u>

In consideration of the data above noted it is estimated that there will be required for the next fiscal year the sum of..... \$6,500 00

FEES TO UNITED STATES ATTORNEYS, MARSHALS, CLERKS OF UNITED STATES COURTS, ETC., ETC.

The payments made under this head vary from year to year according to the exigencies of the service. The following table shows that—

During the fiscal year ended June 30, 1869, there was expended.....	\$6,758 74
During the fiscal year ended June 30, 1870, there was expended.....	8,965 10
During the fiscal year ended June 30, 1871, there was expended.....	6,431 55
During the fiscal year ended June 30, 1872, there was expended.....	5,141 76
During the fiscal year ended June 30, 1873, there was expended.....	6,480 76
The amount appropriated for the fiscal year ending June 30, 1874, was.....	<u>7,500 00</u>

Amount estimated for the next fiscal year..... \$7,500 00

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This item covers the expense of furnishing the drafts and warrants used in collecting amounts due by postmasters, and in making payments to the creditors of the Department. Being printed from steel plates, the work is not done by the Congressional Printer.

The amount appropriated for the current year is..... \$3,500 00
Amount estimated as required for the fiscal year ending June 30, 1875, is... 3,000 00

MISCELLANEOUS.

Under the head of this appropriation are charged the small items of necessary expense not included in any regular appropriation. The expenditures have varied, during the past four years, from \$80 to \$2,000. The amount appropriated for the current year is \$2,500. It is estimated that not more than that sum will be needed during the next fiscal year, and I have therefore asked for a like amount, viz, \$2,500.

There was appropriated for the service of this Bureau during the current fiscal year the sum of \$1,046,763. The foregoing estimates show that \$1,076,926 will be needed for the next fiscal year; an increase of \$30,163, about 2 $\frac{7}{8}$ per cent., although the increase in the demand for postage stamps, stamped envelopes, newspaper wrappers, and postal cards, for the manufacture of which the largest part of the sum asked for is required, is estimated at from 10 to 12 per cent.

The following résumé shows the operations of the different divisions of this Bureau during the past fiscal year, together with the need for a

larger clerical force in some of them, consequent on the growth of the service which entails greater labor in keeping accounts, paying creditors, furnishing stamps, &c., exercising control over the registered-letter system, and receiving and sending out dead letters.

DIVISION OF FINANCE.

During the fiscal year ended June 30, 1873, the books of this division show that 2,983 contracts, and 5,438 orders of the Postmaster-General for mail-service were entered; 26,856 reports of the Auditor for pay of mail-contractors, special, blank, stamp, postal-card, and mail-lock agents, and other creditors of the Department were examined, compared, and the calculations thereof verified; orders for recognition of mail-service were modified on discovery of errors, and the amounts of all entered on the ledgers.

Warrants to the number of 8,005, representing \$9,709,737.85, and 18,898 drafts, amounting to \$2,754,891.63, were issued and posted; payments on account of previous fiscal years being kept separate from those of last year.

The weekly accounts of receipts and disbursements at thirty-nine Treasury depositories were examined, verified, and entered, and the correspondence in connection therewith attended to.

The monthly and quarterly accounts of receipts and disbursements at 178 depository draft post-offices were treated in the same manner, as were also the daily, weekly, monthly, or quarterly deposit-accounts of 3,702 depositing post-offices, their certificates of deposit credited, and quarterly statement of balances forwarded to each.

In addition, the general mail for the entire Bureau was opened, the letters classified, indexed, and referred to the proper division, and when replied to filed for preservation. Letters on subjects not properly belonging to any particular division were answered by this, and all correspondence sent out from the Bureau copied and properly entered on the record ledger.

DIVISION OF POSTAGE-STAMPS AND STAMPED ENVELOPES.

The number of adhesive postage-stamps issued to postmasters for sale to the public during the year was 601,931,520, valued at \$16,681,189; of stamped envelopes, plain, 65,014,600, valued at \$1,722,512; of stamped envelopes bearing a "return request," 52,201,250, valued at \$1,544,567.50; of newspaper-wrappers, 13,956,750, valued at \$140,567.50; and of postal cards, 31,094,000, valued at \$310,940; making a total number of 764,198,120, and a total value of \$20,399,776. The increase in the value of issues over the preceding year was \$1,329,148, or 6.97 per cent.

In addition to the foregoing there were distributed prior to the close of the year, for use after July 1, official postage-stamps and stamped envelopes as follows: to the Executive, 4,650 stamps, valued at \$150; to the State Department, 60,495 stamps, valued at \$20,749.70; to the Treasury, 6,317,500 stamps, valued at \$200,000; to the War Department, 440,500 stamps, and 587,100 stamped envelopes and wrappers, valued at \$26,585; to the Navy Department, 160,830 stamps, valued at \$8,509; to the Interior Department, 970,475 stamps, valued at \$50,261; to the Department of Justice, 55,400 stamps, valued at \$3,750; to the Department of Agriculture, 135,000 stamps, valued at \$6,530; to the Post-Office De-

partment, for use of its various bureaus, &c., 974,000 stamps, valued at \$53,310, and to postmasters, 4,536,610 stamps and 4,354,750 stamped envelopes, valued at \$267,103.50; making a total of 13,655,460 stamps, valued at \$494,974.70, and 4,941,850 stamped envelopes and wrappers, valued at \$141,973.50; or, 18,597,310 stamps, envelopes, and wrappers, valued at \$636,948.20.

In calculating the value of both ordinary and official stamped envelopes and wrappers, only the postage or net value is taken into account.

There were also issued within the year 2,142,000 registered-package envelopes, 14,120,340 post-office envelopes, and 1,079,100 dead-letter envelopes; total, 17,341,400.

The total number of requisitions filled was 209,236, as follows: for ordinary postage-stamps, 78,209; for official postage-stamps, 17,168; for ordinary stamped envelopes and wrappers, plain, 40,073; for "special request" stamped envelopes, 27,964, (embracing 42,791 different "requests;") for official stamped envelopes, &c., 219; for postal cards, 1,686; for registered-package envelopes, 21,912; and for post-office envelopes, 22,105.

The number of packages of ordinary postage-stamps forwarded was 78,221; of official postage-stamps, 17,223; of ordinary stamped envelopes and wrappers, "plain," 48,593; "request," 39,816; of official stamped envelopes, &c., 29; of postal cards, 2,782; of registered-package envelopes, 23,010; and of post-office envelopes, 55,262; total, 264,936, all of which were registered.

The losses in the mails during the year amounted to only \$67.45, and consisted of three packages of postage-stamps valued at \$59, with one package of stamped envelopes valued at \$8.45. These are by far the smallest losses of the kind ever occurring in any previous year.

In the record of work performed, as stated above, will be found the number of requisitions for postage-stamps, stamped envelopes, &c., and postal cards filled, and the number of packages used in transmitting the same. These figures apply equally well to the labors of the stamp and postal card agencies of this division, and I am glad to bear witness to the zeal and efficiency with which both agents have performed the duties devolving on them. Each has promptly filled every order and manifested the utmost care for the interests of the Department, not only in immediate attention to requisitions, but also in supervising the manufacture of stamps, stamped envelopes, newspaper-wrappers, and postal cards.

This division is among the most important under my charge. From its operations are derived almost the entire postal revenue, amounting to over twenty millions of dollars annually. Its dealings with over 33,000 postmasters, of whose accounts it furnishes the basis, call for a system that will admit of no fault in the execution of its details. Every stamp is charged as soon as the order is given at the Department for its supply, and must be closely followed until its proceeds are satisfactorily accounted for. The proper filling of a postmaster's requisition, in kind, number, and amount, is a matter requiring the exercise of great care and judgment; governed by the relative demands of the several rates of postage, the average sales of the office, the amount and character of stock on hand, the sufficiency of the postmaster's official bond, and the proper rendition of his accounts to the Auditor.

The labor of this division has been largely increased within the past few months by the introduction of postal cards and official stamps and envelopes, and the inordinate increase of the regular stamps and envelopes. The clerical force numbers 29; has not been enlarged to a degree

corresponding with the work, and the new duties imposed have been performed only by the most extraordinary effort. The necessity for additional clerks, asked for in the estimate for the next fiscal year, will be apparent on consideration of the above recited facts.

DIVISION OF REGISTERED LETTERS.

Hitherto comparatively little attention has been paid to the system of registering letters. No statistics have been collected, and, consequently, nothing is definitely known regarding its past operations, save that, judging by the number of package-envelopes and seals issued, the yearly increase in its use has been considerable.

In order to not only meet the wants of the public, but also to obtain reliable data for the information of the Department, the system has been modified, more certain and speedy transmission endeavored to be attained, reports required quarterly from postmasters, and the details of the working of the whole branch put under the immediate charge of a division created for the purpose.

The many handlings which heretofore have retarded the transmission of a registered letter will, under the operation of the revised system, be materially lessened. All such letters passing between large offices will, in a short time, be sent direct in a special pouch which can be opened by none but the mailing and receiving offices, and a further improvement, by which no registered package will be opened until it reaches the place of delivery, is contemplated. When these reforms take effect not only will the rapidity of transmission be increased, but the certainty and safety of delivery facilitated. These, of themselves, will be of benefit by increasing public confidence in the system, and will doubtless prove valuable auxiliaries in augmenting its receipts. Besides, the number of package-envelopes required will then be no greater than the number of letters registered, and the expense be made commensurate to the receipts.

To exercise the proper supervision over the system, and keep the records of the number of letters transmitted, it will be necessary to employ a larger clerical force on the work. None can be spared from other divisions of this Bureau, and I am therefore compelled to ask that at least two additional clerks be employed as soon as possible for this purpose. The preparation of the necessary books and the keeping of the records will occupy their entire time and attention, leaving the duty of replying to correspondents and instructing officials to the clerk in charge of the division, in addition to the labor performed by him under my personal directions.

Before concluding my remarks on this branch of the service and its necessities, I would call attention to the great number of post-offices which now remain unsupplied with postmarking stamps. It is believed that at least one-third of all the offices in the United States, from want of a proper stamp, now postmark all letters with a pen. As the registration regulations require the postmark to be stamped or written on the seal of the registered package-envelope, as well as on the envelope itself, it has been ascertained that the want of a stamp has materially aided in the rifling of a package by a dishonest postmaster or his clerks. Where the name of the office is *written* the seal can be removed or destroyed, the tongue of the package cut, the flap raised, the contents rifled, the envelope regummed together, a new seal put on, on which the name of the post-office is written, and then, to all appearances, the package is as perfect as when it left the mailing office. In tracing depredations on

registered letters, it has been found that the primary cause of a great number has been the ease by which the name of the sending post-office can be imitated on a new seal. Were post-marking stamps furnished all offices, the danger would be diminished in proportion to the difficulty of counterfeiting them.

Considering the fact that the Department endeavors to attain, as nearly as possible, perfect safety in the transmission of registered letters, I respectfully and urgently recommend that every office in the country be supplied with a post-marking stamp.

It may also be proper to state that beyond the transmission of letters on which a fee is paid, the system is, by law, compelled to carry, free of fee, all remittances of fractional currency sent to the Treasurer of the United States for redemption, and by regulation transports in the same manner all money-order funds for deposit, all stamps, stamped envelopes, postal cards, and official envelopes, together with all valuable matter sent from or to the Department. The number of packages of stamps, stamped envelopes, newspaper-wrappers, postal cards, and post-office envelopes transported during the last fiscal year amounted to 241,926; of which only four, possessing a value of \$67.45, were lost.

DIVISION OF DEAD LETTERS.

The operations of the dead-letter office during the last fiscal year were, briefly, as follows:

Number of letters received.

Ordinary.....	2, 951, 281
Drop.....	657, 402
Unmailable.....	360, 626
Hotel.....	25, 066
Fictitious.....	44, 318
Registered.....	2, 034
Returned from foreign countries.....	93, 501
Total domestic letters.....	4, 133, 928
Foreign letters.....	268, 420
Total.....	4, 402, 348

Possessing an actual or nominal value of..... \$5, 795, 764 11

Of this number there were—

Delivered to owners or writers.....	1, 557, 688 valued at \$5, 377, 923 27
Not delivered, but returned and filed for reclama- tion.....	31, 388 valued at 132, 993 33
Not delivered, but either returned and destroyed, or, possessing no value (containing circulars, &c.,) were destroyed without attempt to return to writers.....	2, 801, 902 valued at
Either not acted upon, or outstanding in the hands of postmasters June 30, 1873.....	11, 370 valued at 234, 847 51
	4, 402, 348
	5, 377, 923 27

The amount of money deposited in the Treasury from receipts by this division was, during the year, as follows:

Unclaimed dead-letter money.....	\$6, 208 00
Proceeds of sale of waste-paper.....	\$3, 401 55
Proceeds of sale of post-route maps.....	502 40
Proceeds of sale of old carpets.....	239 56
	4, 143 51
Total.....	10, 351 51

GENERAL RECOMMENDATIONS.

Of the 139 clerks employed in this Bureau there are two who receive \$2,500 per annum, (the chief of the division of dead letters and the stamp-agent at New York,) two who receive \$2,000, (the chief clerk of the Bureau and the postal-card agent at Springfield,) and only six whose salary is \$1,800 per annum, one of whom is in the stamp agency at New York. In view of the importance of the work under my charge, which fully appears from the foregoing statement, and the proper performance of which requires care, skill, and experience, I beg leave to recommend, in addition to the increased number asked for in the estimate for next year, that a greater number of clerks of the higher grades be allowed, so that those engaged upon the most important work may receive pay commensurate with the value of their services.

EDWARD W. BARBER,

Third Assistant Postmaster-General.

Hon. JOHN A. J. CRESWELL,

Postmaster-General.

No. 3.—*Statement of payments made under sundry heads charged to miscellaneous accounts for the fiscal year ended June 30, 1873.*

For regular allowances to postmasters for rent, light, fuel, stationery, and miscellaneous items during the fiscal year ended June 30, 1873.....	\$498,791 32	/	.
Less amounts allowed and subsequently recharged to postmasters.....	1,050 70		
Amount actually allowed and paid.....	\$497,740 62		
For extra allowances for same items for years 1868, 1869, 1870, 1872, and 1873.....	8,094 88		
For preparing and publishing post-route maps.....	25,168 35		
For registered-package envelopes.....	41,881 02		
For envelopes for official use of postmasters.....	45,449 01		
For envelopes for return of dead letters to writers.....	1,899 22		
For letter-balances.....	2,304 24		
For twine, (cotton, \$30,700.42; hemp, \$3,464).....	39,164 42		
For fees paid to United States marshals.....	2,014 12		
For fees paid to United States attorneys.....	3,981 00		
For fees paid to United States clerks of courts.....	485 64		
For engraving, printing, and binding drafts and warrants.....	1,621 88		
For miscellaneous items.....	86 50		
Total.....	669,890 90		

EDWARD W. BARBER,

Third Assistant Postmaster-General.

No. 4.—*Estimate of indebtedness of Post-Office Department on June 30, 1873, and not yet adjusted.*

Balances due foreign countries.....	\$116,200
Mail-service under contract or recognized, but not yet reported for payment.....	393,643
Mail-service unrecognized.....	157,000
Total.....	663,843

EDWARD W. BARBER,

Third Assistant Postmaster-General.

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

RECEIPTS.

	Quarter ended September 30, 1872.	Quarter ended December 31, 1872.	Quarter ended March 31, 1873.	Quarter ended June 30, 1873.
Letter-postage	\$81,861 94	\$88,132 10	\$95,658 47	\$83,196 98
Newspapers and pamphlets	264,722 72	264,149 53	276,113 22	268,012 72
Emoluments	287,906 22	283,605 96	284,110 51	294,419 69
Fines	1,036 65	328 28	850 67	1,701 79
Stamps and stamped envelopes sold	4,783,224 94	5,004,483 06	5,310,054 35	5,227,055 15
Dead letters	1,960 00	2,035 00	1,096 00	1,117 00
Internal revenue from postmasters				
Miscellaneous	5,422 23	4,451 72	4,850 37	6,600 30
Revenue from money-order business				68,584 00
Total	5,426,134 70	5,647,185 65	5,972,733 59	5,950,687 63

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1872, \$1,051,315.20, or 4.93 per cent.

Increase of receipts over year ended June 30, 1871, \$2,959,696.15, or 14.77 per cent.

EXPENDITURES.

Compensation to postmasters	\$1,436,300 32	\$1,425,081 66	\$1,440,526 55	\$1,423,559 59
Ship, steamboat, and way letters	1,309 25	1,112 62	801 31	1,034 78
Transportation of the mails	3,932,695 00	4,097,944 19	4,241,513 12	4,561,530 27
Wrapping-papers	4,600 00	5,199 00	2,150 00	11,545 49
Office-furniture	2,423 35	1,471 15	1,006 15	1,467 92
Advertising	18,462 59	50,752 17	8,114 16	4,083 68
Mail-bags and catchers	39,495 84	46,311 19	55,375 85	29,044 32
Blank agent and assistants	2,500 00	2,500 00	2,500 00	
Mail-locks, keys, and stamps	2,729 13	3,496 22	4,731 71	27,420 24
Mail depredations and special agents	41,645 01	38,721 29	38,457 16	39,139 80
Clerks for post-offices	721,095 62	735,881 46	738,782 26	782,854 90
Postage-stamps and stamped envelopes	142,227 40	176,590 56	178,660 84	156,442 96
Letter-carriers	354,872 75	360,078 61	353,563 93	354,475 40
Dead letters				
Repairs to Post-Office building	11,735 15			
Miscellaneous	139,994 51	164,867 01	162,012 61	203,016 57
Balance due Great Britain		34,518 22	10,438 96	
North German Union	107,461 22	60,876 24	31,870 67	38,661 16
France				
Belgium	4,386 95	2,254 85	2,228 55	2,662 78
Denmark			2,388 98	1,292 47
Bremen				
Total	6,963,934 09	7,207,656 44	7,275,122 81	7,638,232 33

Comparison:

Increase of expenditures over year ended June 30, 1872, \$2,426,753.36, or 9.10 per cent.

Increase of expenditures over year ended June 30, 1871, \$4,694,841.59, or 19.24 per cent.

for the fiscal year ended June 30, 1873, compared with the fiscal years ended June 30, 1872, 30, 1871.

RECEIPTS.

Total year ended June 30, 1873.	Total year ended June 30, 1872.	Compared with year ended June 30, 1872.		Total year ended June 30, 1871.	Compared with year ended June 30, 1871.	
		Increase.	Decrease.		Increase.	Decrease.
\$348,849 49	\$345,868 58	\$2,980 91	-----	\$361,451 51	-----	\$12,602 00
1,072,998 19	985,940 21	87,057 98	-----	909,015 72	\$163,982 47	-----
1,150,042 38	1,086,895 50	63,146 88	-----	982,997 26	167,045 12	-----
3,917 39	18,616 63	-----	\$14,699 24	2,816 38	1,101 01	-----
20,324,817 50	19,009,921 44	1,314,896 06	-----	17,747,389 05	2,577,428 45	-----
6,208 00	7,299 00	-----	1,091 00	10,596 51	-----	4,388 51
-----	36 18	-----	36 18	6,197 91	-----	6,197 91
21,324 62	17,451 20	3,873 42	-----	16,581 03	4,743 54	-----
68,584 00	443,397 63	-----	374,813 63	-----	68,584 00	-----
22,996,741 57	21,915,426 37	1,471,955 25	390,640 05	20,037,045 42	2,982,884 59	23,188 44
21,915,426 37	-----	390,640 05	-----	22,996,741 57	23,188 44	-----
1,081,315 20	-----	1,081,315 20	-----	2,959,696 15	2,959,696 15	-----

Comparison, excluding revenue from money-order business:

Increase of receipts over year ended June 30, 1872, \$1,456,128.83, or 6.78 per cent.

Increase of receipts over year ended June 30, 1871, \$2,891,112.51, or 14.42 per cent.

EXPENDITURES.

\$5,725,468 12	\$5,121,665 20	\$603,802 92	-----	\$5,028,381 85	\$697,086 27	-----
4,237 96	7,011 06	-----	\$2,753 10	10,716 45	-----	\$6,458 49
16,833,682 58	15,547,820 53	1,285,862 05	-----	13,669,694 08	3,163,988 50	-----
23,494 49	28,683 68	-----	5,189 19	27,467 00	-----	3,972 51
6,368 57	6,535 58	-----	167 01	3,211 51	3,157 06	-----
81,412 60	53,112 33	28,300 27	-----	57,459 80	23,952 80	-----
170,227 20	191,174 00	-----	20,946 80	158,573 49	11,653 71	-----
7,500 00	9,177 52	-----	1,677 52	8,070 98	-----	570 98
38,377 30	28,169 07	10,208 23	-----	80,119 13	-----	41,741 83
157,963 26	131,776 47	26,186 79	-----	121,889 00	36,074 26	-----
2,978,614 24	2,785,253 63	193,360 61	-----	2,582,084 40	396,529 84	-----
653,921 76	535,828 84	118,092 92	-----	506,899 59	147,022 17	-----
1,423,990 69	1,385,965 76	37,024 93	-----	1,353,926 83	69,063 86	-----
11,735 15	-----	11,735 15	-----	-----	11,735 15	-----
669,890 70	573,426 34	96,464 36	-----	530,723 71	139,166 99	-----
44,957 18	116,414 02	-----	71,456 84	178,088 05	-----	133,130 87
233,869 29	127,237 14	111,632 15	-----	66,722 16	172,147 13	-----
11,533 13	8,941 14	2,591 99	-----	6,076 05	5,457 08	-----
3,681 45	-----	3,681 45	-----	-----	3,681 45	-----
29,084,945 67	26,658,192 31	2,528,943 82	102,190 46	24,390,104 08	4,880,716 27	185,874 68
26,658,192 31	-----	102,190 46	-----	29,084,945 67	185,874 68	-----
2,426,753 36	-----	2,426,753 36	-----	4,694,841 59	4,694,841 59	-----

EDWARD W. BARBER,
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.....	\$57, 468 63	.....	\$413, 963 22	\$471, 431 85	\$57, 468 63
Asst. treasurer U. S., Baltimore, Md.....	124, 283 28	.....	100, 000 00	224, 283 28	124, 283 28
Asst. treasurer U. S., Boston, Mass.....	550, 955 33	.....	50, 000 00	600, 955 33	550, 955 33
Asst. treasurer U. S., Charleston, S. C.....	47, 536 30	.....	166, 000 00	213, 536 30	47, 536 30
Asst. treasurer U. S., Chicago, Ill.....	134 40	.....	.....	134 40	134 40
Asst. treasurer U. S., New Orleans, La.....	105, 468 28	.....	265, 823 13	371, 291 41	105, 468 28
Asst. treasurer U. S., New York, N. Y.....	2 203, 554 95	\$4, 590, 475	150, 000 00	6, 944, 029 95	6, 794, 029 95
Asst. treasurer U. S., Philadelphia, Pa.....	487, 178 30	.....	.....	487, 178 30	487, 178 30
Asst. treasurer U. S., San Francisco, Cal.....	254, 750 16	.....	50, 000 00	304, 750 16	254, 750 16
Asst. treasurer U. S., Saint Louis, Mo.....	173, 949 12	.....	700, 000 00	873, 949 12	173, 949 12
Designated depository, Buffalo, N. Y.....	468 93	.....	.....	468 93	468 93
Designated depository, Cincinnati, Ohio.....	.....	.....	.....	.....	.....
Designated depository, Louisville, Ky.....	515 00	.....	.....	515 00	515 00
Designated depository, Mobile, Ala.....	29, 752 81	.....	.....	29, 752 81	29, 752 81
Designated depository, Pittsburgh, Pa.....	3, 483 89	.....	.....	3, 483 89	3, 483 89
First Nat'l Bank, Dubuque, Iowa.....	415 91	.....	.....	415 91	415 91
First Nat'l Bank, Galveston, Tex.....	426 96	.....	.....	426 96	426 96
First Nat'l Bank, Leavenworth, Kans.....	578 55	.....	.....	578 55	578 55
First Nat'l Bank, Memphis, Tenn.....	3, 234 54	.....	.....	3, 234 54	3, 234 54
First Nat'l Bank, New Albany, Ind.....	177 00	.....	.....	177 00	177 00
First Nat'l Bank, Portland, Oreg.....	75 00	.....	.....	75 00	75 00
First Nat'l Bank, Richmond, Va.....	157 99	.....	.....	157 99	157 99
First Nat'l Bank, Springfield, Ill.....	132 18	.....	.....	132 18	132 18
First Nat'l Bank, Trenton, N. J.....	78 17	.....	.....	78 17	78 17
Second Nat'l Bank, Detroit, Mich.....	3, 527 13	.....	.....	3, 527 13	3, 527 13
Second Nat'l Bank, Leavenworth, Kans.....	156 70	.....	.....	156 70	156 70
Second Nat'l Bank, New Haven, Conn.....	500 00	.....	.....	500 00	500 00
Merchants' Nat'l Bank, Cleveland, Ohio.....	1, 017 99	.....	.....	1, 017 99	1, 017 99
Merchants' Nat'l Bank, Little Rock, Ark.....	551 33	.....	.....	551 33	551 33
Merchants' Nat'l Bank, Savannah, Ga.....	32, 931 28	.....	.....	32, 931 28	32, 931 28
Atlanta Nat'l Bank, Atlanta, Ga.....	200 00	.....	.....	200 00	200 00
Indianapolis Nat'l Bank, Indianapolis, Ind.....	650 04	.....	.....	650 04	650 04
East Tenn. Nat'l Bank, Knoxville, Tenn.....	114 44	.....	.....	114 44	114 44
National Bank of Lawrence, Kans.....	55 59	.....	.....	55 59	55 59
Lynchburgh N'l Bank, Lynchburgh, Va.....	103 50	.....	.....	103 50	103 50
Raleigh Nat'l Bank, Raleigh, N. C.....	2, 140 50	.....	.....	2, 140 50	2, 140 50
San Antonio N'l Bank, San Antonio, Tex.....	548 69	.....	.....	548 69	548 69
Planters' Nat'l Bank, Richmond, Va.....	.....	.....	.....	.....	.....
Second Nat'l Bank, Utica, N. Y.....	.....	.....	.....	.....	.....
Total.....	4, 087, 272 87	4, 590, 475	1, 895, 786 35	10, 573, 534 22	8, 677, 747 87

Comparative statement between fiscal years

Deposits for fiscal year of 1873.....	4, 087, 272 8
Deposits for fiscal year of 1872.....	4, 072, 864 7
Gain in deposits for 1873.....	14, 408 11
Grants from the Treasury for 1872.....	\$5, 393, 750 00
Grants from the Treasury for 1873.....	4, 590, 475 00
	803, 275 00
Deduct gain in deposits for 1873.....	14, 408 11
Aggregate receipts for 1872.....	9, 466, 614 76
Aggregate receipts for 1873.....	8, 677, 747 87
Loss to 1873 in receipts, occasioned by decrease in grants from the Treasury, which is, in fact, a gain.....	788, 866 89
Decrease in receipts for 1873.....	878, 528 08
Deduct increase in receipts for 1873.....	91, 056 95
	787, 471 13
Add amount of deposits made in 1872 at depositories with which there were no accounts for 1873.....	1, 395 76
Loss to 1873, as shown above.....	788, 866 89

depositories during fiscal year ended June 30, 1873.

Increase of receipts over 1872.	Decrease of receipts from 1872.	Warrants drawn.	Increase over 1872.	Decrease from 1872.	Transfer account.		Balance subject to draft, June 30, 1873.
					From—	To—	
	\$35,398 79	\$540,009 08	\$194,701 10			\$413,963 22	\$294 50
	6,289 36	285,800 42	91,188 12		\$6,000 00	100,000 00	10,611 15
\$32,679 39		607,984 22	174,497 11		150,000 00	50,000 00	36,140 09
	10,822 42	271,847 39	41,079 31			166,000 00	1,579 02
134 40							134 40
	22,556 79	492,118 28		\$5,127 64		265,823 13	280 56
	759,063 46	5,660,764 87	117,103 95		1,620,000 00	150,000 00	40,785 83
19,429 74		573,465 01	94,305 04		10,000 00		23,369 89
24,094 55		309,939 43	25,977 00			50,000 00	14,063 59
	1,425 91	967,809 15	312,794 97			700,000 00	21,731 49
	3,091 32				3,839 88		82 65
	50 00				50 00		
392 52							515 00
	12,518 83			1,399 51	35,771 99		
2,323 00					3,031 38		452 51
415 91					415 91		
	2,210 29				2,984 71		79 50
475 81					578 55		
636 52					2,655 98		1,757 88
177 00					177 00		
	681 00				75 00		
	5,187 67				274 84		
	7,084 38						132 18
78 17					78 18		
	8,658 64				14,944 02		
23 81					289 59		
500 00					500 00		
	340 62				1,261 70		544 29
	779 57				551 33		
6,168 52					37,261 48		1,269 80
	1,694 20				1,533 76		
614 89					477 79		172 25
114 44					114 44		
55 50							55 59
53 50					103 50		
2,140 50					2,140 50		
548 69							548 69
	566 13				566 13		
	108 70				108 70		
91,056 95	878,528 08	9,709,737 85	1,051,640 55	6,527 15	1,895,786 35	1,895,786 35	154,600 86

of 1872 and 1873 at Treasury depositories.

Warrants drawn for 1873.....	\$9,709,737 85	
Warrants drawn for 1872.....	8,664,624 45	
Increase of warrants for 1873.....		\$1,051,640 55
Deduct decrease of warrants for 1873.....		6,527 15
Increase for 1873.....	1,045,113 40	1,045,113 40
Total number of warrants issued during fiscal year of 1873.....		8,005 00
Total number of warrants issued during fiscal year of 1872.....		6,706 00
Increase for 1873.....		1,299 00
Balance on hand June 30, 1872.....		1,175,258 77
Balance on hand June 30, 1873.....		154,600 86
Decrease for 1873.....		1,020,657 91

EDWARD W. BARBER,
Third Assistant Postmaster-General.

Office.	State.	Proceeds.	Deposits.	Collections.	Aggregate accumulation.	Amount subject to draft, June 30, 1872.	Total.	Disbursements.	Amount subject to draft, June 30, 1873.	Credit balance.
Albany	New York	\$73,565 37	\$67,187 05		\$140,753 02	\$12,996 99	\$153,750 01	\$130,617 90	\$23,132 11	
Atlanta	Georgia	32,217 07	15,822 88	\$1,687 08	47,727 03	9,444 47	57,171 50	54,626 19	2,545 31	
Bangor	Maine	17,117 89	8,408 79	96 54	25,623 22	2,643 92	28,267 14	26,529 20	1,937 94	
Batavia	New York	3,547 90	380 43	52 78	3,981 11	1,448 01	5,429 12	4,690 74	738 38	
Binghamton	New York	15,443 13	3,450 59		18,893 72	2,316 60	21,210 32	17,302 79	3,907 53	
Buffalo	New York	87,524 11	2,773 91	73 78	90,371 80	560 60	90,932 40	88,394 97	2,537 43	
Chicago *	Illinois	515,878 38	41,694 82	1,204 00	558,777 20	15,977 29	574,754 49	558,081 85	16,672 64	
Cincinnati *	Ohio	294,149 85	24,260 15	637 94	319,047 94	21,387 42	340,435 36	313,707 95	26,727 41	
Cleveland	Ohio	108,850 62	16,607 94		125,458 56	5,967 93	131,426 49	117,357 96	14,068 53	
Columbus	Ohio	35,291 22	5,759 95	292 72	41,343 89	5,966 16	47,350 05	39,595 55	7,754 50	
Concord	New Hampshire	11,236 70	14,905 79	42 08	26,184 57	3,705 99	29,890 56	24,107 05	5,783 51	
Davenport	Iowa	20,019 57	4,088 41		24,107 98	1,601 77	25,709 75	23,720 02	1,989 73	
Des Moines	Iowa	19,910 66	7,158 06	1,223 47	28,292 19	1,601 23	29,893 42	26,137 71	3,755 71	
Detroit	Michigan	127,592 14	8,303 64	56 72	135,952 50	16,407 10	152,359 60	128,082 32	24,277 28	
Dover	Delaware	1,645 83	1,009 87	104 22	2,759 92	318 85	3,078 77	2,789 03	289 74	
Dubuque	Iowa	18,628 43	14,936 44	316 39	33,881 26	1,068 09	34,949 35	31,303 81	3,645 54	
Easton	Pennsylvania	8,166 08	1,236 35	120 38	9,522 81	1,784 39	11,307 20	10,212 28	1,094 92	
Evansville	Indiana	13,996 47	4,983 55	65 56	19,045 58	2,550 28	21,595 86	17,467 71	4,128 15	
Fort Wayne	Indiana	15,858 85	3,606 92	139 01	19,604 88	3,956 66	23,621 54	19,424 32	4,197 22	
Geneva	New York	6,167 64	2,554 76		8,722 40	3,506 09	12,228 49	7,615 38	4,613 11	
Grand Rapids	Michigan	22,740 08	6,055 02	1,606 51	30,401 61	3,621 19	34,022 80	29,108 76	4,914 04	
Harrisburgh	Pennsylvania	33,372 65	11,249 65	1,154 94	45,777 24	1,590 02	47,367 26	38,613 06	8,754 20	
Hartford	Connecticut	72,125 05	22,528 31	71 90	94,725 26	2,140 41	96,865 67	90,265 77	6,599 90	
Huntsville	Alabama	3,370 43	757 52	326 73	4,454 68	525 02	4,979 70	4,672 50	307 20	
Indianapolis	Indiana	60,183 95	12,605 52	68 05	73,057 52	6,763 55	79,821 07	77,246 72	2,574 35	
Kalamazoo	Michigan	7,291 64	3,912 93	269 47	11,474 04	3,719 62	15,193 66	13,360 67	1,832 99	
Keene	New Hampshire	5,000 47	1,160 68	198 66	6,959 81	2,562 91	9,522 72	6,378 00	3,144 72	
Knoxville	Tennessee	7,892 18	2,406 42	231 48	10,530 08	1,721 64	12,251 72	11,339 78	911 94	
La Fayette	Indiana	9,928 50	2,113 17	613 23	12,654 90	1,675 21	14,330 11	10,776 85	3,553 26	
Lancaster	New Hampshire	803 14	1,170 69		1,973 83	873 09	2,846 92	2,294 19	552 73	
Leavenworth	Kansas	15,873 96	5,608 51	13,680 53	35,163 00	3,557 37	38,720 37	37,454 43	1,265 94	
Lexington	Kentucky	10,798 52	6,186 38	310 46	17,295 36	3,081 10	20,376 46	19,161 71	1,214 75	
Lima	Ohio	2,589 07	2,019 13	483 96	5,092 16	2,638 02	7,730 18	5,458 01	2,272 17	
Louisville	Kentucky	98,853 26	8,652 63	213 35	107,719 24	7,725 45	115,444 69	109,518 47	5,926 22	
Lowell	Massachusetts	27,595 32	2,032 70		29,648 02	6,663 14	36,311 16	26,562 83	9,748 33	
Madison	Wisconsin	14,504 53	5,185 45	928 16	20,618 14	1,638 05	22,256 19	22,582 06		\$325 87
Meadville	Pennsylvania	6,524 92	31,437 54	286 90	38,249 36	3,088 16	41,337 52	39,897 60	1,439 92	
Memphis	Tennessee	64,288 71	24,341 84	2,599 52	91,230 07	5,986 76	97,216 83	93,258 79	3,958 04	
Milwaukee	Wisconsin	102,794 40	20,657 94	331 60	123,783 94	4,347 80	128,131 74	118,619 55	9,512 19	
Mobile †	Alabama	3,065 52	214 50		3,280 02		3,280 02	1,854 44	1,425 58	
Montpelier	Vermont	4,837 02	5,081 42		9,918 44	968 72	10,887 16	9,481 44	1,405 72	
Nashville	Tennessee	28,770 84	11,234 12	1,100 36	41,105 32	1,801 26	42,906 58	42,505 40	401 18	
Newark	New Jersey	63,243 27	15,617 68	509 51	79,370 46	2,723 88	82,096 34	71,882 83	10,213 51	

New Haven.....	Connecticut.....	59,176 26	17,669 65	583 81	77,429 72	7,101 61	84,531 33	72,200 36	6,330 97	
Olean.....	New York.....	1,937 42	2,169 35	100 29	4,207 12	1,312 81	5,519 93	4,575 66	944 27	
Ogdensburg.....	New York.....	6,835 12	2,128 91	51 86	9,015 69	524 78	9,540 67	7,982 42	1,558 25	
Peoria.....	Illinois.....	26,891 58	7,330 77	623 10	34,245 45	4,159 52	39,004 97	34,997 59	4,007 38	
Pittsburgh.....	Pennsylvania.....	147,395 93	28,347 88	5,269 90	181,013 71	12,362 79	193,376 50	183,566 42	9,810 08	
Plattsburgh.....	New York.....	3,765 33	1,897 32	128 97	5,791 62	1,311 03	7,102 65	4,939 90	2,162 75	
Portland.....	Maine.....	49,679 34	14,294 49	7,454 77	71,428 60	3,146 23	74,574 83	61,989 93	12,584 90	
Portsmouth.....	Ohio.....	6,408 75	6,904 11	1,181 19	14,494 05	2,589 34	17,083 39	16,099 08	984 31	
Providence.....	Rhode Island.....	102,926 37	17,357 41	29 62	120,313 40	12,731 16	133,044 56	115,152 77	17,891 79	
Quincy.....	Illinois.....	19,166 63	3,463 21	193 35	22,823 21	1,021 39	23,844 60	23,032 90	811 70	
Raleigh.....	North Carolina.....	9,636 85	3,830 83	342 99	13,810 67	1,811 39	15,622 06	13,906 73	1,715 33	
Richmond.....	Virginia.....	50,193 18	4,528 89	426 00	55,148 07	5,435 64	60,583 71	56,383 49	4,200 22	
Ripon.....	Wisconsin.....	1,982 78	466 83	80 74	2,530 35	891 17	3,421 52	2,759 50	662 02	
Rochester.....	New York.....	89,591 57	9,888 86	1,293 31	100,773 74	7,588 16	108,361 90	91,881 67	16,480 23	
Rutland.....	Vermont.....	5,421 87	3,553 78	43 39	9,019 04	2,014 89	11,033 93	9,300 79	1,733 14	
Saint Paul.....	Minnesota.....	42,262 93	31,246 97	1,223 31	74,733 21	2,371 47	77,104 68	71,066 39	6,038 29	
Sandusky.....	Ohio.....	6,785 09	1,197 89	370 97	8,353 95	1,953 52	10,307 47	9,759 89	547 58	
Scranton.....	Pennsylvania.....	13,272 35	29,406 66	520 06	43,199 07	3,717 23	46,916 30	42,651 90	4,264 40	
Springfield.....	Illinois.....	17,549 62	17,698 50	2,645 21	37,893 33	4,113 60	42,006 93	40,730 59	1,276 34	
Springfield.....	Massachusetts.....	39,045 37	18,316 54		57,361 91	5,949 41	63,311 32	53,312 81	9,998 51	
Steubenville.....	Ohio.....	5,172 38	1,865 25	80 61	7,118 24	2,604 12	9,722 36	6,809 80	2,912 56	
Syracuse.....	New York.....	50,720 83	7,932 48	166 10	58,819 41	6,671 36	65,490 77	49,995 51	15,495 26	
Urbana.....	Ohio.....	4,575 26	553 70	33 40	5,162 36	850 89	6,013 25	5,068 78	944 47	
Utica.....	New York.....	36,270 27	9,916 17	152 37	46,338 81	5,384 86	51,723 67	42,306 64	9,417 03	
Vincennes.....	Indiana.....	1,619 56	1,897 85	248 81	3,766 22	751 39	4,517 61	4,510 15	7 46	
Wheeling.....	West Virginia.....	12,022 11	2,860 81	18 54	14,901 46	855 17	15,756 63	13,333 91	2,422 72	
Williamsport.....	Pennsylvania.....	14,013 03	2,400 93	74 41	16,488 37	3,142 11	19,630 48	17,160 80	2,469 68	
Wooster.....	Ohio.....	3,200 18	1,812 27	103 04	5,115 49	2,923 72	8,039 21	5,068 84	2,970 37	
Worcester.....	Massachusetts.....	49,554 05	16,969 83	264 91	66,788 79	5,591 93	72,380 72	63,290 88	9,089 84	
Zanesville.....	Ohio.....	12,512 64	1,897 30	125 78	14,535 72	3,206 17	17,741 89	13,161 18	4,580 71	
Miscellaneous.....			74,287 08		74,287 08		74,287 08	74,287 08		
Total.....		2,983,440 17	793,733 17	54,928 80	3,832,102 14	298,933 07	4,131,035 21	3,741,342 95	390,018 13	325 87

* Changed to a deposit office, June 30, 1873.

† Changed to a depository, April 25, 1873.

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POSTAGE-STAMPS.

Quarter ended—	NUMBER AND DENOMINATIONS 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, 1872	25,335,200	11,398,900	100,535,000	2,323,250	166,300	713,210	270,775	390,000	35,975	70,220	8,160	\$3,849,124 00
December 31, 1872	21,976,000	14,316,900	109,830,000	2,762,250	394,600	1,098,930	347,600	457,060	85,200	129,780	24,330	4,295,798 00
March 31, 1873	26,206,100	17,518,700	109,519,800	3,025,250	270,300	932,230	324,250	536,440	84,400	73,320	7,500	4,360,126 00
June 30, 1873	24,335,400	13,158,800	108,729,600	2,589,600	281,100	673,100	322,925	502,900	75,425	71,990	12,750	4,176,141 00
Total	97,852,700	56,393,300	428,614,400	10,701,350	1,112,300	3,417,470	1,265,550	1,895,400	281,000	345,310	52,740	16,681,189 00

STAMPED ENVELOPES AND NEWSPAPER-WRAPPERS—PLAIN.

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.											NEWSPAPER-WRAPPERS.		Value.
		2-cent.	3-cent.	6-cent.	7-cent.	10-cent.	12-cent.	15-cent.	24-cent.	30-cent.	90-cent.	1-cent.	2-cent.	
September 30, 1872		424,000	12,065,050	53,700	750	5,000	250	250	.....	.....	.....	2,932,500	.....	\$431,281 00
December 31, 1872		830,500	14,254,400	69,050	1,500	3,750	250	.....	.....	.....	.....	3,340,250	.....	506,275 00
March 31, 1873		515,000	12,329,200	44,450	.....	6,500	250	250	250	250	250	3,675,750	.....	447,853 00
June 30, 1873		510,750	13,111,850	63,300	750	3,250	2,850	250	250	250	.....	3,908,250	100,000	477,660 50
Total	10,716,250	2,250,250	51,760,500	230,500	3,000	18,500	3,600	750	500	500	250	13,856,750	100,000	1,863,079 50

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

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

Quarter ended—	NUMBER AND DENOMINATIONS OF ENVELOPES.							Value.
	1-cent.	2-cent.	3-cent.	6-cent.	10-cent.	12-cent.	15-cent.	
September 30, 1872 ..	183, 000	220, 500	12, 368, 750	35, 000	.....	.....	.....	\$379, 582 50
December 31, 1872 ..	231, 500	220, 000	12, 714, 500	46, 000	.....	500	.....	390, 970 00
March 31, 1873	239, 500	246, 000	12, 563, 250	39, 500	500	.....	500	386, 707 50
June 30, 1873	204, 750	249, 000	12, 585, 000	43, 500	.....	1, 000	.....	387, 307 50
Total	858, 750	944, 500	50, 231, 500	164, 000	500	1, 500	500	1, 544, 567 50

POSTAL CARDS.

Quarter ended—	Number of cards.	Value.
September 30, 1872 .....	.....	.....
December 31, 1872 .....	.....	.....
March 31, 1873 .....	.....	.....
June 30, 1873	31, 094, 000	\$310, 940 00
Total	31, 094, 000	310, 940 00

RECAPITULATION.

Description.	Whole number.	Value.
Postage-stamps	601, 931, 520	\$16, 681, 189 00
Stamped envelopes—plain	65, 014, 600	1, 722, 512 00
Stamped envelopes—request	52, 201, 250	1, 544, 567 50
Newspaper-wrappers	13, 956, 750	140, 567 50
Postal cards	31, 094, 000	310, 940 00
Total	764, 198, 120	20, 399, 776 00

EDWARD W. BARBER,
Third Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

No. 8.—*Postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards issued during the fiscal year ended June 30, 1873.*

Description.	Quarter ended September 30, 1872.	Quarter ended December 31, 1872.	Quarter ended March 31, 1873.	Quarter ended June 30, 1873.	Total.
<i>Postage-stamps.</i>					
One-cent	25, 335, 200	21, 976, 000	26, 206, 100	24, 335, 400	97, 852, 700
Two-cent	11, 398, 900	14, 316, 900	17, 518, 700	13, 158, 800	56, 393, 300
Three-cent	100, 535, 000	109, 830, 000	109, 519, 800	108, 729, 600	428, 614, 400
Six-cent	2, 323, 250	2, 762, 250	3, 026, 250	2, 589, 600	10, 701, 350
Seven-cent	166, 300	394, 600	270, 300	281, 100	1, 112, 300
Ten-cent	713, 210	1, 093, 930	932, 230	673, 100	3, 417, 470
Twelve-cent	270, 775	347, 600	324, 250	322, 925	1, 265, 550
Fifteen-cent	399, 000	457, 060	536, 440	502, 900	1, 895, 400
Twenty-four-cent	35, 975	85, 200	84, 400	75, 425	281, 000
Thirty-cent	70, 220	129, 780	73, 320	71, 990	345, 310
Ninety-cent	8, 160	24, 330	7, 500	12, 750	52, 740
Value	\$3, 849, 124	\$4, 295, 798	\$4, 360, 126	\$4, 176, 141	\$16, 681, 189
<i>Stamped envelopes and newspaper-wrappers, plain.</i>					
One-cent	2, 768, 250	2, 397, 750	2, 718, 500	2, 831, 750	10, 716, 250
Two-cent	424, 000	830, 500	515, 000	510, 750	2, 280, 250
Three-cent	12, 065, 050	14, 254, 400	12, 329, 200	13, 111, 850	51, 760, 500
Six-cent	53, 700	69, 050	44, 450	63, 300	230, 500
Seven-cent	750	1, 500	750	750	3, 000
Ten-cent	5, 000	3, 750	6, 500	3, 250	18, 500
Twelve-cent	250	250	250	2, 850	3, 600
Fifteen-cent	250	250	250	250	750
Twenty-four-cent	250	250	250	250	500
Thirty-cent	250	250	250	250	500
Ninety-cent	250	250	250	250	250
One-cent wrappers	2, 932, 500	3, 340, 250	3, 675, 750	3, 908, 250	13, 856, 750
Two-cent wrappers				100, 000	100, 000
Value	\$431, 281 00	\$506, 275 00	\$447, 863 00	\$477, 660 50	\$1, 863, 079 50
<i>Stamped envelopes bearing a request to return.</i>					
One-cent	183, 000	231, 500	239, 500	204, 750	858, 750
Two-cent	229, 500	220, 000	246, 000	249, 000	944, 500
Three-cent	12, 368, 750	12, 714, 500	12, 563, 250	12, 585, 000	50, 231, 500
Six-cent	35, 000	46, 000	39, 500	43, 500	164, 000
Ten-cent			500		500
Twelve-cent		500		1, 000	1, 500
Fifteen-cent			500		500
Value	\$379, 582 50	\$390, 970 00	\$386, 707 50	\$387, 307 50	\$1, 544, 567 50
<i>Postal cards.</i>					
One-cent				31, 094, 000	31, 094, 000
Value				\$310, 940 00	\$310, 940 00

RECAPITULATION.

Description.	Number.	Value.
Postage-stamps	601, 931, 520	\$16, 681, 189 00
Stamped envelopes, plain	65, 014, 600	1, 722, 512 00
Stamped envelopes, request	52, 201, 250	1, 544, 567 50
Total stamped envelopes	117, 215, 850	3, 267, 079 50
Newspaper-wrappers	13, 956, 750	140, 567 50
Postal cards	31, 094, 000	310, 940 00
Whole number and value of stamps, stamped envelopes, wrappers, and postal cards	764, 193, 120	20, 399, 776 00

EDWARD W. BARBER,
Third Assistant Postmaster-General.

No. 2.—Statement showing the increase in the issue of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards, for the year ending June 30, 1873, over the preceding year.

Description.	1872.		1873.		Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
Postage-stamps.....	541,453,070	\$15,840,649 00	601,931,530	\$16,681,189 00	60,478,450	\$840,540 00	11.17	5.31
Stamped envelopes, plain.....	58,276,500	1,663,196 50	65,014,600	1,722,512 00	6,738,100	59,315 50	11.56	3.56
Stamped envelopes, request.....	46,825,000	1,391,630 00	52,201,250	1,544,567 50	5,376,250	152,937 50	11.48	10.99
Newspaper-wrappers.....	8,824,250	175,152 50	13,956,750	140,567 50	5,132,500	*34,585 00	58.16	*19.75
Postal cards.....			31,094,000	310,940 00	31,094,000	310,940 00	.....	.....
Aggregate.....	655,380,820	19,070,628 00	764,198,120	20,399,776 00	108,817,300	1,329,148 00	16.60	6.97

* Decrease.

EDWARD W. BARBER,
Third Assistant Postmaster General.

Character of letters received.	Number received.	Actual or nominal value.	Delivered.		Filed for reclamation.		Outstanding or not acted on.		Destroyed.
			Number.	Value.	Number.	Value.	Number.	Value.	
Domestic letters:									
Containing sums of \$1 and upwards; also registered letters.....	15,649	\$61,255 40	10,474	\$42,326 40	2,371	\$8,725 21	2,804	\$10,203 79	.....
Containing sums of less than \$1.....	15,399	4,643 91	4,668	1,569 18	2,709	779 98	8,022	2,204 75	.....
Containing checks, drafts, bills of exchange, &c.....	22,312	5,729,864 80	20,996	5,334,027 69	772	123,488 14	544	272,348 97	.....
Containing jewelry, &c.....	10,913	6,987	6,987	.....	3,926	.....	.....	.....	.....
Containing photographs.....	42,903	.....	31,222	.....	11,681	.....	.....	.....	.....
Containing receipts, bills of lading, &c.....	27,656	.....	26,011	.....	1,645	.....	.....	.....	.....
Containing postage and revenue stamps, &c.....	44,489	.....	36,205	.....	8,284	.....	.....	.....	.....
Without inclosures.....	1,796,952	.....	1,421,125	.....	.....	.....	.....	.....	375,827
Containing circulars, &c., of no value whatever.....	2,157,655	.....	.....	.....	.....	.....	.....	.....	2,157,655
Total number of domestic letters.....	4,133,928	5,795,764 11	1,557,688	5,377,923 27	31,388	132,993 33	11,370	284,847 51	2,533,482
Foreign letters:									
Returned unopened.....	268,420	.....	268,420	.....	.....	.....	.....	.....	.....
Total both domestic and foreign.....	4,402,348	5,795,764 11	1,826,108	5,377,923 27	31,388	132,993 33	11,370	284,847 51	2,533,482

During the fiscal year there was received and deposited in the Treasury:

Unclaimed dead-letter money.....	\$6,208 00	
Proceeds of sales of waste paper.....	\$3,401 55	
Proceeds of sales of post-route maps.....	502 40	
Proceeds of sales of old carpets.....	239 56	
Total.....	4,143 51	10,351 51

EDWARD W. BARBER,
Third Assistant Postmaster-General.

POST-OFFICE DEPARTMENT,
Contract-Office, Washington, D. C., October 29, 1873.

SIR: For a statement of the mail-service for the contract year ended June 30, 1873, &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, 1873; also the cost per mile in each State.

Table C exhibits the steamboat-service as in operation on the 30th of June, 1873.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1873.

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 year expired June 30, 1873.

Table F shows the re-adjustment 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, 1873.

Table H shows the number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1873.

Table I is a list of railway post-office lines in the United States June 30, 1873, showing the increase in the service since June 30, 1872.

Through-mail tables, from 1 to 32, show the time occupied in the transmission of mails on a number of the leading and most important routes of the country for the year ended with the month of September, 1873.

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, 1873, 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 transportation by celerity, certainty, and security.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Celerity, certainty, and security.		By steamboat.		By railroad.						
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.
Maine.....	4,474	3,537	71,633			939	91,183	1,537,509		779,699	2,317,118	162,836
New Hampshire.....	1,822	1,188	25,000	85	2,595	549	42,868	451,508	33,800	520,004	1,005,312	70,463
Vermont.....	2,348	1,695	42,505			653	79,850	826,955		663,555	1,490,510	123,355
Massachusetts.....	2,720	996	51,733	30	2,500	1,694	220,608	704,827	18,720	2,546,631	3,270,178	274,841
Rhode Island.....	550	260	8,037	160	2,500	130	13,974	118,118	99,840	283,764	501,722	24,511
Connecticut.....	1,636	675	24,713			961	117,130	360,972		1,483,513	1,844,485	141,843
New York.....	11,583	6,424	196,675	235	8,449	4,924	727,328	2,877,341	163,280	7,056,555	10,097,176	952,432
New Jersey.....	2,204	948	35,333	72	4,322	1,184	123,901	474,257	47,562	1,370,988	1,892,807	163,556
Pennsylvania.....	13,911	9,984	290,812	88	6,011	3,839	404,345	4,038,358	41,478	4,121,983	8,201,819	701,168
Delaware.....	439	201	6,405			238	12,172	93,704		209,271	302,975	24,577
Maryland.....	2,981	1,890	67,169	40	750	1,051	225,015	1,049,464	24,960	1,886,536	2,960,960	292,934
West Virginia.....	4,975	4,411	53,924	250	14,564	314	28,542	867,204	108,888	195,964	1,172,056	97,030
Virginia.....	9,526	7,037	117,183	974	50,700	1,515	196,243	1,736,271	362,256	1,556,465	3,654,992	364,126
North Carolina.....	8,418	7,101	86,440	276	6,859	1,041	81,400	1,243,386	69,472	967,512	2,280,370	174,699
South Carolina.....	3,768	2,401	29,088	51	1,460	1,316	123,269	325,883	8,944	1,222,864	1,557,691	153,817
Georgia.....	5,809	3,514	52,493	224	4,894	2,071	163,924	548,002	39,416	2,400,470	2,987,888	221,311
Florida.....	6,204	2,318	32,955	3,442	137,848	444	26,452	317,670	341,600	304,268	963,538	197,255
Alabama.....	7,186	5,189	69,900			1,997	173,801	889,054		1,503,644	2,392,698	243,701
Mississippi.....	5,390	3,826	70,058	497	9,500	1,007	128,932	709,582	51,688	749,234	1,510,504	208,490
Louisiana.....	4,587	2,943	121,474	1,124	82,405	520	66,114	718,126	301,808	467,366	1,487,300	269,293
Texas.....	12,419	10,654	464,538	598	78,000	1,167	91,390	2,512,314	190,597	804,239	3,507,150	633,928
Arkansas.....	8,476	7,028	212,558	1,314	77,593	134	13,400	1,639,188	308,880	97,820	2,045,888	303,551
Missouri.....	13,481	9,701	205,028	450	21,000	3,330	363,235	2,651,266	265,200	3,001,867	5,918,333	529,263
Tennessee.....	6,007	4,635	65,806	155	9,250	1,217	145,591	950,382	62,400	1,143,897	2,156,679	220,647
Kentucky.....	7,364	5,077	95,357	1,058	51,000	1,229	116,293	1,277,488	477,622	1,134,770	2,889,880	262,650
Ohio.....	11,991	6,835	153,266	279	12,834	4,877	772,855	2,294,328	103,069	5,619,518	8,016,915	944,955
Indiana.....	7,613	4,713	77,902			2,900	287,548	1,194,268		3,104,489	4,298,757	365,450
Illinois.....	11,335	5,293	107,420			6,042	683,839	1,537,500		6,663,759	8,201,259	791,259
Michigan.....	9,369	5,076	112,024	996	26,765	3,297	309,006	1,398,425	194,536	3,484,596	2,077,557	447,795
Wisconsin.....	8,357	6,181	111,873	184	2,170	1,992	183,363	1,708,209	35,737	1,936,115	3,680,061	297,406
Iowa.....	9,575	6,304	123,602			3,271	254,875	1,743,461		2,611,630	4,355,091	378,477
Minnesota.....	7,284	5,435	110,631			1,849	118,548	1,278,290		1,569,097	2,847,387	229,179
Nebraska.....	3,755	2,364	51,888			1,391	302,036	633,620		977,122	1,610,742	353,924

3 P M	Kansas	7,317	4,935	125,918	.....	.....	2,382	237,321	1,437,228	.....	1,669,104	3,166,332	363,239
	Nevada	2,136	2,084	180,112	.....	.....	52	3,741	758,494	.....	32,292	790,786	183,853
	California	10,878	7,166	526,032	2,081	92,000	1,631	298,093	2,411,445	362,544	1,287,818	4,061,807	916,125
	Oregon	2,415	2,183	65,097	232	31,000	.....	.....	368,960	126,360	.....	495,320	96,097
	Washington Territory	3,345	1,478	116,780	1,867	62,676	.....	.....	350,876	107,128	.....	458,004	179,456
	Idaho Territory	1,175	1,175	105,509	.....	.....	.....	.....	346,880	.....	.....	346,880	105,509
	Montana Territory	1,381	1,381	114,306	.....	.....	.....	.....	512,320	.....	.....	512,320	114,306
	Dakota Territory	1,154	1,093	24,396	.....	.....	61	4,611	217,602	.....	38,364	255,966	29,007
	Wyoming Territory	163	163	11,541	.....	.....	.....	.....	39,416	.....	.....	39,416	11,541
	Utah Territory	2,939	2,903	371,258	.....	.....	36	1,825	1,469,118	.....	23,776	1,491,894	373,083
	Colorado Territory	2,406	2,194	180,294	.....	.....	212	10,575	771,507	.....	131,976	903,483	190,869
	New Mexico Territory	1,812	1,812	319,417	.....	.....	.....	.....	692,348	.....	.....	692,348	319,417
	Arizona Territory	1,532	1,532	92,397	.....	.....	.....	.....	257,296	.....	.....	257,296	92,397
Total		256,210	175,991	5,578,500	16,762	799,645	63,457	7,257,196	50,340,420	3,947,785	65,621,445	119,909,650	13,635,341
Railway post-office clerks													970,800
Route-agents													828,240
Mail-route messengers													106,740
Local agents													82,896
Mail-messengers													536,441
Baggage-masters in charge of registered packages													576
Aggregate													16,161,034

JOHN L. ROUTT,
Second Assistant Postmaster-General.

B.—Railroad service as in operation on the 30th of June, 1873.

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.									
1	Augusta to Skowhegan.....	Portland and Kennebec.....	Miles. 39	Miles.	6	Dollars. 2,925 00	Dollars.	Dollars. 75 00	
9	Danville Junction to Bangor.....	Maine Central.....	110		6	13,750 00		125 00	
9a	Newport to Dexter.....	do.....	14		6	840 00		60 00	
19	Farmington to Brunswick.....	Androscoggin.....	66½		6 }	5,412 50		75 00	\$50 per annum included 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	\$1,300 per annum included for railway post-office car.
115	{ Portland to Augusta..... 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	\$420 per annum additional for mail-messenger service.
117	Portland to Rochester, N. H.....	Portland and Rochester.....	117		6 }	2,888 77		100 00	
			52		6			55 55	
163	Mechanic's Falls to Canton.....	Portland and Oxford Central.....	27.5		6	1,246 57		45 33	
181	Bangor to New Brunswick line.....	European and North American.....	118.25		6	14,781 25		125 00	
188	Old Town to Guilford.....	Bangor and Piscataquis.....	48.1		6	2,405 00		50 00	
201	Belfast to Burnham Village.....	Maine Central.....	34.19		6	1,709 50		50 00	
202	Portland to North Conway, N. H.....	Portland and Ogdensburg.....	61½		12	3,697 50		60 00	
204	Bath to Rockland.....	Knox and Lincoln.....	49		12	4,165 00		85 00	
214	Houlton to New Brunswick line.....	New Brunswick and Canada.....	3		6	150 00		50 00	
				939.165			91,183 59		
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	\$850 per annum included for mail-messenger service.
			42.25		6 }			100 00	
254	{ Concord to White River Junc. Wen..... Branch to Bristol..... }	Northern.....	69		12 }	11,160 00		140 00	
			13		6 }			50 00	
255	Concord to Claremont Junction.....	Concord and Claremont.....	54.99		6	3,172 42		57 69	
256	Concord to Portsmouth.....	Concord.....	60		12	3,000 00		50 00	
269	Manchester to North Weare.....	do.....	20.5		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
308	Dover to Alton Bay	Boston and Maine	28	6	1,400 00	50 00
309	Brock's Crossing to North Conway {	Portsmouth, Great Falls and Con- way. {	64.11	12 } 7 }	3,505 50	50 00 50 00
331	Groveton Junction to Wells River.	Boston, Concord and Montreal	53.1	6	2,655 00	50 00
342	Hooksett to Pittsfield	Suncook Valley	20	6	600 00	30 00
			548.7		42,867 92	
VERMONT.						
412	Burlington to Rouse's Point.... {	Vermont Central and Vermont and Canada. {	32.5	15 }	9,712 50	175 00
452	White River Junction to Derby Line. {	Connecticut and Passumpsic Riv- ers. {	23	6 }	11,417 00	175 00 100 00
461	Windsor to Burlington	Vermont Central	119	15	20,825 00	175 00
473	{ Rutland to State Line..... }	Harlem Extension	59	6	2,950 00	50 00
481	{ Branch to Bennington..... }	Sullivan	25	12	3,500 00	140 00
481	Bellows Falls to Windsor	Rutland and Burlington	52	6 }	20,405 00	100 00 180 81
482	Bellows Falls to Burlington	Vermont Valley	67.5	18 }	3,360 00	140 00
487	Brattleborough to Bellows Falls..	Vermont and Canada	24	12	1,700 00	100 00
508	Saint Albans to Canada line.....	Vermont Central and Vermont and Canada. {	17	6 }	1,433 00	50 00
520	Saint Albans to Richford.....	Portland and Ogdensburg	28.66	6	2,978 00	50 00
521	West Concord to Hyde Park	Missisquoi and Clyde Rivers	59.56	6	1,569 00	50 00
523	Richford to Newport		31.38	6	79,849 50	
			652.77			
MASSACHUSETTS.						
601	Boston to Portsmouth, N. H.	Eastern	56.5	31	11,300 00	200 00
602	{ Boston to South Berwick Junc- tion, Me. {	Boston and Maine	75	12 }	11,400 00	150 00
603	{ Branch to Great Falls, N. H. }	Boston and Lowell and Nashua and Lowell. {	3	12 }	6,300 00	50 00 150 00
604	Boston to Nashua, N. H.	Fitchburgh	42	21	9,100 00	175 00
605	Boston to Fitchburgh	Boston and Albany	52	18 }	68,475 00	375 00 375 00 300 00
606	Boston to Albany, N. Y.	Boston, Hartford and Erie	45	25 }	2,380 00	60 00 60 00
607	Boston to Woonsocket Falls, R. I. .	do	102	12 }	6,300 00	90 00
608	Boston to Southbridge	Boston and Providence	4	25 }	8,800 00	200 00
609	Boston to Plymouth	Old Colony and Newport	35.68	12 }	5,645 00	125 00
610	Boston to Medford	Boston and Maine	70	12	275 00	50 00
615	Boston to Mattapan	Old Colony and Newport	44	25	768 00	50 00
616	Boston to West Lynn Depot	Eastern	38	12	500 00	50 00
617	Boston to Dedham	Boston and Providence	5.5	12	350 00	50 00

\$3,000 per annum included for
mail-messenger service.

\$895 per annum included for
mail-messenger service.

\$343 per annum included for
mail-messenger service.

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.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
MASSACHUSETTS—Continued.									
618	Grafton Depot to Millbury.....	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.....	6.5	.....	6	325 00	.....	50 00	
627	Lawrence to Manchester.....	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	\$350 per annum included for mail-messenger service.
631	Winchester to Woburn.....	Boston and Lowell and Nashua and Lowell.....	3	.....	12	150 00	.....	50 00	
632	Porter's Station to Lexington.....	Lexington and Arlington.....	8	.....	12	400 00	.....	50 00	
635	North Acton Depot to Hudson.....	Fitchburgh.....	9	.....	12	500 00	.....	50 00	\$50 per annum included for mail-messenger service.
636	Ayer to Lowell.....	Boston and Lowell and Nashua and Lowell.....	17	.....	15	850 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	\$300 per annum included for mail-messenger service.
650	Canton Depot to Stoughton.....	Stoughton Branch.....	4	.....	12	250 00	.....	50 00	\$50 per annum included for mail-messenger service.
654	South Braintree Junction to Newport.....	Old Colony and Newport.....	61.75	.....	12	7,105 00	.....	100 00	\$930 per annum included for mail-messenger service.
655	South Abington to Bridgewater.....	do.....	7.75	.....	6	380 00	.....	38 70	\$80 per annum included for mail-messenger service.
656	Braintree Depot to Cohasset.....	South Shore.....	12	.....	12	1,304 00	.....	50 00	\$704 per annum included for mail-messenger service.
663	Middleborough to Hyannis.....	Cape Cod.....	47	.....	12	6,500 00	.....	117 00	\$1,000 per annum included for mail-messenger service.
670	Yarmouthport to Wellfleet.....	do.....	31	.....	12	5,800 00	.....	100 00	\$2,700 per annum included for mail-messenger service.
672	New Bedford to West Wareham.....	New Bedford and Taunton.....	16.25	.....	12	1,093 75	.....	55 00	\$200 per annum included for mail-messenger service.

676	Taunton to Middleborough.....	Middleborough and Taunton.....	9.50	12	475 00	50 00	
677	Taunton to Mansfield Junction.....	Taunton Branch.....	12	24	1,800 00	125 00	\$300 per annum included for mail-messenger service.
678	Taunton to New Bedford.....	New Bedford and Taunton.....	20.50	25	2,355 00	85 00	\$612.50 per annum included for mail-messenger service.
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.....	Cheshire and Ashuelot.....	64	18	7,500 00	117 18	
	{ Fitchburgh to Brattleborough, } Vt.						
690	{ Miller's Falls to Hoosac Tunnel. } { Branch to Turner's Falls..... }	Vermont and Massachusetts.....	113	6	11,300 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	\$300 per annum included for side-supply of Chicopee Falls.
703	South Vernon Junction to Keene, N. H.	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	\$315 per annum included for mail-messenger service.
727	Gloucester to Pigeon Cove.....	Eastern.....	5	12 }	450 00	50 00	{ \$125 per annum included for mail-messenger service.
728	Wakefield to Newburyport.....	Boston and Maine.....	1.50	6 }	5,525 00	50 00	
731	South Braintree Junction to Fall River.	Old Colony and Newport.....	30.50	6	1,700 00	50 00	
732	East Salisbury to Amesbury.....	Eastern.....	34	6	250 00	62 50	
723	Palmer to Gilbertville.....	New London Northern.....	4	6	775 00	50 00	
735	Mansfield to South Framingham.....	Boston, Clinton and Fitchburgh.....	15.75	6	1,100 00	50 00	
738	Winchendon to Peterborough, N. H.	Monadnock.....	23	6	800 00	50 00	
741	Palmer to Athol Depot.....	Athol and Enfield.....	16	6	1,767 00	50 00	
742	South Framingham to Lowell.....	Boston, Clinton and Fitchburgh.....	35.34	6	1,450 00	50 00	
745	Worcester to Gardner.....	Boston, Barre and Gardner.....	29	6	1,350 00	50 00	
746	Holyoke to Westfield.....	New Haven and Northampton.....	27	12	526 50	50 00	
748	Milford to Bellingham Junction.....	Providence and Worcester.....	10.53	12	250 00	50 00	
749	Milford to Ashland.....	Hopkinton.....	5	6	584 00	50 00	
			11.68		1,604.39	220,608.25	
	RHODE ISLAND.						
801	Providence to Worcester, Mass.....	Providence and Worcester.....	44	24	4,800 00	75 00	\$1,500 per annum included for mail-messenger service.
802	Providence to New London, Conn.	New York, Providence and Boston.	63.75	22	7,986 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	5,046 00	75 00	\$546 per annum included for agent in charge of extra night mail.
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	\$250 per annum included for mail messenger service.
			10	18			

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.		Dollars.	Dollars.	Dollars.	
936	New Haven to New London.....	New York and New Haven	50	.....	23	7,567 00	.....	150 00	\$67 per annum included for mail-messenger service.
937	New Haven to Springfield, Mass.	Hartford and New Haven.....	63 5-6	.....	31	20,745 83	.....	325 00	
938	{ New Haven to Williamsburgh, Mass.	New Haven and Northampton	{ 83	.....	{ 12	8,425 00	.....	{ 75 00	{ \$1,000 per annum included for mail-messenger service.
	{ Branch to New Hartford		{ 16		{ 18			{ 75 00	
939	New Haven to York	New York and New Haven	76½	.....	31	28,625 00	.....	375 00	\$50 per mile per annum included for railway post-office cars.
942	{ Bridgeport to Winsted	Naugatuck	{ 62	.....	{ 12	5,701 25	.....	{ 85 00	
	{ Branch to Watertown		{ 5½		{ 12			{ 75 00	
943	{ Bridgeport to State Line, Mass.	Housatonic	{ 126½	.....	{ 12	10,120 00	.....	{ 80 00	
	{ Branch to Pittsfield		{ 23½		{ 12			{ 85 11	
945	{ South Norwalk to Danbury	Danbury and Norwalk.....	{ 4	.....	{ 12	2,420 50	.....	{ 30 00	
	{ Branch to Ridgefield		{ 6.01		{ 12			{ 50 00	
955	Branch to Hawleyville	Hartford, Providence and Fishkill.	122½	.....	12	12,250 00	.....	100 00	
972	Waterbury to Providence, R. I.		48		12	500 00	.....	50 00	
	Vernon Depot to Rockville	Rockville .....	.....	.....	.....	.....	.....	.....	\$268.50 per annum included for mail-messenger service.
975	New Haven to Middletown.....	New Haven, Middletown and Wil- limantic.	24	.....	6	1,200 00	.....	50 00	
976	Hartford to New Saybrook	Valley	43.16	.....	6	2,158 00	.....	50 00	
977	New Haven to Ansonia.....	New Haven and Derby	13½	.....	12	675 00	.....	50 00	
980	Hartford to Millerton	Connecticut Western	69.18	.....	6	3,459 00	.....	50 00	
981	Litchfield to Hawleyville.....	Shepaug Valley.....	32½	.....	12	1,612 50	.....	50 00	
				961 17-120			117,130 08		
	NEW YORK.								
1001	{ New York to Middletown.....	Erie	{ 67	.....	{ 34½	172,500 00	.....	{ 375 00	
	{ Middletown to Hornellsville.....		{ 265		{ 20½			{ 375 00	
	{ Hornellsville to Salamanca.....		{ 82		{ 19			{ 375 00	
	{ Salamanca to Dunkirk.....		{ 46		{ 13			{ 375 00	
1002	New York to Troy	Hudson River	150	.....	25	56,250 00	.....	375 00	Old rate of pay.
1003	New York to Chatham Village.....	New York and Harlem	130½	.....	6	13,050 00	.....	100 00	
1004	New York to Manhasset.....	Flushing and North Side.....	{ 13	.....	{ 12	2,400 00	.....	{ 110 55	{ Side-service included.
			{ 8½		{ 6			{ 110 55	

1005	Stapleton to Tottenville	Staten Island	21	12	1,800 00	85 71	Do.
1006	New York to Greenport	Long Island	67½	12½	12,050 00	100 00	\$2,000 per annum included
			33	6		100 00	for mail-messenger service
1007	Mineola to Locust Valley	do	12½	12	863 50	50 00	in New York.
1008	Hicksville to Northport	do	16½	12	1,250 00	50 00	\$250 per annum included for
							side-service.
1009	Suffern to Piermont	Erie	18	6	900 00	50 00	\$425 per annum included for
	{ Newburgh to Chester	{	{ 19½	{ 6	{ 1,625 00	{ 50 00	side-service.
1010	{ Branch, Vall's Gate to junction	{ do	{ 12½	{ 6	{ 1,750 00	{ 50 00	
	{ with main stem.	{	{ 9	{ 18	{ 1,029 00	{ 85 73	
1011	Hudson to West Stockbridge, Mass.	Hudson and Boston	35	12	1,200 00	100 00	
1012	Albany to Albany Junction	Rensselaer and Saratoga	3	12	400 00	80 00	
1013	Albany to Binghamton	Delaware and Hudson Canal	142	12	14,200 00	100 00	
1014	Central Bridge to Schoharie	Schoharie Valley	5	18	800 00	50 00	
1015	Schenectady to Ballston	Rensselaer and Saratoga	16	12	1,650 00	75 00	
1016	Troy to Schenectady	New York Central	22	18	1,225 00	75 00	Old rate of pay.
1017	{ Troy to North Adams, Mass.	{ Troy and Boston	{ 50	{ 6	{ 6,937 50	{ 125 00	
	{ Branch to State Line, Mass.	{	{ 54	{ 12	{ 4,921 50	{ 150 00	
1018	Troy to Saratoga Springs	Rensselaer and Saratoga	32.81	12	9,375 00	150 00	
1019	Eagle Bridge to Rutland, Vt.	do	62½	12	8,100 00	150 00	
1020	Saratoga Springs to Castleton, Vt.	do	54	12	1,725 00	75 00	
1021	Plattsburgh to Canada Line	Montreal and Plattsburgh	23	12	10,710 00	90 00	12 times a week, 8 months; 6
1022	Rouse's Point to Ogdensburgh	Ogdensburgh and Lake Champlain	119	12	262 50	116 66	times a week, 4 months.
1023	Rouse's Point to Canada Line	Champlain and Saint Lawrence	2.25	6	1,300 00	50 00	Side-service included.
1024	Watertown to Cape Vincent	Rome, Watertown and Ogdensburgh	26	12			
1025	Utica to Carthage	Utica and Black River	35	12½	5,050 84	67 80	
			39.5	6		67 80	
1026	{ Rome to Ogdensburgh	{ Rome, Watertown and Ogdensburgh	{ 72	{ 24	{ 19,205 00	{ 115 00	
	{ Branch to Potsdam Junction	{	{ 70	{ 12	{ 13,000 00	{ 125 00	
			25	6	7,200 00	90 00	
1027	Syracuse to Rochester	New York Central	104	21	2,662 50	75 00	
1028	Syracuse to Binghamton	Syracuse, Binghamton and New York	80	12	4,850 00	50 00	
1029	Syracuse to Oswego	Oswego and Syracuse	35.5	12	10,375 00	150 00	
1030	Canandaigua to Niagara Falls	New York Central	97	12	1,350 00	75 00	
1031	Canandaigua to Elmira	Northern Central	68.5	12	1,824 00	59 37	
1032	Rochester to Avon	Erie	18	6	11,450 00	50 00	
1033	Avon to Dansville	do	30.73	12			
1034	Suspension Bridge to Detroit, Mich	Great Western Railroad Company of Canada	229	25			
1035	Attica to Corning	Erie	111	24	33,300 00	300 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	Buffalo to Hornellsville	Erie	91	12	34,125 00	375 00	
1039	Buffalo to Erie, Pa.	Lake Shore and Michigan Southern	89	31	33,375 00	375 00	
1040	Owego to Ithaca	Delaware, Lackawanna and Western	35	12	3,000 00	85 71	

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	NEW YORK—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
1041	Chesterville to Warwick	Warwick Valley	11		12	550 00		50 00	
1042	Oswego to Richland	Rome, Watertown and Ogdensburg	28.5	.....	12	1,645 00	.....	50 00	\$220 per annum included for side-service.
1043	Brocton to Corry, Pa	Buffalo, Corry and Pittsburgh	45.3	.....	6	2,865 00	.....	50 00	\$600 per annum included for side-service.
1044	New York to Patchogue	South Side	55	.....	12	3,400 00	.....	50 00	\$550 per annum included for side-service, and \$100 per annum for supply of Bell-port and Fireplace.
1045	Goshen to Montgomery	Erie	10.25	.....	9	400 00	.....	39 02	
1046	Skaneateles Junction to Skaneateles	Skaneateles	5.5	.....	18	350 00	.....	63 33	
1079	Albany to Buffalo	New York Central	298	.....	25	111,750 00	.....	375 00	
1181	Watertown to Carthage	Carthage, Watertown and Sackett's Harbor	18.22	.....	12	911 00	.....	50 00	
1228	Utica to North Norwich	Delaware, Lackawanna and Western	48.5	.....	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	3.5	.....	18	400 00	.....	114 28	
1405	Chenango Forks to Norwich	Delaware, Lackawanna and Western	30.09	.....	6	1,534 50	.....	50 00	
1451a	Middletown to Unionville	Middletown, Unionville and Water Gap	14	.....	6	500 00	.....	35 71	
1454	Utica to Smith's Valley Station	Utica, Clinton and Binghamton	31.4	.....	6	1,570 00	.....	50 00	
1509	Buffalo to Emporium	Buffalo and Washington	123.51	.....	6	6,175 50	.....	50 00	
1510	Schoharie to Middleburgh	Middleburgh and Schoharie Valley	5.5	.....	12	395 00	.....	50 00	\$120 per annum included for mail-messenger service.
1518	Plattsburgh to Au Sable Forks	Whitehall and Plattsburgh	23	.....	6	1,000 00	.....	43 47	
1524	Chatham Village to Bennington, Vt	Harlem Extension	57.8	.....	6	3,468 00	.....	60 00	
1525	Cooperstown to Cooperstown Junction	Cooperstown and Susquehanna Valley	16	.....	12	1,000 00	.....	62 50	
1540	Oswego to Walton	New York and Oswego Midland	148.98	.....	12	7,449 00	.....	50 00	
1541	{ Newburgh to Millerton	{ Dutchess and Columbia	{ 56.50	.....	{ 6	{ 3,050 00	.....	{ 50 00	
	{ Branch to Sylvan Lake	{	{ 4.50	.....	{ 6	{ .....	.....	{ 50 00	
1542	Athens to Fair Haven	Southern Central	122	.....	6	6,600 00	.....	50 00	\$500 per annum included for side-service.
1543	Montgomery to Kingston	Wallkill Valley	33.46	.....	6	1,003 80	.....	30 00	

1544	Cobleskill to Cherry Valley	Delaware and Hudson Canal	22.47	12	1,193 50	50 00	
1545	Cassville Junction to Richfield Springs.	Delaware, Lackawanna and Western.	21	6	1,050 00	50 00	
1546	Sidney Plains to New Berlin	New York and Oswego Midland	24.84	6	1,242 00	50 00	
1560	Johnsonville to Greenwich	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	
1563	Poughkeepsie to Boston Corner	Poughkeepsie and Eastern	37.15	6	1,857 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	2,575 00	50 00	Do.
	{ Branch to Liberty Falls		28.75	6			
1566	Ithaca to Cortland Village	Ithaca and Cortland	22	12	1,100 00	50 00	
1567	Goshen to Deckertown	Goshen and Deckertown	11	6	250 00	23 18	
1568	New York and Harlem	New York and Harlem	7.50	6	375 00	50 00	Do.
1569	New York and Oswego Midland	New York and Oswego Midland	49.21	6	2,460 50	50 00	
1574	Erie	Erie	25.94	12	1,297 00	50 00	
1576	Rondout to Oswego	Rondout and Oswego	73.30	12	3,665 00	50 00	
1577	Syracuse to Lacona	Syracuse Northern	44.92	12	2,246 00	50 00	
1579	Ithaca to State Line	Ithaca and Athens	34.60	6	1,730 00	50 00	
1580	Dunkirk to Titusville, Pa.	Dunkirk, Warren and Pittsburgh	91.16	6	4,558 00	50 00	
1581	Syracuse to Earlville	Syracuse and Chenango Valley	42.47	12	2,123 50	50 00	
1582	Port Henry to Leicester Junction, Vt.	Vermont Central and Vermont and Canada	31.50	6	1,575 00	50 00	
1585	Clinton to Rome	New York and Oswego Midland	13.75	12	687 50	50 00	
1586	Walton to Delhi	do	16	12	800 00	50 00	
1587	East Gainesville to Perry	Rochester and Pine Creek	6.55	12	327 50	50 00	
1589	Cayuga to Aurora	Cayuga Lake	12.25	12	612 50	50 00	
1590	Sodus Point to Gorham Station	Sodus Point and Southern	34	6	1,700 00	50 00	
1591	Horseheads to Erin	Utica, Ithaca and Elmira	8.55	12	427 50	50 00	
1592	Oswego to Sodus	Lake Ontario Shores	40.75	6	2,037 50	50 00	
1593	Carthage to Theresa	Utica and Black River	20.50	6	1,025 00	50 00	
			4,924.31		737,328.07		
NEW JERSEY.							
2101	New York to Easton, Pa.	Central Railroad Company of New Jersey.	74	19	22,200 00	300 00	
2102	Somerville to Flemington	do	16.06	6	690 00	43 00	
2103	New York to New Brunswick	Pennsylvania	36	25	13,500 00	375 00	
2104	New Brunswick to Philadelphia	do	54	25	20,250 00	375 00	Old rate of pay.
2105	{ Philadelphia to South Amboy	do	66	12	7,462 00	103 64	Do.
	{ Branch to Trenton		6	12			
2106	New York to Easton, Pa.	Delaware, Lackawanna and Western.	63	12	7,520 00	100 00	Do.
			24.47	6			
2107	Camden to Atlantic City	Camden and Atlantic	60	12	3,000 00	50 00	
2108	New York to Nyack	Northern Railroad Company of New Jersey.	30	6	2,158 00	50 00	\$658 per annum included for side-service.
2109	{ Philadelphia to Hightstown	Pennsylvania	25	12		75 00	Old rate of pay; \$400 per annum, included for mail-messenger service.
	{ Branch to Burlington		27	6	4,000 00	50 00	
			7	12		50 00	

Side-service included.

Do.

Do.

Old rate of pay.

Do.

Do.

Do.

\$658 per annum included for side-service.
 Old rate of pay; \$400 per annum, included for mail-messenger service.

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 JERSEY—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2110	Philadelphia to Bridgeton	West Jersey	18 20.40		12 12	4,440 00		100 00 100 00	{ \$600 per annum included for mail-messenger service in Philadelphia.
2111	Glassborough to Millville	do	22		12	2,200 00		100 00	
2112	Millville to Cape May	do	41			3,075 00		75 00	
2113	Elmer to Salem	do	16.6		12	1,000 00		60 24	{ 6 times a week, 8 months; 12 times a week, 4 months.
2114	Mount Holly to Medford	Pennsylvania	6.5		6	325 00		50 00	
2115	Jamesburgh to Freehold	Freehold, Jamesburgh and Agricultural.	11.45		6	860 00		66 37	
2116	Trenton to Belvidere	Pennsylvania	68.70		12	5,152 50		75 00	{ Old rate of pay. \$100 per annum included for mail-messenger service.
2117	Lambertville to Flemington	do	12.13		12	606 50		50 00	
2118	Greensburgh Station to Pennington	do	5.6		12	220 00		50 00	
2119	New York to New Bridge	Hackensack and New York	16.5		12	825 00		50 00	{ Old rate of pay.
2120	New Bridge to Nannet Junction	Erie	13.25		6	662 50		50 00	
2121	{ Waterloo to Franklin Furnace .. { Branch to Branchville	{ Sussex	{ 12 12.76 6.24		{ 12 6 6	1,650 00		{ 50 00 50 00 50 00	
2122	New York to Denville	Delaware, Lackawanna and Western.	35.93		12	1,796 50		50 00	{ Old rate of pay.
2123	Dover to Chester	do	10		6	500 00		50 00	{ Do. Do. Do.
2124	Newark to Mont Clair	Newark and Bloomfield	5.67		12	275 00		48 00	
2125	Rocky Hill to Monmouth Junction	Pennsylvania	8		6	400 00		50 00	
2126	{ New York to Poughkeepsie Junction { Branch, Eatontown to Port Monmouth. { Branch, Manchester to Barnegat Junction.	{ New Jersey Southern	{ 41.2 23.9 9.8 20.3		{ 12 6 12 12	6,387 50		{ 75 00 75 00 75 00 75 00	
2127	Whiting to Atco	do	33.3		6	1,665 00		50 00	
2128	Newark to Paterson	Erie	13.12		12	656 00		50 00	
2129	Atsion to Greenwich	Vineland	44.25		6	1,770 00		40 00	
2130	Whiting to Tuckerton	Tuckerton	29.56		6	1,478 00		50 00	
2131	Kinkora to New Lisbon	Pennsylvania	14.41		6	720 50		50 00	
2132	New York to Unionville	New York and Oswego Midland	69.75		6	3,487 50		50 00	
2133	Bridgeton to Port Norris	Bridgeton and Port Norris	20.24		6	1,257 20		30 00	{ \$650 per annum included for side-service.
2134	Egg Harbor City to May's Landing.	May's Landing and Egg Harbor City.	7.43		12	371 50		50 00	

2149	Summit to Bernardsville	New Jersey West Line	14.60	6	730 00	50 00	
2209	Woodbury to Swedesborough	West Jersey	11	6	550 00	50 00	
					1,184.66	123,901 20	
PENNSYLVANIA.							
2401	Philadelphia to Pittsburgh	Pennsylvania	353.6	8	132,600 00	375 00	
2402	Philadelphia to Pottsville	Philadelphia and Reading	92.5	12	11,562 50	125 00	
2403	Philadelphia to West Chester	West Chester and Philadelphia	26.13	18	2,062 50	75 00	\$102.75 per annum included for side-service.
2404	{ Philadelphia to Bethlehem	North Pennsylvania	{ 54.6	{ 42 }	{ 6,195 00	{ 100 00	
	{ Branch, Landsdale to Doylestown		{ 9.8	{ 18 }		{ 75 00	
2405	Philadelphia to Norristown	Philadelphia and Reading	16.24	12	812 00	50 00	
2406	Philadelphia to Darby	Philadelphia and Darby	5	6	500 00	100 00	Six additional half-trips to Darby.
2407	Bridgeport to Downingtown	Philadelphia and Reading	21.48	6	537 00	25 00	
2408	Chester to Port Deposit	Philadelphia and Baltimore Central	59.25	12	4,443 75	75 00	
2409	Honesdale to Lackawaxen	Erie	25	6	1,875 00	75 00	
2410	Allentown to Waverly	Lehigh Valley	189.5	18	18,950 00	100 00	
2411	Penn Haven Junction to Mount Carmel	do	50	6	2,000 00	40 00	Six additional half-trips from Mahanoy City to Penn Haven.
2412	Penn Haven Junction to Audenreid	do	17.5	12	1,050 00	60 00	
2413	Pottsville to Herndon	Philadelphia and Reading	81.1	6	4,055 00	50 00	Six additional half-trips from Pottsville to Tamaqua.
2414	Port Clinton to Williamsport	do	121.53	6	7,899 45	65 00	
2415	Sanbury to Tomhicken	Pennsylvania	44.1	6	2,205 00	50 00	
2416	Hazel Creek Bridge to Tomhicken	Lehigh Valley	25.2	12	1,890 00	75 00	Six additional half-trips from Hazel Creek Bridge.
2417	Seranton to Northumberland	Lackawanna and Bloomsburgh	{ 17.01	{ 12 }	{ 6,000 00	{ 75 00	
			{ 62.99	{ 6 }		{ 75 00	
2418	Seranton to Carbondale	Delaware and Hudson Canal and Railroad	17.11	12	1,200 00	50 00	\$344.50 per annum included for mail-messenger service.
2419	Binghamton, N. Y., to New Hampton, N. J.	Delaware, Lackawanna and Western	144.5	6	11,560 00	80 00	
2420	{ Blossburg to Corning, N. Y.		{ 39.88	{ 12 }	{ 2,991 00	{ 75 00	
	{ Branch to Fall Brook	Tioga	{ 6.85	{ 12 }		{ 50 00	
	{ Branch to Morris Run		{ 3.80	{ 6 }	{ 722 00	{ 50 00	
	{ Branch to Arnot		{ 3.79	{ 6 }		{ 50 00	
2421	Williamsport to Elmira, N. Y.	Northern Central	78	12	13,650 00	175 00	
2422	Sanbury to Erie	Pennsylvania	{ 232.1	{ 12 }	{ 30,750 00	{ 150 00	On 39.8 miles.
			{ 65.5	{ 18 }		{ 100 00	On 247.8 miles.
2423	Sanbury to Mount Carmel	Northern Central	28	6	1,400 00	50 00	
2424	Alton to Carrollton	Erie	25.5	6	1,020 00	40 00	
2425	Irvine to Corry	Allegheny Valley	{ 14.8	{ 12 }			
			{ 36	{ 6 }	{ 6,569 00	{ 55 00	On 50.2 miles.
			{ 17	{ 18 }		{ 85 00	On 45.4 miles.
			{ 27.8	{ 24 }			
2426	Strasburgh to Leaman Place	Herr and Company	4.25	6	250 00	58 83	
2427	Lancaster to Middletown	Pennsylvania	31.2	12	2,340 00	75 00	
2428	Harrisburgh to Auburn	Philadelphia and Reading	58.3	6	2,332 00	40 00	

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.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
2429	New Castle to Homewood	Pittsburgh, Fort Wayne and Chicago.	15	.....	6	750 00	.....	50 00	
2430	Harrisburgh to Hagerstown	Cumberland Valley	18.5 44.75 10.75	..... ..... .....	18 12 6	6,300 00	.....	100 00 50 00	On 52 miles. On 22 miles.
2431	{ Columbia to Sinking Springs ... }	Reading and Columbia	39.7	.....	6	2,375 00	.....	50 00	
2432	{ Branch Junction to Lancaster ... }	.....	7.8	.....	12	.....	.....	50 00	
2432	York to Columbia	Pennsylvania	13.5	.....	12	675 00	.....	50 00	
2433	Hanover Junction to Frederick, Md.	Hanover Branch	50.4	.....	6	2,520 00	.....	50 00	
2434	Hanover to Gettysburgh	Susquehanna, Gettysburgh and Potomac.	17.5	.....	12	1,050 00	.....	60 00	
2435	{ Huntingdon to Mount Dallas Sta- tion.	Huntingdon and Broad Top	44	.....	6	3,000 00	.....	60 00	
2436	{ Branch, Saxton to Dudley .....	.....	6	.....	6	.....	.....	60 00	
2436	Tyrone to Clearfield	Pennsylvania	40.6	.....	6	2,436 00	.....	60 00	
2437	{ Altoona to Martinsburgh .....	.....	22.3	.....	18	.....	.....	50 00	
2437	{ Branch, Duncanville to Newry .. }	do	3	.....	12	1,600 00	.....	50 00	
2437	{ Branch, Martinsburgh Junction to Henrietta.	do	6.7	.....	6	.....	.....	50 00	
2438	Cresson to Ebensburg	do	11	.....	12	550 00	.....	50 00	
2439	{ Tyrone to Lockhaven	do	55.1	.....	12	3,468 00	.....	60 00	
2439	{ Branch, Milesburgh to Bellefonte }	do	2.7	.....	12	.....	.....	60 00	
2440	Blairsville to Allegheny	do	29.3	.....	12	3,832 00	.....	60 00	
2441	Washington to Wheeling, W. Va.	Hempfield	34.4 32	..... .....	6 12	1,977 00	.....	50 00	\$377 per annum included for side-service.
2442	Pittsburgh to Oil City	Allegheny Valley	132.71	.....	12	11,220 35	.....	85 00	
2443	Branch Junction to Indiana	Pennsylvania	19	.....	12	1,045 00	.....	55 00	
2444	Meadville to Oil City	Great Western	36.25	.....	12	2,718 75	.....	75 00	
2445	Miles Grove to Newcastle	Erie and Pittsburgh	83	.....	12	6,640 00	.....	80 00	
2446	Oil City to Ashtabula, Ohio	Lake Shore and Michigan South- ern.	87.9	.....	6	4,354 50	.....	50 00	
2447	Bethlehem to Chapman Quarries ..	Lehigh and Lackawanna	15	.....	12	750 00	.....	50 00	
2448	Downington to Honey Brook	Pennsylvania	18	.....	6	900 00	.....	50 00	
2449	West Chester to Intersection	West Chester	9	.....	6	250 00	.....	27 77	
2450	Junction to Milroy	Pennsylvania	12.5	.....	6	625 00	.....	50 00	
2451	Pottsville to Frackville	Philadelphia and Reading	8.51	.....	6	425 50	.....	50 00	

2452	Greenville to Harrisville	Shenango and Allegheny	33.5	6	1,675 00	50 00
2453	Carlisle to Mountain Creek	South Mountain Iron Company	18	6	450 00	25 00
2454	Freeport to Butler	Pennsylvania	21.3	12	1,065 00	50 00
2455	Wilmington, Del., to Reading, Pa.	Wilmington and Reading	63.6	6	2,544 00	40 00
2456	Pittsburgh to Washington	Pittsburgh, Cincinnati and Saint Louis	22.8	6	1,368 00	60 00
2457	Perkiomen Junction to Green Lane	Philadelphia and Reading	17.92	6	716 80	40 00
2458	Pottstown to Colebrookdale	do	13.05	6	522 00	40 00
2459	Oleopolis to Pit-Hole City	Pit-Hole Valley	7	6	210 00	30 00
2460	Lebanon to Tower City	Philadelphia and Reading	43.1	6	1,293 00	30 00
2461	Towanda to Bernice	Sullivan and Erie Coal and Railroad Company	29.32	6	1,172 80	40 00
2462	Schuylkill Haven to Glen Carbon	Philadelphia and Reading	13.2	12	528 00	40 00
2463	Topton to Kutztown	do	4.36	6	218 00	50 00
2464	Pittsburgh to Cumberland, Md.	Pittsburgh and Connellsville	147.8	6	8,440 00	50 00
	Branch Broad Top to Mount Pleasant		9			50 00
	Branch, Connellsville to Uniontown		12			50 00
2465	Carbondale to Susquehanna Depot	Erie	38.25	6	1,912 50	50 00
2466	Lawrenceville to Antrim	Fall Brook Coal Company	37.1	12	2,442 50	65 84
2467	Phoenixville to Eagle	Philadelphia and Reading	11.12	6	556 00	50 00
2468	Lewisburgh to Middinburg	Pennsylvania	10.7	12	535 00	40 00
2469	Lewistown Junction to Sunbury	do	45	6	1,800 00	40 00
2470	Union City to Titusville	Allegheny Valley	14.1	6	564 00	40 00
2471	Towanda to Barclay	Towanda Coal Company	12	6	480 00	40 00
2472	Shaff's Bridge to Somerset	Somerset and Mineral Point	9.1	6	655 00	50 00
2474	Marion Junction to Mercersburg	Cumberland Valley	21.44	6	1,072 00	50 00
2475	Mount Dallas Station to Cumberland, Md.	Pennsylvania	47.60	6	2,856 00	60 00
2476	Allentown to Harrisburg	Philadelphia and Reading	90	18	27,000 00	300 00
2477	Conshohocken to Flourtown	do	7.25	6	362 50	50 00
2479	Easton to Allentown	Lehigh Valley	16.58	35	4,974 00	300 00
			3,839.16		404,345 40	
DELAWARE.						
3401	Wilmington to Delmar, Md.	Philadelphia, Wilmington and Baltimore	96.92	12	10,621 25	100 59
3402	Delmar to Crisfield, Md.	Eastern Shore	38	6	2,375 00	62 50
3403	Clayton to Easton, Md.	Maryland and Delaware	44	6	2,200 00	50 00
3404	Harrington to Lewes	Junction and Breakwater	40	6	2,000 00	50 00
3405	Wilmington to Landenburgh, Pa.	Wilmington and Western	19.53	6	976 50	50 00
			238.45		18,172 75	
MARYLAND.						
3501	Baltimore to Philadelphia	Philadelphia, Wilmington and Baltimore	100	52	37,700 00	375 00
	Branch, Perryville to Port Deposit	do	4	12		50 00

\$107 per annum included for mail-messenger service.

\$200 per annum included for mail-messenger service. Pay estimated.

Do.

Do.

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			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
MARYLAND—Continued.									
3502	Baltimore to Sunbury, Pa	Northern Central	140.7		12	42,210 00		300 00	
3503	Baltimore to Washington	Baltimore and Ohio	40		48	15,000 00		375 00	
3504	Baltimore to Wheeling, W. Va	do	377		18	107,445 00		285 00	
3505	Araby to Frederick	do	3		18	300 00		100 00	
3506	Weaverton to Hagerstown	do	24.25		6	1,212 50		50 00	
3507	Lake Roland to Hagerstown	Western Maryland	81.4		6	6,105 00		75 00	
3508	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	20.5		12	1,537 50		75 00	
3509	Cambridge to Seaford, Del	Dorchester and Delaware	33.5		6	1,675 00		50 00	
3510	Salisbury to Berlin	Wicomico and Pocomoke	23		6	1,150 00		50 00	
3511	Townsend, Del., to Centreville, Md	Queen Anne's and Kent	36		6	1,800 00		50 00	
3512	Cumberland to Piedmont, W. Va	Cumberland and Pennsylvania	34		6	1,700 00		50 00	
3513	Mussey's Cross Roads to Chester-town	Kent County	19.55		6	1,466 25		75 00	
3514	Baltimore to Washington	Baltimore and Potomac	42.60		6	2,130 00		50 00	Pay estimated. Do.
3515	Bowie to Pope's Creek	do	48.68		6	2,434 00		50 00	
3516	Newtown Junction to Newtown	Worcester and Somerset	9		6	450 00		50 00	
3517	Berlin to Snow Hill	Worcester	14		6	700 00		50 00	
				1,051.18			225,015 25		
WEST VIRGINIA.									
4101	Harper's Ferry to Strasburgh, Va	Baltimore and Ohio	51½		6	2,581 25		100 00	
4102	Grafton to Parkersburgh	do	104		6	18,200 00		175 00	
4189	Laurel Junction to Volcano	Laurel Fork and Sand Hill	8		6	240 00		30 00	
4293	Huntington to Hinton	Chesapeake and Ohio	150.42		6	7,521 00		50 00	
				314.045			28,542 25		
VIRGINIA.									
4401	Game Point to Richmond	Richmond, Fredericksburgh and Potomac	75.5		13	15,100 00		200 00	
4403	{ Alexandria to Lynchburgh	{ Orange, Alexandria and Manassas	171		14 }	38,925 00		225 00	
	{ Branch to Warrenton		9		14 }				
4404	Alexandria to Hamilton	Washington and Ohio	45		6	2,250 00		50 00	
4405	Manassas to Harrisonburgh	Orange, Alexandria and Manassas	111		6	6,660 00		60 00	
4406	Richmond to Hinton, W. Va	Chesapeake and Ohio	272.58		6	27,258 00		100 00	
4407	Richmond to Greensborough, N. C.	Richmond and Danville	190.5		14	23,812 50		125 00	
4408	Richmond to West Point	Richmond and York River	40		6	1,000 00		25 00	

4409	Richmond to Petersburg	Richmond and Petersburg	24½	14	4,900 00	200 00
4410	Petersburgh to Weldon, N. C.	Petersburgh	65	14	13,102 00	200 00
4411	Petersburgh to City Point	Atlantic, Mississippi and Ohio	12	6	600 00	50 00
4412	Petersburgh to Norfolk	do	81½	6	4,075 00	50 00
4413	Petersburgh to Lynchburgh	do	123	6	6,150 00	50 00
4414	Lynchburgh to Bristol, Tenn.	do	205	14	46,125 00	225 00
4415	Portsmouth to Weldon, N. C.	Seaboard and Roanoke	80	6	6,000 00	75 00
4701	Glade Spring to Saltville	Atlantic, Mississippi and Ohio	9½	6	225 00	30 00
NORTH CAROLINA.			1,515.08		196,242 50	
5001	Raleigh to Weldon	Raleigh and Gaston	97	7	7,275 00	75 00
5002	{ Weldon to Wilmington Branch, Rocky Mount to Tar- borough.	Wilmington and Weldon	{ 162½	14	24,337 50	150 00
5003	Wilmington to Wadesborough	Wilmington, Charlotte and Ruth- erford.	{ 17 141	7 7	608 00 7,050 00	{ 35 75 50 00
5004	Goldsborough to Charlotte	Richmond and Danville	{ 130 93	12 } 12 }	22,300 00	{ 82 11 125 00
5005	Goldsborough to Morehead City	Atlantic and North Carolina	95	7	5,225 00	55 00
5006	Salisbury to Old Fort	Western North Carolina	114	6	5,700 00	50 00
5007	Charlotte to Buffalo Paper Mill	Western Division Wilmington, Charlotte and Rutherford.	52½	6	2,625 00	50 00
5213	Charlotte to Statesville	Atlantic, Tennessee and Ohio	48.4	6	1,936 00	40 00
5216	Raleigh to Sandford	Raleigh and Augusta Air-Line	45.78	7	2,289 00	50 00
5216	Sandford to Fayetteville	Western	38.15	7	1,907 50	50 00
5216	Sandford to Egypt Depot	do	7	2	147 00	21 00
SOUTH CAROLINA.			1,041.08		81,400 00	
5601	Charlotte, N. C., to Augusta, Ga.	Charlotte, Columbia and Augusta	195	13	24,375 00	125 00
5602	{ Columbia to Greenville C. H. Branch, Hodges to Abbeville C. H. Branch, Belton to Anderson C. H.	Greenville and Columbia	{ 143½ 11½ 93	6 } 6 } 6 }	11,400 00	{ 75 00 30 00 30 00
5604	Columbia to Wilmington, N. C.	Wilmington, Columbia and Au- gusta.	{ 82.08 109.70	14 } 14 }	24,663 00	{ 100 00 150 00
5605	{ Kingsville to Augusta, Ga. Branch, Kingsville to Camden Branch, Kingsville to Columbia Br., Branchville to Charleston	South Carolina	{ 119 37½ 27 62	7 } 7 } 7 } 7 }	23,020 00	{ 125 00 50 00 60 00 75 00
5606	Charleston to Savannah, Ga.	Savannah and Charleston	104	7	13,000 00	125 00
5607	Charleston to Florence	Northeastern	104	13	13,000 00	125 00
5608	Florence to Cheraw	Cheraw and Darlington	40	7	2,000 00	50 00
5609	Chester C. H. to Yorkville	King's Mountain	23½	6	1,175 00	50 00
5610	Alston to Spartanburgh C. H.	Spartanburgh and Union	70	3	2,800 00	40 00
5611	Newberry C. H. to Laurens C. H.	Joseph Crews	31.52	3	1,200 00	38 07
5612	Anderson C. H. to Walhalla	Greenville and Columbia	34	6	1,020 00	30 00
5707	Port Royal to Augusta, Ga.	Port Royal	112.32	7	5,616 00	50 00
			1,316.37		123,269 00	

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	GEORGIA.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
6001	Augusta to Atlanta	Georgia	171½		13	21,458 33		125 00	
6002	Atlanta to Chattanooga, Tenn.	Western and Atlantic	138		7	17,250 00		125 00	
6003	Atlanta to West Point	Atlanta and West Point	86.25		7	10,781 25		125 00	
6004	Millen to Augusta	Central Railroad and Banking Co.	53½		14	6,640 62		125 00	
6005	Washington to Double Wells	Georgia	18.50		7	925 00		50 00	
6006	Union Point to Athens	do	41		7	3,075 00		75 00	
6007	Kingston to Rome	Rome	20.50		7	1,025 00		50 00	
6008	{ Savannah to Live Oak, Fla. } { Branch, Lawton to Bainbridge. }	Atlantic and Gulf	{ 180.75 105.50 }		{ 7 7 }	23,350 00		{ 100 00 50 00 }	
6009	Savannah to Macon	Central Railroad and Banking Co.	109½		21	21,133 75		110 00	
6010	Macon to Columbus	Southwestern	100		13	7,500 00		75 00	
6011	Macon to Atlanta	Macon and Western	103		14	10,300 00		100 00	
6012	Macon to Brunswick	Macon and Brunswick	198		7	9,900 00		50 00	
6013	Gordon to Milledgeville	Central Railroad and Banking Co.	18.25		6	912 50		50 00	
6014	Eatonton to Milledgeville	do	23½		6	1,106 00		50 00	
6015	{ Fort Valley to Eufula, Ala. } { Branch, Renwick to Albany } { Branch, Cuthbert to Fort Gaines }	Southwestern	{ 113½ 22.50 24 }		{ 13 7 7 }	10,760 00		{ 75 00 50 00 40 00 }	
6016	Thomasville to Albany	Atlanta and Gulf	58½		7	2,916 00		50 00	
6017	Atlanta to Gainesville	Atlanta and Richmond Air-Line	53.50		6	2,675 00		50 00	Pay estimated.
6143	Barnesville to Thomaston	Macon and Western	17.25		6	680 00		40 00	
6144	Cartersville to Rock Mart.	Cherokee	22		6	600 00		30 00	
6145	Camac to Macon	Macon and Augusta	79		6	3,950 00		50 00	
6146	Griffin to Sharpsburgh	Savannah, Griffin & North Alabama	35.75		6	1,072 50		30 00	
6191	Brunswick to Albany	Brunswick and Albany	171.25		6	5,137 50		30 00	
6231	Columbus to Hamilton	North and South	23.51		6	705 30		30 00	
				2,071.55			163,923 75		
	FLORIDA.								
6401	Fernandina to Cedar Keys	Florida	{ 47.40 107.40 }		{ 12 6 }	7,740 00		{ 50 00 50 00 }	
6402	{ Jacksonville to Quincy } { Branch, Tallahassee to St. Mark's }	Jacksonville, Pensacola and Mobile	{ 196.75 21.75 }		{ 6 3 }	14,756 25		{ 75 00 30 00 }	
6404	Pensacola to Whiting Junction, Ala.	Pensacola and Louisville	44		7	2,200 00		50 00	
6405	Tocoi to Saint Augustine	Saint John's	15.69		6	784 50		50 00	

6406	Pensacola to Millview.....	Pensacola and Perdido.....	10.62	443.61	6	318 75	26,452 00	30 00	
	ALABAMA.								
6601	Montgomery to West Point, Ga.....	Western Railroad Co. of Alabama.....	88.50		6	11,062 50		125 00	
6602	Montgomery to Selma.....	do.....	50		6	2,500 00		50 00	
6603	Montgomery to Eufaula.....	Montgomery and Eufaula.....	81.24		6	4,062 00		50 00	
6604	Montgomery to Decatur.....	South and North Alabama.....	182.85		7	9,142 50		50 00	
	Memphis, Tenn., to Stevenson, Ala.....		271.50		13	40,725 00		150 00	Do.
6605	Branch, Moscow, Tenn., to Somerville, Ala.....	Memphis and Charleston.....	14.50		6	435 00		30 00	
	Branch, Tusculum to Florence.....		6.50		7	325 00		50 00	
6606	Marion Junction to Sawyerville.....	Selma, Marion and Memphis.....	45.12		6	2,256 00		50 00	
6607	Opelika to Columbus, Ga.....	Western Railroad Company of Alabama.....	23		6	2,100 00		75 00	
6608	Columbus, Ga., to Troy, Ala.....	Mobile and Girard.....	90		6	4,500 00		50 00	
6609	Selma to York Station.....	Alabama Central.....	81.70		7	6,127 50		75 00	
6610	Selma to Dalton, Ga.....	Selma, Rome and Dalton.....	237.50		6	23,750 00		100 00	
6611	Gainesville to Gainesville Junction, Miss.....	Mobile and Ohio.....	22		6	1,100 00		50 00	
6612	Mobile to Montgomery.....	Mobile and Montgomery.....	179		7	28,640 00		160 00	
6613	Mobile to New Orleans, La.....	New Orleans, Mobile and Texas.....	140		7	15,400 00		110 00	
6614	Opelika to Buffalo.....	East Alabama and Cincinnati.....	22.50		6	675 00		30 00	
6615	Chattanooga, Tenn., to Meridian, Miss.....	Alabama and Chattanooga.....	290		7	14,500 00		50 00	
6616	Opelika to Dadeville.....	Savannah and Memphis.....	30.58		6	917 40		30 00	
6617	Selma to Pine Apple.....	Selma and Gulf.....	40.75		6	2,037 50		50 00	
6618	Mobile to Jackson.....	Mobile and Alabama Grand Trunk.....	60.70		6	1,821 00		30 00	
6619	Chehaw to Tuskegee.....	Tuskegee.....	6		6	300 00		50 00	
6620	Atalla to Gadsden.....	East Alabama and Cincinnati.....	6		6	300 00		50 00	
6621	Eufaula to Clayton.....	Vicksburgh and Brunswick.....	22.50		6	1,125 00		50 00	
				1,997.44			173,801 40		
	MISSISSIPPI.								
7001	Canton to Jackson, Tenn.....	Southern Railroad Association.....	237		7	47,400 00		200 00	
7002	Memphis, Tenn., to Grenada, Miss.....	Mississippi and Tennessee.....	101.70		7	8,136 00		80 00	
7003	Vicksburgh to Meridian.....	Vicksburgh and Meridian.....	45.50		13	11,690 00		100 00	
			95.20		7			75 00	
7004	Mobile, Ala., to Columbus, Ky.....	Mobile and Ohio.....	472.70		7	50,087 50		125 00	
	Branch, Artesia to Columbus, Miss.....		14		7	840 00		60 00	
7006	Grand Gulf to Port Gibson.....	Grand Gulf and Port Gibson.....	8		6	600 00		75 00	
7007	Muldon to Aberdeen.....	Mobile and Ohio.....	9		6	450 00		50 00	
7008	Middleton Station, Tenn., to Ripley.....	Ripley.....	24.30		6	729 00		30 00	
				1,007.40			128,932 50		
	LOUISIANA.								
8001	New Orleans to Brashear.....	Morgan's Louisiana and Texas.....	83		7	12,850 00		150 00	\$400 per annum included for side-service.

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			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
LOUISIANA—Continued.									
8002	New Orleans to Canton, Miss.....	New Orleans, Jackson and Great Northern.	206		13	41,200 00		200 00	\$500 per annum included for ferriage and mail-messenger service.
8003	Baton Rouge to Livonia.....	Baton Rouge, Grosse Tête and Opelousas.	28	.....	3	360 00	.....	12 86	
8004	Clinton to Port Hudson.....	Clinton and Port Hudson.....	21	.....	3	630 00	.....	30 00	
8005	Vicksburgh, Miss., to Mouroe, La.	North Louisiana and Texas.....	75.5	.....	7	6,162 50	.....	75 00	
8028	Saint Francisville to Woodville, Miss.	West Feliciana.....	27.57	.....	3	964 95	.....	35 00	
8090	New Orleans to Donaldsonville.....	New Orleans, Mobile and Texas.....	63.66	.....	6	3,183 00	.....	50 00	
8098	Terre Bonne to Houma.....	Morgan's Louisiana and Texas.....	15.28		6	764 00		50 00	
				520.01			66,114.45		
TEXAS.									
8502	Houston to Galveston.....	Galveston, Houston and Henderson.	50		12	8,000 00		160 00	46 miles covered by route 8666.
8503	Houston to Colbert's Ferry.....	Houston and Texas Central.....	340.35	.....	6	34,035 00	.....	100 00	
8504	Harrisburgh to Columbus.....	Galveston, Harrisburgh and San Antonio.	84	.....	6	8,400 00	.....	100 00	
8505	Hempstead to Austin.....	Houston and Texas Central.....	118.7	.....	6	11,870 00	.....	100 00	
8506	Longview to Shreveport, La.....	Texas and Pacific.....	66.6	.....	6	5,328 00	.....	80 00	
8577a	Bremond to Waco.....	Waco and Northwestern. (Operated by Houston and Texas Central.)	44.56	.....	6	2,896 40	.....	65 00	
8666	Hearne to Longview.....	International.....	171.52	.....	6	8,576 00	.....	50 00	
8683	Houston to Tyler.....	Houston and Great Northern.....	224.50	.....	6	8,925 00	.....	50 00	
8684	Indianola to Cuero.....	Gulf, Western Texas and Pacific..	67.2		6	3,360 00		50 00	
				1,167.43			91,390 40		

ARKANSAS.							
7501	Memphis, Tenn., to Argenta	Memphis and Little Rock	134	134	7	13,400 00	100 00
						13,400 00	
MISSOURI.							
10501	Saint Louis to Atchison, Kans.	Pacific Railroad Co. of Missouri ..	285.50		12	65,807 50	215 00
	{ Saint Louis to Columbus, Ky. }		44.25		12		100 00
10502	{ Branch, Mineral Point to Potosi. }	Saint Louis and Iron Mountain	197		13		100 00
	{ Br'ch. Bismarck to Argenta, Ark. }	and Cairo and Fulton.	4		6	33,000 00	50 00
			262		6		50 00
10503	Pacific to Vinita, Ind. T.	South Pacific	327.25		6	32,725 00	100 00
10504	Saint Louis to Kansas City	North Missouri	170		6	35,100 00	175 00
	{ Quincy, Ill., to Saint Joseph, Mo. }		107		6		50 00
10505	{ Branch, Palmyra to Hannibal. }	Hannibal and Saint Joseph	203.50		12	38,237 50	175 00
	{ Kansas City to Council Bluffs. }		15		12		175 00
10506	{ Iowa. }	Kansas City, Saint Joseph and	203		12		140 00
	{ Branch, Saint Joseph to Hopkins }	Council Bluffs.	61.50		12	31,495 00	50 00
10507	Moberly to Ottumwa, Iowa	North Missouri	125.75		6	12,575 00	100 00
10508	Tipton to Boonville.	Pacific Railroad Co. of Missouri ..	25		6	1,250 00	50 00
10509	Centralia to Columbia	North Missouri	22		6	1,100 00	50 00
10510	Kansas City to Cameron.	Hannibal and Saint Joseph	54		6	7,480 00	125 00
10512	Sedalia to Denison, Tex.	Missouri, Kansas and Texas	447		6	67,050 00	150 00
10513	Saint Joseph to Lexington	Saint Louis and Saint Joseph	76.75		6	3,837 50	50 00
10514	Brunswick to Pattonsburgh	Brunswick and Chillicothe and	80.05		6	4,002 50	50 00
		Saint Louis, Council Bluffs and					
		Omaha.					
10514a	Holden to Paola, Kans.	Osage Division Missouri, Kansas	55		6	2,750 00	50 00
		and Texas.					
10515a	Hannibal to Moberly	Toledo, Wabash and Western	70.67		6	2,120 10	30 00
10516a	Alexandria to Centerville	Missouri, Iowa and Nebraska	85.63		6	4,281 50	50 00
10517a	Pleasant Hill to Lawrence, Kans.	Lawrence Branch Pacific Rail-	62		6	3,100 00	50 00
		road Company of Missouri.					
10518a	Sedalia to Lexington	Lexington Branch Pacific Rail-	56.25		6	2,812 50	50 00
		road Company of Missouri.					
10519a	Quincy to Keokuk, Iowa	Mississippi Valley and Western ..	41		6	2,050 00	50 00
10520a	Quincy to Kirkeville	Quincy, Missouri and Pacific	71.28		6	3,564 00	50 00
10521a	Pierce City to Centre Creek	Memphis, Carthage and North-	37.31		6	1,865 50	50 00
		western.					
10522a	Mexico to Cedar City	Missouri Division (South Branch)	50.62		6	2,531 00	50 00
		Chicago and Alton.					
10523a	Road House, Ill., to Mexico, Mo.	Chicago and Alton.	90		6	4,500 00	50 00
				3,330.31		363,234 60	Pay estimated.

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.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
TENNESSEE.									
10001	Knoxville to Bristol	East Tennessee, Virginia & Georgia	130.7		14	29,407 50		225 00	
10002	Knoxville to Chattanooga	do	112		14			225 00	
	Branch, Cleveland to Dalton, Ga.	do	28½		7	28,050 00		100 00	
10003	Rogersville to Bull's Gap	Rogersville and Jefferson	15		6	790 00		52 66	
	Nashville to Chattanooga		114		13			150 00	
10004	Branch, Wartrace Depot to Shelbyville.	Nashville and Chattanooga	39		20	25,220 00		200 00	
			8		7			40 00	
10005	Fayetteville to Decherd	Southern Railway Security Company.	40		6	1,000 00		40 00	
10006	Nashville to Decatur, Ala.	Nashville and Decatur	122½		6	9,175 00		75 00	
10007	Nashville to Hickman, Ky.	Nashville and Chattanooga	170		6	12,750 00		75 00	
10008	Nashville to Guthrie, Ky.	Edgefield and Kentucky	48		7	4,320 00		90 00	
10009	Guthrie, Ky., to Paris, Tenn.	Memphis, Clarksville & Louisville.	82½		7	8,250 00		100 00	
10010	Memphis to Paris	Louisville and Nashville	132½		6	19,875 00		150 00	
10011	Knoxville to Coal Creek	Knoxville and Kentucky	31½		6	721 00		22 88	
10012	Morristown to Riverside	Cincinnati, Cumberland Gap and Charleston.	39.8		6	995 00		25 00	
10014	Tracy City to Cowan	Tennessee Coal and Railroad Company.	23		6	690 00		30 00	
10095	Jasper to Bridgeport, Ala.	Nashville and Chattanooga	12		6	360 00		30 00	
10123	Nashville to Lebanon	Tennessee and Pacific	39½		12	1,637 50		50 00	
10137	Tulahoma to McMinnville	McMinnville and Manchester.	35		7	1,750 00		50 00	
				1,216.58			145,591 00		
KENTUCKY.									
9605	Ashland to Coalton	Lexington and Big Sandy	11		6	325 00		29 54	
9606	Covington to Nicholasville	Kentucky Central	99		12			100 00	
			13		6	10,550 00		50 00	
9607	La Grange to Lexington	Louisville, Cincinnati & Lexington	67		12	6,700 00		100 00	
9607a	Covington to Louisville	do	108½		12	16,237 50		150 00	
9608	Louisville to Nashville, Tenn.	Louisville and Nashville	186.6		12	32,655 00		175 00	
9609	Junction to Bardstown	do	17.3		6	540 00		31 21	
	Lebanon Junction to Fish Point		109.9		6				
9610	Branch, Richmond Junction to Richmond.	do	33.8		6	7,185 00		50 00	
9611	Bowling Green to Guthrie	do	51		13	7,650 00		150 00	

9612	Paducah to Troy Station, Tenn.	Paducah and Gulf	82	6	3,100 00	56 00
9612a	Evansville, Ind., to Guthrie, Ky.	Saint Louis and Southeastern	110.66	7	8,299 50	75 00
9738	Elizabethtown to Paducah	Elizabethtown and Paducah	185	6	15,725 00	85 00
9742	Glasgow Junction to Glasgow	Louisville and Nashville	12	6	600 00	50 00
9796a	Anchorage to Shelbyville	Shelby	19	6	950 00	50 00
9824	Grayson to Greenup Court-House	Eastern Kentucky	234	6	500 00	21 05
9842	Owensborough to Owensborough Junction	Owensborough and Russellville	36.13	6	1,083 90	30 00
9843	Maysville to Paris	Maysville and Lexington	59	12	2,560 00	50 00
9846a	Lexington to Mount Sterling	Louisville, Cincinnati and Lexington	33.84	6	1,692 00	50 00
			1,229.23		116,292 90	
OHIO.						
9001	Bellaire to Columbus	Central Ohio	1377	14	24,128 12	175 00
9002	Pittsburgh, Pa., to Chicago, Ill.	Pittsburgh, Fort Wayne & Chicago	4694	12	140,850 00	300 00
9003	Rochester to Bellaire	Cleveland and Pittsburgh	684	18	8,593 75	125 00
9004	Erie, Pa., to Cleveland, Ohio	Lake Shore and Michigan Southern	96	13	36,000 60	375 00
9005	Hudson to Mount Vernon	Cleveland, Mount Vernon and Delaware	100.68	6	5,537 40	55 00
9006	Cleveland to Sharon	Atlantic and Great Western	49.75	12	6,871 60	100 00
			31.61	12		60 00
9007	Cleveland to Wellsville	Cleveland and Pittsburgh	45.86	18	15,354 00	150 00
			56.50	12		150 00
9008	Elyria to Millbury	Lake Shore & Michigan Southern	74.98	6	3,749 00	50 00
9009	Bayard to New Philadelphia	Cleveland and Pittsburgh	324	6	1,625 09	50 00
9010	Oneida Mills to Carrollton	Carrollton and Oneida	12	6	500 00	41 66
9011	Sandusky to Newark	Baltimore and Ohio, lessees of Sandusky, Mansfield and Newark	116	6	11,600 00	100 00
9012	Xenia to Dayton	Pittsburgh, Cincinnati and Saint Louis	17	12	1,445 00	85 00
9013	Springfield to Sandusky	Cincinnati, Sandusky & Cleveland	131.35	12	6,567 50	50 00
9015	Columbus to Delaware	Cleveland, Columbus, Cincinnati and Indianapolis	244	24	3,093 75	125 00
9016	Columbus to Xenia	Columbus and Xenia	55	6	17,875 00	325 00
9017	Columbus to Indianapolis, Ind.	Columbus, Chicago and Indiana Central	188	12	37,600 00	200 00
9018	Galion to Indianapolis, Ind.	Cleveland, Columbus, Cincinnati and Indianapolis	204	12	40,800 00	200 00
9019	Blanchester to Hillsborough	Marietta and Cincinnati	21	6	1,050 00	50 00
9020	Portsmouth to Reed's Mills	do	56	6	5,600 00	100 00
9021	Toledo to Cleveland	Lake Shore & Michigan Southern	114	12	42,750 00	375 00
	Toledo to Quincy, Ill.		476	12		225 00
9022	Branch, Bluff City, Ill., to Naples	Toledo, Wabash and Western	4	6	110,620 00	55 00
	Branch, Clayton, Ill., to Keokuk, Iowa		44	6		75 00
9024	Fremont to Lima	Lake Erie and Louisville	68.85	6	3,442 50	50 00
9025	Carey to Findley	Cincinnati, Sandusky and Cleveland	16	12	800 00	50 00
9026	Dayton to Union City	Dayton and Union	48.17	6	2,890 20	60 00
			71.43	18		125 00
9027	Dayton to Toledo	Dayton and Michigan	71.53	12	17,870 00	125 00

Pay estimated.

Do.

Do.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
	OHIO—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
9028	Hamilton to Indianapolis.....	Cincinnati and Indianapolis Junction.	99.49	.....	12	4,974 50	.....	50 00	
9029	Hamilton to Richmond.....	Cincinnati, Richmond and Chicago.	45.1	.....	6	4,961 00	.....	110 00	
9030	Cincinnati to Dayton.....	Cincinnati, Hamilton and Dayton.	26.53 33.92	.....	43 31	9,730 75	.....	175 00 150 00	
9031	Cincinnati to Springfield.....	Little Miami.....	65.96 19	.....	13 6	4,248 00	.....	50 00 50 00	Pay estimated.
9032	Cincinnati to Parkersburgh, W. Va.	Marietta and Cincinnati.....	206	.....	6	36,050 00	.....	175 00	
9033	Morrow to Dresden.....	Cincinnati and Muskingum Valley	149.4	.....	6	11,295 00	.....	75 00	
9034	Dayton to Richmond.....	Pittsburgh, Cincinnati and Saint Louis.	42	.....	7	2,730 00	.....	65 00	
9035	Valley Junction to Hagerstown, Ind	White Water Valley.....	70.45	.....	6	3,874 75	.....	53 00	
9036	{ Columbus to Pittsburgh, Pa.	{ Pittsburgh, Cincinnati and Saint	160	.....	14	44,400 00	.....	275 00	
	{ Branch, Means to Cadiz.....	{ Louis.....	8	.....	14		.....	50 00	
9037	Springfield to Columbus.....	Cincinnati, Sandusky and Cleveland.	45.86	.....	6	2,293 00	.....	50 00	Do.
9038	Salamanca, N. Y., to Dayton, Ohio..	Atlantic and Great Western.....	61 328.55	.....	13 13	33,994 00	.....	110 00 80 00	
9039	Youngstown to Cross-Cut.....	Pittsburgh, Fort Wayne and Chicago.	22.8	.....	6	1,140 00	.....	50 00	Do.
9040	{ Columbus to Athens.....	{ Columbus and Hooking Valley.....	77.04 13.02	.....	12 12	6,325 80	.....	75 00 40 00	
	{ Branch, Logan to New Straitsville.								
9041	Niles to New Lisbon.....	Niles and New Lisbon.....	33.94	.....	6	1,697 00	.....	50 00	
9042	Newark to Shawnee.....	Newark, Somerset and Straitsville.	44.45	.....	12	1,761 80	.....	40 00	
9043	Clinton to Massillon.....	Cleveland, Mount Vernon and Delaware.	13.7	.....	6	548 00	.....	40 00	
9044	Marietta to Cambridge.....	Marietta and Pittsburgh.....	60.11	.....	6	2,404 40	.....	40 00	
9045	Black River to Uricksville.....	Lake Shore and Tuscarawas Valley.	102.45	.....	6	5,122 50	.....	50 00	Do.
9046	Cleveland to Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis Junction.	245.25	.....	12	55,181 25	.....	225 00	
				4,877.06			778,854 57		
	INDIANA.								
12001	Indianapolis to Vincennes.....	Indianapolis and Vincennes.....	116.32	.....	6	5,816 00	.....	50 00	

12002	Indianapolis to Terre Haute.....	Terre Haute and Indianapolis.....	73	21	14,600 00	200 00	
12003	Indianapolis to Cincinnati, Ohio.....	Indianapolis, Cincinnati and La Fayette.	113.5	18	17,025 00	150 00	
12004	Indianapolis to Peru.....	Indianapolis, Peru and Chicago.....	55	18	10,500 00	150 00	\$600 per annum included for side-service.
12005	Indianapolis to La Fayette.....	Indianapolis, Cincinnati and La Fayette.	24	6		75 00	
12006	Columbus to Madison.....	Jeffersonville, Madison and Indianapolis.	65.625	18	9,843 75	150 00	
12007	New Albany to Indianapolis.....	do.....	46	6	2,300 00	50 00	
12008	New Albany to Michigan City.....	Louisville, New Albany and Chicago.	114	18	17,100 00	150 00	Pay estimated.
12009	Richmond to Chicago, Ill.....	Pittsburgh, Cincinnati and Saint Louis.	61	12	14,400 00	50 00	
12010	Cincinnati, Ohio, to East Saint Louis, Ill.	Ohio and Mississippi.....	227	6		50 00	
12011	Cambridge City to Columbus.....	Jeffersonville, Madison and Indianapolis.	225.5	12	33,825 00	150 00	
12012	Evansville to Rockville.....	Evansville and Crawfordsville.....	341	19	68,200 00	200 00	
12013	State Line to Logansport.....	Pittsburgh, Cincinnati and Saint Louis.	68	6	2,720 00	40 00	
12014	Peru to La Porte.....	Chicago, Cincinnati and Louisville.	110	12	10,500 00	85 00	
12015	Fairland to Martinsville.....	Cincinnati and Martinsville.....	23	12		50 00	
12016	Bradford, Ohio, to Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis.	61	6	3,050 00	50 00	
12017	Indianapolis to Peoria, Ill.....	Indianapolis, Bloomington and Western.	73	6	3,650 00	50 00	
12018	Jeffersonville to North Vernon.....	Ohio and Mississippi.....	38.5	6	1,732 50	45 00	
12019	Fort Wayne to Connersville.....	Fort Wayne, Muncie and Cincinnati.	114.6	6	5,730 00	50 00	
12020	Richmond to Fort Wayne.....	Cincinnati, Richmond and Fort Wayne.	212.2	6	19,098 00	90 00	
12021	Wabash to Gosheon.....	Cincinnati, Wabash and Michigan.	53.5	6	5,350 00	100 00	
12022	Princeton to Mount Carmel.....	Louisville, New Albany and Saint Louis Air-Line.	109	6	5,450 00	50 00	
12023	Terre Haute to Danville.....	Evansville, Terre Haute and Chicago.	91.5	6	3,660 00	40 00	
12024	Indianapolis to Terre Haute.....	Indianapolis and Saint Louis.....	72	6	8,280 00	115 00	
12025	La Porte to Michigan City.....	Indianapolis, Peru and Chicago.....	12.36	6	618 00	50 00	
12026	Auburn to Logansport.....	Detroit, Eel River and Illinois.....	82.8	6	4,140 00	50 00	Do.
12027	Rockville to Logansport.....	Logansport, Crawfordsville and Southwestern.	92.1	6	3,684 00	40 00	
12028	La Fayette to Kankakee, Ill.....	Cincinnati, La Fayette and Chicago.....	57.35	6	8,062 50	150	
12029	Terre Haute to Martz.....	Cincinnati and Terre Haute.....	26.15	6	1,307 50	50	Do.
12030	Attica to Veedersburgh.....	Indiana North and South.....	14	6	700 00	50	
			2,900.46			287,547 75	
	ILLINOIS.						
11401	Chicago to Milwaukee, Wis.....	Chicago and Northwestern.....	87	18	15,225 00	175 00	

B.—Railroad service as in operation on the 30th of June, 1873—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—Continued.		<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
11402	Chicago to Freeport	Chicago and Northwestern	92.50	.....	18	18,150 00	.....	150 00	
11403	Chicago to Council Bluffs, Iowa	do	98	.....	12	9,800 00	.....	200 00	
11404	Chicago to Davenport, Iowa	Chicago, Rock Island and Pacific	392	.....	18	36,600 00	.....	200 00	
11405	{ Chicago to Burlington, Iowa	{ Chicago, Burlington and Quincy	183	.....	12	75,347 50	.....	50 00	Includes \$25,000 for Sunday service.
	{ Branch to Galena Junction	{	207.70	.....	6	.....	.....	50 00	
	{ Branch to Keokuk	{	13	.....	6	.....	.....	50 00	
11406	Chicago to East Saint Louis	Chicago and Alton	59.03	.....	12	56,600 00	.....	200 00	
11407	Chicago to Cairo	Illinois Central	283	.....	12	42,100 00	.....	100 00	
11408	Elgin to Geneva	Chicago and Northwestern	253	.....	12	2,200 00	.....	50 00	
11409	{ Rushville to Yates City	{ Chicago, Burlington and Quincy	44	.....	6	5,412 50	.....	50 00	
	{ Branch, Elmwood to Buda	{	63.75	.....	6	.....	.....	50 00	
11410	Courtland Station to Sycamore	Sycamore and Courtland	44.50	.....	12	400 00	.....	50 00	
			5	.....					
11411	State Line, Ind., to Warsaw, Ill	Toledo, Peoria and Warsaw	111	.....	6	14,880 00	.....	65 00	\$150 per annum included for mail-messenger service. \$600 per annum included for ferriage.
11412	Bureau Junction to Peoria	Chicago, Rock Island and Pacific	117.75	.....	6	3,525 00	.....	75 00	
11413	Joliet to Lake Station, Ind	Michigan Central	47	.....	6	1,125 00	.....	25 00	
11414	Peoria to Jacksonville	Peoria, Pekin and Jacksonville	45	.....	6	4,370 00	.....	50 00	
11415	Peoria to Galesburgh	Chicago, Burlington and Quincy	87.40	.....	6	3,510 00	.....	65 00	
11416	Bloomington to Godfrey	Chicago and Alton	48	.....	12	15,200 00	.....	100 00	
11417	Galesburgh to Quincy	Chicago, Burlington and Quincy	6	.....	18	16,000 00	.....	160 00	
11418	Dubuque, Iowa, to Centralia, Ill	Illinois Central	100	.....	12	34,400 00	.....	100 00	
11419	Terre Haute, Ind., to East Saint Louis, Ill	Indianapolis and Saint Louis	344	.....	12	40,635 00	.....	215 00	
11421	Carbondale to Grand Tower	Grand Tower Mining, Manufacturing and Transportation Company	189	.....	6	1,000 00	.....	40 00	
11422	East Saint Louis to Du Quoin	St. Louis, Alton and Terre Haute	25	.....	12	7,180 00	.....	100 00	
11424	{ Washington to Dwight	{ Chicago and Alton	71.60	.....	12	3,540 50	.....	50 00	
	{ Branch, Varna to Lacon	{	60.21	.....	12	.....	.....	50 00	
11425	East Saint Louis to Terre Haute, Ind	Terre Haute and Indianapolis, leas- ees	10.60	.....	12	28,945 00	.....	175 00	
11426	Decatur to Saint Louis	Toledo, Wabash and Western	165.40	.....	12	16,800 00	.....	150 00	
11427	Pekin to Decatur	do	112	.....	6	2,738 40	.....	40 00	
11428	Peoria to Rock Island	Peoria and Rock Island	68.46	.....	12	4,600 00	.....	50 00	
			92	.....					

11429	Sterling to Alton Junction.....	{ Rockford, Rock Island and Saint Louis.	{ 70	12 }	24,372 00	{ 90 00	
11430	Sagetown to Keithsburg.....	{ do	{ 100.80	18 }		{ 90 00	
11431	Quincy to Louisiana, Mo.....	{ Quincy, Alton and Saint Louis.	{ 18	6 }	540 00	{ 30 00	
11432	Burlington, Iowa, to Quincy, Ill.	{ Chicago, Burlington and Quincy	{ 43	6 }	3,440 00	{ 80 00	
11433	Beardstown to Shawneetown.....	{ Springfield and Illinois Southeastern.	{ 71.85	6 }	3,592 50	{ 50 00	
		{ 229.70	6 }	17,227 50	{ 75 00		
11434	Chicago to Danville.....	{ Chicago, Danville and Vincennes.	{ 127	6 }	3,240 00	{ 30 00	Paid for 108 miles.
	{ Saint Louis Mo., to Evansville, Ind.	{ 164.75	6 }		{ 90 00		
11900	Branch, McLeansborough to Shawneetown.	{ Saint Louis and Southeastern....	{ 41.25	6 }	16,477 50	{ 40 00	
11901	{ Streator to Aurora.....	{ Chicago, Burlington and Quincy, lessees.	{ 60.79	6 }	3,489 50	{ 50 00	
11902	{ Branch, Aurora to Batavia.....	{ do.	{ 9	6 }	2,567 60	{ 40 00	
11903	{ Mendota to Clinton.....	{ do.	{ 64.19	6 }	2,575 00	{ 50 00	
11905	{ Hannibal, Mo., to Naples, Ill.	{ Toledo, Wabash and Western.....	{ 51.50	6 }	971 40	{ 30 00	
11906	{ Branch, Maysville to Pittsfield.}	{ Fairbury, Pontiac and Northwest-ern.	{ 32.38	6 }	1,266 40	{ 40 00	
11907	Streator to Fairbury.....	{ Chicago and Illinois Southern, (consolidated.)	{ 31.66	6 }	5,580 00	{ 50 00	
11908	Mattoon to Hervey City.....	{ Gilman, Clinton and Springfield..	{ 111.60	6 }	720 00	{ 40 00	
11909	Springfield to Gilman.....	{ Carbondale and Shawneetown.....	{ 18	6 }	1,569 50	{ 50 00	
	Carbondale to Marion.....	{ Jacksonville, Northwestern and Southeastern.	{ 31.39	6 }			
11910	{ Urbana to Havana.....	{ Indianapolis, Bloomington and Western.	{ 102.70	6 }	5,427 50	{ 50 00	} Pay estimated.
	{ Branch, White Heath to Monticello.	{ 5.85	6 }		{ 50 00		
11911	Chester to Tamaroa.....	{ Chester and Tamaroa Coal and Railroad Company.	{ 41.93	6 }	3,265 60	{ 40 00	
11913	Aurora to Foreston.....	{ Chicago and Iowa.....	{ 81.64	6 }	3,011 20	{ 40 00	
11914	Paris to Decatur.....	{ Paris and Decatur.....	{ 76.03	6 }	1,020 00	{ 40 00	
11915	Petersburgh to Havana.....	{ Springfield and Northwestern.....	{ 25.50	6 }	5,821 50	{ 50 00	
11916	La Fayette, Ind., to Bloomington, Ill.	{ Toledo, Wabash and Western.....	{ 116.43	6 }	8,000 00	{ 50 00	
11917	Vincennes, Ind., to Cairo, Ill.	{ Cairo and Vincennes.....	{ 160	6 }	1,080 00	{ 30 00	Do.
11918	Paris to Danville.....	{ Paris and Danville.....	{ 36	6 }	1,889 20	{ 40 00	
11919	Rock Falls to Shabbona.....	{ Chicago, Burlington and Quincy..	{ 47.23	6 }	3,264 00	{ 50 00	
11920	Streator to Pekin.....	{ Chicago, Pekin and Southwestern.	{ 65.28	6 }	13,237 50	{ 150 00	Do.
11921	Chicago to Milwaukee, Wis.....	{ Chicago, Milwaukee and Saint Paul	{ 88.25	6 }			
				6,042.30	683,839 30		
MICHIGAN.							
12501	Toledo, Ohio, to Chicago, Ill.....	{ Lake Shore and Michigan Southern.	{ 244.85	12 }	91,818 75	{ 375 00	
125014	Toledo, Ohio, to Elkhart, Ind.....	{ do	{ 133.6	6 }	10,200 00	{ 76 35	
12502	Toledo, Ohio, to Detroit, Mich.....	{ do	{ 64.75	6 }	6,475 00	{ 100 00	
12503	Monroe to Adrian.....	{ do	{ 35	6 }	2,675 00	{ 75 00	
12504	Adrian to Jackson.....	{ do	{ 47.2	6 }	2,360 00	{ 50 00	
12505	White Pigeon to Kalamazoo.....	{ do	{ 384	6 }	1,966 66	{ 50 00	
12506	Detroit to Chicago, Ill.....	{ Michigan Central.....	{ 209.25	24 }	49,918 75	{ 175 00	
12507	Detroit to Grand Haven.....	{ Detroit and Milwaukee.....	{ 76	30 }		{ 175 00	
		{ 190	12 }	19,000 00	{ 100 00		

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.
			<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
MICHIGAN—Continued.									
12508	Detroit to Port Huron.....	Grand Trunk Railway of Canada..	64.25	.....	6	6,425 00	.....	100 00	
12509	Jackson to Fort Wayne, Ind.....	Fort Wayne, Jackson and Saginaw.	96.30	.....	6	4,815 00	.....	50 00	
12510	Jackson to Roscommon.....	Michigan Central, (lessees of Jackson, Lansing and Saginaw.)	190.80	.....	6	9,540 00	.....	50 00	
12511	Jackson to Grand Rapids.....	Michigan Central.....	94.50	.....	6	4,725 00	.....	50 00	
12512	Kalamazoo to Grand Rapids.....	Lake Shore and Michigan Southern	58.875	.....	6	3,532 50	.....	60 00	
12513	Ridgeway to Romeo.....	Saint Clair and Chicago Air-Line, (lessees of Michigan Air-Line.)	14.6	.....	6	730 00	.....	50 00	
12515	Bay City to Monroe.....	Flint and Pere Marquette.....	132	.....	12	9,900 00	.....	75 00	
12516	East Saginaw to Reed City.....	do.....	90.47	.....	6	4,552 50	.....	50 00	
12517	Detroit to Howard City.....	Detroit, Lansing and Lake Michigan.	164	.....	6	12,300 00	.....	75 00	
12518	Fort Wayne, Ind., to Walton, Mich.	Grand Rapids and Indiana.....	260.1	.....	6	13,005 00	.....	50 00	
12519	Kalamazoo to South Haven.....	Michigan Central.....	39.81	.....	6	1,990 50	.....	50 00	
12520	Lansing to South Bend.....	Peninsular.....	122.72	.....	12	6,136 00	.....	50 00	
12521	{ New Buffalo to Pentwater.....	{ Chicago and Michigan Lake Shore {	165.5	.....	12 }	9,545 00	.....	50 00	
	{ Branch, Holland to Grand Rapids.	{	25.4	.....	12 }		.....	50 00	
12522	Port Huron to Flint.....	Port Huron and Lake Michigan.....	68	.....	6	3,400 00	.....	50 00	
12523	Monteith to Muskegon.....	Michigan Lake Shore.....	68.75	.....	6	3,437 50	.....	50 00	
12525	Ypsilanti to Banker's.....	Detroit, Hillsdale and Indiana.....	65.40	.....	6	2,616 00	.....	40 00	
12526	Jackson to Niles.....	Michigan Central.....	103	.....	6	5,150 00	.....	50 00	
12527	Grand Rapids to Newaygo.....	Grand Rapids, Newaygo and Lake Shore.	36.40	.....	6	1,092 00	.....	30 00	
12528	Niles to South Bend.....	Michigan Central, (South Bend Division.)	12.20	.....	6	610 00	.....	50 00	
12529	Jonesville to Lansing.....	Lake Shore and Michigan Southern	60.87	.....	6	3,043 50	.....	50 00	
12529a	Detroit to Lapeer.....	Detroit and Bay City.....	61.19	.....	6	3,059 50	.....	50 00	Pay estimated.
12546	Esconawba to Negaunee.....	Chicago and Northwestern.....	62.22	.....	6	4,666 50	.....	75 00	
12547	Negaunee to Marquette.....	Marquette and Ontonagon.....	14	.....	6	1,050 00	.....	75 00	{ May 1 to November 15, in
12548	Negaunee to Champion.....	do.....	18	.....	6	900 00	.....	50 00	{ each year.
12548	Flint to Otter Lake.....	Flint and Pere Marquette.....	19½	.....	6	956 25	.....	50 00	Pay estimated.
12549	East Saginaw to Saint Louis.....	Saginaw Valley and Saint Louis..	35.28	.....	6	1,764 00	.....	50 00	Do.
12550	Fort Howard to Esconawba.....	Chicago and Northwestern.....	114.6	.....	6	5,730 00	.....	50 00	Do.
				3,297.343			309,005 91		

WISCONSIN.							
13001	Chicago, Ill., to Green Bay, Wis.	Chicago and Northwestern.	63	18	42,875 00	175 00	
		do	182	12		175 00	
13002	Kenosha to Rockford, Ill.	do	73.6	6	4,416 00	60 00	
13003	Racine to Rock Island Junction, Ill.	Western Union	189.4	12	9,470 00	50 00	
13004	Milwaukee to North McGregor, Iowa.	Milwaukee and Saint Paul.	197.2	12	29,580 00	150 00	
13005	Milwaukee to La Crosse.	do	198	12	29,700 00	150 00	
13006	Milwaukee to Berlin.	do	94.8	6	7,110 00	75 00	
13007	Milton Junction to Monroe.	do	42.8	6	2,140 00	50 00	
13008	Watertown to Madison.	do	38.45	12	3,845 00	100 00	
13009	Horicon to Portage City.	do	454	6	3,393 00	75 00	
13010	Nepeskuun to Winneconne.	do	164	6	650 00	40 00	
13011	Warren to Mineral Point.	Mineral Point.	33	6	1,650 00	50 00	
13012	Sheboygan to Princeton.	Sheboygan and Fond du Lac.	794	12	4,830 00	60 00	
13013	Caledonia Station, Ill., to Elroy, Wis.	Chicago and Northwestern.	135.45	6	13,545 00	100 00	
13014	Tomah to Saint Paul, Minn.	West Wisconsin	180.2	6	9,010 00	50 00	
13015	Calamine to Platteville.	Mineral Point.	18.7	6	935 00	50 00	
13016	Madison to Portage City.	Madison and Portage	394	6	1,975 00	50 00	
13017	Winona, Minn., to Winona Junction, Wis.	Chicago and Northwestern.	28	6	1,400 00	50 00	
13018	Menasha and Neenah to Stevens Point.	Phillips and Colby, operating Wisconsin Central.	65.27	6	3,263 50	50 00	
13394	Oshkosh to Ripon.	Milwaukee and Saint Paul.	21	6	1,050 00	50 00	
13395	Green Bay to Merrilan.	Green Bay and Lake Pepin	150.51	6	7,525 50	50 00	
13396	Milwaukee to Menasha.	Milwaukee and Northern	100	12	5,000 00	50 00	
			1,991.88		183,363 00		
IOWA.							
11001	Keokuk to Fort Dodge.	Des Moines Valley	249.7	12	18,727 50	75 00	
11002	Keokuk to Burlington.	Chicago, Burlington and Quincy	42.75	6	3,430 00	80 00	
11003	Burlington to East Plattsburgh.	Burlington and Missouri River	279.14	12	51,349 50	175 00	
	Branch, Red Oak to Eastport.	do	50	12		50 00	
11004	Wilton Junction to Leavenworth, Kans.	Chicago, Rock Island and Pacific	322.77	6	19,366 20	60 00	
11005	Davenport to Missouri River.	do	318	6	47,700 00	150 00	
11006	Farley to Cedar Rapids.	Des Moines and Southwestern	55.37	6	3,322 20	60 00	
11007	Dubuque to Sioux City.	Illinois Central	327.12	12	32,712 00	100 00	
11008	Albia to Northwood.	Central Railroad Company of Iowa	189.2	6	9,460 00	50 00	
11009	Calmar to Algona.	Milwaukee and Saint Paul.	127.8	6	6,390 00	50 00	
11010	Waterloo to Mona.	Illinois Central	80	6	4,000 00	50 00	
11011	Missouri Valley to Wisner, Nebr.	Sioux City and Pacific	76	6	9,870 00	75 00	
		do	83.4	6		50 00	
11012	Burlington to Plymouth.	Burlington, Cedar Rapids and Minnesota.	228	6	12,540 00	55 00	
11013	Davenport to Delaware Centre.	Davenport and Saint Paul	90.3	6	4,501 50	50 00	
11014	Davenport to Maquoketa.	do	42.76	6	1,454 00	34 00	
11015	Clinton to Anamosa.	Iowa Midland.	74.1	6	2,223 00	30 00	

\$60 per annum included for mail-messenger service.

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.
	Iowa—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
11016	Clinton to La Crescent, Minn.....	Chicago, Dubuque and Minnesota.	178.57	.....	6	8,928 50	.....	50 00	Pay estimated.
11017	Sabula to Marion.....	Sabula, Ackley and Dakota.....	87.75	.....	6	3,510 00	.....	40 00	
11018	Creston to Hopkins, Mo.....	Burlington and Missouri River.....	44.4	.....	6	2,220 00	.....	50 00	
11019	Viele Junction to Cincinnati.....	Burlington and Southwestern.....	89.5	.....	6	2,685 00	.....	30 00	
11003, 3d p't	Chariton to Leon.....	Burlington and Missouri River.....	37.44	.....	6	1,872 00	.....	50 00	
11003, 4th p't	Villisca to Clarinda.....	do.....	16	.....	6	640 00	.....	40 00	
11005a	{ Des Moines to Indianola.	{ Chicago, Rock Island and Pacific	21.4	.....	6 }	2,425 00	.....	50 00	{ Do.
	{ Branch, to Winterset.....		27.1	.....	6 }		.....	50 00	
11005b	Washington to Sigourney.....		29	.....	6 }		.....	50 00	
11012a	Muscatine to Lone Tree.....	Burlington, Cedar Rapids and Minnesota.	23.23	.....	6	696 90	.....	30 00	Do.
11012b	Cedar Rapids to Centre Point.....	do.....	19.5	.....	6	585 00	.....	30 00	
11012c	West Union to Postville.....	do.....	24.4	.....	6	976 00	.....	40 00	
11016a	Conover to Decorah.....	Milwaukee and Saint Paul.....	9.5	.....	12	522 50	.....	55 00	
11017b	Stanwood to Tipton.....	Chicago and Northwestern.....	8.81	.....	6	440 50	.....	50 00	Do.
11020a	Benlah to Elkader.....	Iowa Eastern.....	17.75	.....	6	887 50	.....	50 00	Do.
				3,270.78			254,874.80		
	MINNESOTA.								
13501	La Crosse, Wis., to Winnebago City, Minn.....	Southern Minnesota.....	170.5	.....	6	10,230 00	.....	60 00	
13503	{ Winona to Saint Peter.....	{ Winona and Saint Peter.....	145.60	.....	6	12,376 00	.....	85 00	{ 26 miles covered by another route.
13504	{ Branch to Mankato.....		215.7	.....	12	32,355 00	.....	150 00	
13505	Saint Paul to Sioux City, Iowa.....	Saint Paul and Sioux City.....	179	.....	12 }	12,250 00	.....	50 00	
13506	Saint Paul to Breckinridge.....	Saint Paul and Pacific.....	92	.....	6 }		.....	50 00	
13507	Saint Paul to Sauk Rapids.....	do.....	210.25	.....	12	10,962 50	.....	50 00	
13508	Saint Paul to Du Luth.....	Lake Superior and Mississippi.....	78	.....	12	5,850 00	.....	75 00	
13510	Minnesota City to Weaver.....	Chicago and Northwestern.....	156	.....	6	7,800 00	.....	50 00	
13511	Austin to Mason City.....	Chicago and Northwestern.....	14	.....	6	560 00	.....	40 00	
13512	Saint Paul to Stillwater.....	Milwaukee and Saint Paul.....	41.38	.....	6	1,635 20	.....	40 00	
13513	Saint Paul to Winona.....	Lake Superior and Mississippi.....	24.95	.....	6	660 00	.....	50 00	For 13.20 miles.
		Saint Paul and Chicago.....	114.01	.....	6	5,700 50	.....	50 00	Pay estimated.

13314	Hastings to Glencoe.....	Milwaukee and Saint Paul.....	74.59	6	3,729 50	50 00	
13837	White Bear Lake to Sioux City Junction.....	Lake Superior and Mississippi.....	41	6	2,050 00	50 00	
13838	Do Luth to Moorehead.....	Northern Pacific.....	252	6	11,450 00	50 00	For 229 miles.
13839	Saint Peter to New Ulm.....	Chicago and Northwestern.....	30.65	6	919 50	30 00	Pay estimated.
			1,848.63		118,548 20		
NEBRASKA.							
14401	Omaha to Ogden City, Utah.....	Union Pacific.....	1,032.2	7	283,835 00	275 00	
14451	Plattsmouth to Kearney Junction.....	Burlington and Missouri River.....	191	6	9,550 00	50 00	
14478	Omaha to Blair.....	Omaha and Northwestern.....	30	6	1,500 00	50 00	
14479	Omaha to Concord.....	Burlington and Missouri River Railroad in Nebraska.....	21.5	6	1,338 00	50 00	\$313 per annum included for ferriage.
14483	Nebraska City to Seward.....	Midland Pacific.....	84.1	6	4,205 00	50 00	
14497	Crete to Beatrice.....	Burlington and Missouri River.....	31.76	6	1,588 00	50 00	
			1,390.56		302,036 00		
KANSAS.							
14001	{ Kansas City, Mo., to Cheyenne, Wyo. Branch, Leavenworth to Lawrence.....	{ Kansas Pacific.....	{ 745 33	{ 7 7	{ 114,555 00	{ 150 00 85 00	
14002	Atchison to Waterville.....	Central Branch Union Pacific.....	100	7	7,500 00	75 00	
14003	{ Lawrence to Parker. Branch, Cherryvale to Independence.....	{ Leavenworth, Lawrence and Galveston.....	{ 143.5 10	{ 12 6	{ 14,850 00	{ 100 00 50 00	
14004	Elwood to Hastings, Nebr.....	Saint Joseph and Denver City.....	227.2	6	12,496 00	55 00	
14005	Kansas City, Mo., to Baxter Springs.....	Missouri River, Fort Scott and Gulf.....	164	6	16,400 00	100 00	
14006	Junction City to Parsons.....	Missouri, Kansas and Texas.....	156.5	6	9,390 00	60 00	
14143	{ Atchison to Sargent. Branch, Newton to Wichita.....	{ Atchison, Topeka and Santa Fé.....	{ 351.25 119 26	{ 6 6 6	{ 43,675 00	{ 100 00 50 00 100 00	
14211	Olathe to Ottawa.....	Leavenworth, Lawrence and Galveston.....	32	6	3,200 00	100 00	
14212	Atchison to Lincoln, Nebr.....	Atchison and Nebraska.....	152.28	6	9,136 80	60 00	
14235	Leavenworth to Holton.....	Kansas Central.....	55.62	6	2,781 00	50 00	Pay estimated.
14311	Lawrence to Carbondale.....	Lawrence and Southwestern.....	32.9	6	1,645 00	50 00	Do.
14314	Junction City to Clay Centre.....	Junction and Fort Kearney.....	33.85	6	1,692 50	50 00	Do.
			2,382.10		237,321 50		
NEVADA.							
16419	Virginia City to Reno.....	Virginia and Truckee.....	51.75	6	3,741 00	72 29	
			51.75		3,741 00		
CALIFORNIA.							
14701	San Francisco to Ogden City, Utah.....	Central Pacific.....	877.5	7	241,312 50	275 00	
14702	{ San Francisco to Salinas. Branch, Gilroy to Hollister.....	{ Southern Pacific.....	{ 118 14	{ 13 13	{ 13,200 00	{ 100 00 100 00	

B.—Railroad service as in operation on the 30th of June, 1873—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—Continued.		Miles.	Miles.		Dollars.	Dollars.	Dollars.	
14703	Roseville to Tehama.....	Central Pacific, (Oregon division)...	105	.....	7	7,875 00	.....	75 00	
14704	Folsom City to Shingle Springs....	Placerville and Sacramento Valley	26	.....	6	1,300 00	.....	50 00	
14705	Sacramento City to Folsom City.....	Sacramento Valley.....	23.2	.....	6	1,160 00	.....	50 00	
14707	{ Sacramento City to San Francisco } { Branch, Davisville to Marysville. }	California Pacific.....	{ 53 42 }	.....	{ 14 6 }	{ 12,450 00 3,150 00 }	.....	{ 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	
14728	Wilmington to Los Angeles.....	Los Angeles and San Pedro.....	22	.....	6	1,650 00	.....	75 00	
14876	Lathrop to Goshen.....	Central Pacific.....	144.91	.....	6	7,245 50	.....	50 00	
14877	Elmira to Vacaville.....	Vaca Valley.....	4	.....	6	200 00	.....	50 00	
14880	San Francisco to Cloverdale.....	San Francisco and North Pacific.....	56	.....	6	2,800 00	.....	50 00	
14881	{ Stockton to Milton } { Branch, Peters to Oakdale..... }	Stockton and Copperopolis.....	{ 30 19 }	.....	{ 6 6 }	{ 2,450 00 2,450 00 }	.....	{ 50 00 50 00 }	
	DAKOTA.			1,630.61			208,093 00		
13929	Sioux City, Iowa, to Yankton, Dak.	Dakota Southern.....	61.48	.....	6	4,611 00	.....	75 00	
	UTAH.			61.48			4,611 00		
16633	Salt Lake City to Ogden City.....	Utah Central.....	36½	.....	6	1,825 00	.....	50 00	
	COLORADO.			36½			1,825 00		
17038	{ Denver to Black Hawk..... } { Branch, Golden Junction to } { Longmont..... }	Colorado Central.....	{ 38½ 30 }	.....	{ 6 6 }	{ 3,875 60 750 00 }	.....	{ 50 00 50 00 }	
17051	Hughes's Station to Erie.....	Denver and Boulder Valley.....	15	.....	6	750 00	.....	50 00	
17064	Denver to Pueblo.....	Denver and Rio Grande.....	119	.....	6	5,950 00	.....	50 00	
				211½			10,575 00		

JOHN L. ROUTT,
Second Assistant Postmaster-General.

C.—Steamboat service as in operation on the 30th of June, 1873.

Number of route.	State and termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	NEW HAMPSHIRE.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
317	Alton Bay to Wolfborough.....	10		6	1,200 00		During navigation. { Six times a week during navigation; three times a week residue of year.
	Centre Harbor to Meredith Village.....	20		3			
321	Meredith Village to South Tamworth.....	16½		6	744 12		
	Branch, Moultonborough to North Sandwich.....	8½					
322	Weir's Bridge to Wolfborough.....	30		6			
			85			2,594 12	
	MASSACHUSETTS.						
668	Hyannis to Nantucket.....	30		6	2,500 00		
			30			2,500 00	
	RHODE ISLAND.						
810	Newport to New York.....	160		6	2,500 00		
			160			2,500 00	
	NEW YORK.						
1040	Ithaca to Aurora.....	28		6	1,050 00		
1142	Whitehall to Rouse's Point.....	120		11	6,000 00		
1465	Geneva to Watkins.....	47		6	899 00		
1578	Lake George to Fort Ticonderoga.....	40		6	500 00		
			235			8,449 00	
	NEW JERSEY.						
2105	South Amboy to New York.....	27		12	2,338 00		Old rate of pay.
2126	New York to Sandy Hook.....	19½		12	975 00		
2141	New York to Keyport.....	25		6	522 00		
			71½			3,835 00	
	PENNSYLVANIA.						
2501	Pittsburgh to Greensborough.....	88½			6,011 25		Six times a week during navigation; three times a week residue of year.
			88½			6,011 25	

Number of route.	State and termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
	MARYLAND.	<i>Miles.</i>	<i>Miles.</i>		<i>Dollars.</i>	<i>Dollars.</i>	
3521	Baltimore to Queenstown	40	40	6	750 00	750 00	
	WEST VIRGINIA.						
4104	Wheeling to Parkersburgh	99		6	7,200 00		
4122	Parkersburgh to Gallipolis, Ohio	86			5,639 17		Three times a week, 4 months; six times a week, 8 months.
4136	Kanawha C. H. to Gallipolis, Ohio	65	250	3	1,724 50	14,563 67	
	VIRGINIA.						
4401	Washington, D. C., to Game Point, Va.	55½		13	11,100 00		
4417	Norfolk to Baltimore, Md.	209		6	18,000 00		
4418	Norfolk to Eastville	57		3	3,500 00		
4419	Norfolk to Matthews C. H.	60		2	2,000 00		
4420	Norfolk to Richmond	151		3	4,500 00		
4702	Washington, D. C., to Norfolk, Va.	200		2	9,000 00		
4755	Fredericksburgh to Baltimore, Md.	250	973½	2	2,600 00	50,700 00	Ten months in the year.
	NORTH CAROLINA.						
5025	Wilmington to Fayetteville	120		2	1,745 00		
5027	Wilmington to Smithville	30		3	824 25		
5037	Plymouth to Franklin Depot, Va.	106		3	4,000 00		
5237	Ocracoke to Hatteras	20	276	1	290 00	6,839 25	
	SOUTH CAROLINA.						
5699	Beaufort to Hilton Head	16		1	260 00		
5714	Charleston to Edisto Island	35	51	2	1,200 00	1,460 00	

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GEORGIA.						
6119	Trader's Hill to Fernandina, Fla.	69		1	1,294 00	
6129	Rome to Gadsden, Ala.	155		2	3,600 00	
			224			4,894 00
FLORIDA.						
6411	Baltimore, Md., to New Orleans, La.	1,700			31,200 00	Twice a month.
6412	New Troy to Cedar Keys	203		1	2,500 00	
6413	New Orleans, La., to Key West, Fla.	888		1	76,000 00	
6414	Bainbridge, Ga., to Apalachicola, Fla.	202		2	11,500 00	
6419	Cedar Keys to Tampa	225		1	7,448 00	
6420	Pilatka to Jacksonville	83		6	5,700 00	
6421	Pilatka to Mellonville	141		2	3,300 00	
			3,442			137,848 00
MISSISSIPPI.						
7023	Vicksburgh to Leigh's	237		1	2,000 00	
7024	Vicksburgh to Greenwood	260		2	7,500 00	
			497			9,500 00
LOUISIANA.						
8006	Vicksburgh, Miss., to New Orleans, La.	408		3	29,980 00	
8007	Brashear to New Iberia	70		6	12,500 00	
8010	New Orleans to Buras	72		2	4,470 00	
8011	New Orleans to Covington	48		3	4,500 00	
8014	New Orleans to Saint Francisville	170		2	18,000 00	
8103	New Orleans to Grand Isle	96			2,300 00	
8114	Lake Charles to Leesburgh	50		2	4,880 00	Twice a week, 4 months; once a week, 8 months.
8117	New Orleans to Red River Landing	210		3	5,775 00	
			1,124			82,405 00
TEXAS.						
8507	Galveston to Brashear, La.	220			50,000 00	Three times a week, 6 months; six times a week, 6 months.
8508	Galveston to Indianola	130			10,000 00	Twice a week, 4 months; three times a week, 8 months.
8510	Galveston to Liberty	98		2	8,000 00	
8685	Orange to Weiss Bluff	150		2	10,000 00	
			598			78,000 00
ARKANSAS.						
7504	Memphis, Tenn., to White River, Ark.	180		2	14,333 33	
7505	White River to Vicksburgh, Miss.	229		3	27,000 00	
7506	White River to Pine Bluff	1824		2	10,990 00	
7507	Pine Bluff to Little Rock	105		2	6,000 00	
7509	White River to Jacksonport	356		2	11,800 00	

Number of route.	State and termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
		Miles.	Miles.		Dollars.	Dollars.	
ARKANSAS—Continued.							
7510	Jacksonport to Pocahontas	150		2	5,000 00		
7648	Memphis, Tenn., to Friar's Point, Ark	112		3	2,470 00		
			1,314			77,593 33	
MISSOURI.							
10516	Saint Louis to Memphis, Tenn	450	450	3	21,000 00	21,000 00	
TENNESSEE.							
10216	London to Rockwood	45		6	4,000 00		
10217	Rockwood to Chattanooga	110		3	5,250 00		
			155			9,250 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		
9744	Bowling Green to Evansville, Ind	225		1	2,400 00		
9769	Columbus to Cairo, Ill	20		14	3,600 00		
9771	Paducah to Eastport, Miss	268		2	6,000 00		
			1,058			51,000 00	
OHIO.							
9061	Portsmouth to Cincinnati	117		3	4,500 00		
9062	Cincinnati to Maysville, Ky	74		3	2,000 00		
9063	Portsmouth to Huntington	51.35		6 }	6,334 09		
	Huntington to Gallipolis	36.65		3 }		12,834 09	
			279				

MICHIGAN.						
12564	Detroit to Sault de Ste. Marie.....	350	2	1,600 00		During navigation, say 6½ months.
12648	Bay City to Alpena.....	143	6	8,000 00		April 16 to November 14 in each year.
12802	Grand Haven to Milwaukee, Wis.....	88	6	2,730 00		During navigation, say 7 months; pay estimated.
12839	Port Huron railroad station to Mackinaw.....	240	3	845 00		During navigation, say 7 months; pay estimated.
12850	Marquette to Hancock.....	75	6	13,000 00		May 1 to November 15 in each year.
12867	Cheboygan to Alpena.....	100	1	590 00		May 1 to November 14 in each year.
				996	26,765 00	
WISCONSIN.						
13026	Oshkosh to New London.....	624	6	1,200 00		May 1 to November 14 in each year; pay estimated.
13136	Berlin to Oshkosh.....	26	6	800 00		May 1 to November 15 in each year.
13336	Washington Harbor to Green Bay.....	96	1	170 00		May 1 to November 30 in each year.
				1844	2,170 00	
CALIFORNIA.						
13712	San Francisco to Petaluma.....	51	6	4,000 00		Three trips a month.
14739	San Francisco to Portland, Oreg.....	600		25,000 00		Five trips a month.
14873	San Francisco to San Diego.....	600		25,000 00		
14882	San Francisco to Sacramento.....	230	6	8,000 00		
14906	San Francisco to San Diego.....	600		30,000 00		Five trips a month.
				2,081	92,000 00	
OREGON.						
15101	Portland to Astoria.....	{ 53	{ 6	13,000 00		
15102	Portland to the Dalles.....	{ 59	{ 3	18,000 00		
		120	6		31,000 00	
				232		
WASHINGTON TERRITORY.						
15406	Olympia to Victoria.....	{ 66	{ 3	16,235 00		
15412	Seattle to Whatcom.....	{ 102	{ 2			
15424	Portland, Oreg., to Sitka, Alaska.....	143	1	3,141 00		Once a month.
15438	Port Townsend to Semiahmoo.....	1,400		34,800 00		
		150	1	8,500 00		
				1,867	62,676 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, 1873.

States and Territories.	CELEBRITY, 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.....	106			\$135							\$1,714			13,467	\$1,579	
New Hampshire.....	12			524		23		\$745	29		1,532			12,732		
Vermont.....	4		\$1,381						49		2,413		26,029		3,794	
Massachusetts.....	13		312						12		2,706		5,365		3,678	
Rhode Island.....																
Connecticut.....	10			369					45		2,412		49,389		2,043	
New York.....	70	3,461			12		450		293		121,529		213,578		124,540	
New Jersey.....	93		24				\$449		39			\$5,228	19,053		\$4,863	
Pennsylvania.....	788	43,325			6		289		325		72,121		169,268		115,157	
Delaware.....	62		1,942						21		1,034			66,117	41,218	908
Maryland.....	638	1,722		402					150		39,496		567,477			
West Virginia.....	102						11,724		81		799		50,889		1,327	
Virginia.....	243	3,666		251		2,600			38		4,698		233,217		10,864	
North Carolina.....	554	10,154		20		290			7		1,200		171,713		11,704	
South Carolina.....	124		540	35		1,200			69		9,079		63,310		9,739	
Georgia.....	622	6,349		155		3,600			23		706		113,938		10,655	
Florida.....	643	7,957			1,708		27,650		11		319		64,555		19,374	
Alabama.....	284		15,801		487		25,305		156		17,457		\$222		23,649	
Mississippi.....	252	3,891							24		729		34,510		4,530	
Louisiana.....	415	30,117			307		4,225						53,436		34,342	
Texas.....		569	42,887	150		10,000			415		31,554		580,797		1,333	
Arkansas.....	33		45,279			\$22,603				52		2,587	107,528		25,263	
Missouri.....	158		129			\$7,000			592		55,408		74,748		62,279	
Tennessee.....		1,890							2		88		41,570		1,987	
Kentucky.....	35		1,553	20		3,600			95		12,749		19,243		14,796	
Ohio.....	160	\$10,804			2		3,424		308		127,244		432,832		141,472	
Indiana.....	93	\$609							168		10,503		159,445		11,172	
Illinois.....	569		5,534	145		4,500			637		74,359		432,265		64,305	
Michigan.....	657		9,908	792		21,130			426		41,526			141,968	10,488	
Wisconsin.....	59	5,038		97		5,053			188		10,501		42,118		10,486	
Iowa.....		316	5,915						285		20,880			163,033	14,065	
Minnesota.....	169		5,794						138		2,987		118,472		8,781	
Nebraska.....	216		2,629						81		4,005		104,184		6,634	

Kansas.....	429		32,409					555		75,384		479,533		107,793		
Nevada.....	394		49,547					34		2,241		196,450		51,728		
California.....	517		93,751		600		30,000	140		8,546		368,857		132,297		
Oregon.....	106		10,233									48,774		10,233		
Washington Territory.....	78		11,137		150		17,635					67,268		28,772		
Idaho Territory.....	93		8,813									30,472		8,813		
Montana Territory.....	37		7,998									35,048		7,998		
Dakota Territory.....		169	2,068					61		4,611		2,394		6,679		
Wyoming Territory.....	55		1,875									5,720		1,875		
Utah Territory.....	206		12,435									85,984		12,435		
Colorado Territory.....	138		17,562					103		5,113		99,844		17,212		
New Mexico Territory.....	64		5,990									36,276		5,990		
Arizona Territory.....	200		26,938									46,488		26,938		
Total.....	5,999	4,635	419,834	130,962	1,381	3,479	106,626	86,846	5,598	52	767,763	7,875	5,387,462	462,134	1,139,794	76,717
	4,635		130,962			1,381	86,846		52		7,875		462,134		76,717	
	1,364		288,872			2,098	19,780		5,546		759,888		4,925,328		1,063,077	

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

† Route from Kanawha C. H. to Gallipolis reduced to three times a week.

‡ Corrected distance.

§ Occasioned by discontinuance of steamboat service, and increased transportation by "celerity, certainty, and security," and by railroad.

|| Increased number of trips.

¶ Route from Shawneetown to Paducah; contract expired June 30, 1872.

JOHN L. ROUTT,
Second Assistant Postmaster-General.

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

[ABBREVIATIONS.—f. f., fixtures and furniture; f. f. c., fixtures and furniture complete; m. c., mail line; t. l. triple line; q. l., quadruple line; r. a., route agents; w. t., way trains. A number followed column refer to the order of the routes in this table.]

Order.	State.	Number of route.	New number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.	Miles per hour.
1	Mass..	605	605	Boston, Springfield	Boston and Albany	<i>Miles.</i> 101	30
2	Conn..	939	907	New Haven, New York.....	New York, New Haven and Hartford.	76½	30
3	N. Y. {	1035,	1207 {	Buffalo, Hornellsville.....	Erie	91	32
4	Mass.. {	1033,	1208 {	Boston, Albany.....	Boston and Albany.....	203	30
5	N. Y..	1002	1211	New York, Troy.....	New York Cent'l & Hudson River	150	.....
6	Conn..	937	905	New Haven, Springfield	New York, New Haven and Hartford.	63 5-6	31
7	N. Y..	1079	1217	Albany, Buffalo.....	New York Cent'l & Hudson River	298	.....
8	N. Y..	1001	1201	New York, Dunkirk.....	Erie	460	33
9	Mass..	605	605	Springfield, Albany.....	Boston and Albany	102	30
10	N. Y..	1282	1218	Rochester, Niagara Falls....	New York Cent'l & Hudson River	76	.....
11	Ohio..	9016	.....	Columbus, Xenia	Columbus and Xenia	55	27
12	Ohio..	9046	.....	Cleveland, Cincinnati.....	Cleveland, Columbus, Cincinnati and Indianapolis.	245.25	28
13	Ohio..	9018	.....	Galion, Indianapolis.....	do	204	28
14	N. Y..	1035	1207	Buffalo, Attica.....	Erie	31	30
15	N. Y..	1033	1208	Attica, Hornellsville	do	60	33
16	Ohio..	9002	.....	Pittsburgh, Chicago	Pittsburgh, Ft. Wayne & Chicago	469.50	30
17	Md....	3504	.....	Baltimore, Wheeling.....	Baltimore and Ohio.....	377	24
18	Pa....	1605	2101	Allentown, Harrisburgh....	Philadelphia and Reading.....	90	26
19	Ohio..	9036	.....	Columbus, Pittsburgh	Pittsburgh, Cincinnati & St. Louis	160	30
20	N. J....	1605	2101	New York, Easton.....	Central, of New Jersey.....	75	25
21	Mass..	601	601	Boston, Portsmouth.....	Eastern, of Massachusetts.....	56.50	25
22	Ill....	11405	.....	Chicago, Burlington	Chicago, Burlington and Quincy.	207.70	24½
23	Miss..	7001	.....	Canton, Jackson.....	Southern R. R. Association, lessees of Mississippi Central.	237	19
24	Ohio..	9017	.....	Columbus, Indianapolis.....	Columbus, Chicago and Indiana Central.	188	30
25	Mass..	608	608	Boston, Providence	Boston and Providence.....	44	26
26	Vt....	482	406	Rutland, Burlington	Rutland and Burlington	67.50	22.4
27	Vt....	482	406	Bellows' Falls, Burlington ..	do	119.50	22.4
28	Me....	114	124	Portland, Portsmouth.....	Eastern, of Massachusetts, (late Portland, Saco and Portsmouth.)	52	28
29	Mass..	604	604	Boston, Fitchburgh.....	Fitchburgh	52	30
30	Vt....	412	401	Burlington, Rouse's Point...	Vermont Central and Vermont and Canada.	55.50	22
31	Vt....	461	403	Windsor, Burlington.....	Vermont Central.....	119	24
32	Ohio..	9012	.....	Xenia, Dayton.....	Pittsburgh, Cincinnati & St. Louis	17	25
33	Ohio..	9034	.....	Dayton, Richmond.....	do	42	25

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, 1873.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; s. l., single line; d. l., double by an asterisk (*) shows the equivalent in round trips. The figures in parentheses in the "Remarks"

Whole weight carried any distance for thirty days.			Average 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.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
			791, 473	26, 382	r. p. o., 40 by —, (average), f. f. c., q. l.	31	375 00	Part; residue \$300, (9.)	1
302, 144	489, 905	792, 049	728, 511	24, 283	r. p. o., 40 by — f. f., d. l.; r. a. apt., 12 by 6, f. f., t. l.	43*	375 00		2
				20, 717	{ r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	20½*	375 00		3
518, 359	456, 627	974, 986	551, 840	18, 395	r. p. o., 40 by —, (average), f. f. c., q. l., to Springfield, 101 m.; 30 by — to 40 by —, f. f. c., d. l., residue, 102 m.	31	375 00	102 miles at \$300	4
789, 203	240, 896	1,030,099	944, 557	31, 485			350 00	In September, 1872.	5
374, 290	258, 025	632, 315	555, 510	18, 517	r. p. o., 40 by —, f. f., d. l.; r. a. apt., 12 by 6, f. f., s. l.; and r. a. in b. c., s. l.	30	325 00		6
962, 727	466, 909	1,429,636	1,065,191	35, 506			300 00	In September, 1872.	7
1,153,703	331, 711	1,485,414	938, 193	31, 273	r. p. o., 50 by 10, f. f. c., d. l., and r. a. on w. t. 42 by 11, 26 by 11, 16 by 11, f. f. c.	20½*	300 00		8
			316, 905	10, 563	r. p. o., 30 by — to 40 by —, f. f. c., d. l.	31	300 00	Part; residue \$375, (1)	9
72, 746	42, 279	115, 025	82, 990	2, 766			250 00	In September, 1872.	10
252, 612	234, 683	487, 295	483, 594	16, 119	20 by 8, f. f., s. l.	25	225 00	In March, 1872.	11
232, 751	128, 753	361, 504	186, 623	6, 220	r. p. o., 39 2 by 9 2, f. f. c., s. l.	12	225 00	In April, 1873.	12
93, 336	43, 232	136, 568	103, 326	3, 444	r. p. o., 39 2 by 9 2, f. f. c., s. l.	12	215 00	In April, 1873. Old pay. See readjustment.	13
			854, 388	28, 479	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	22½	200 00	Part; residue \$100, (60.)	14
436, 808	78, 416	515, 224	503, 049	16, 768	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	19½	200 00		15
302, 075	256, 846	558, 921	411, 304	13, 710	23 by 8 4, f. f., d. l.	26	200 00	In March, 1872.	16
593, 793	130, 865	724, 658	377, 399	12, 579	16 8 by 8, f. f. c., s. l.	18	200 00	In March, 1873.	17
350, 946	47, 505	398, 451	355, 776	11, 859	14 by 9, 11 by 8 6, f. f., s. l. through mails in through baggage-cars between N. York and Harrisburgh.	19½*	200 00	In October, 1872. Part; route divided.	18
106, 177	268, 666	374, 843	342, 907	11, 430	20 by 8 4, f. f., s. l.	26	200 00	In March, 1872. Main route; branch \$50, (197.)	19
342, 640	46, 149	388, 789	340, 726	11, 357	12 by 9, d. l.; through mail in through car between New York and Harrisburgh.	19	200 00	In July, 1872. Part; route divided.	20
209, 727	184, 496	394, 223	332, 205	11, 073	r. p. o., 40 by 8 9, f. f., d. l.; r. a. apt., 15 by 6, s. l.	47*	200 00		21
237, 879	75, 378	313, 257	219, 392	7, 313	r. p. o., 36 by 9, f. f. c., s. l.	20½*	200 00	In Dec., 1872. Main route; branches \$50, (189,244.)	22
42, 597	276, 387	318, 984	208, 664	6, 954	r. p. o., 45 by —, f. f. c., s. l.	13	200 00	In March, 1873.	23
134, 598	60, 442	195, 040	158, 383	5, 279	20 by 8 4, f. f., d. l.	12	200 00	In March, 1872.	24
40, 292	22, 921	63, 273	34, 730	1, 159	No apt.; no r. a.	27½*	200 00		25
			124, 525	4, 150	25 by 9 3, f. f., s. l.	15*	180 81	Part; residue \$100, (66.)	26
98, 525	71, 328	169, 853	93, 948	3, 131	25 by 9 3, f. f., s. l.	15*	180 81		27
143, 757	165, 923	309, 680	288, 337	9, 611	r. p. o., 40 by 8 9, f. f., d. l.; r. a. apt., 15 by 6, d. l.	18	175 72		28
87, 934	48, 715	136, 649	108, 616	3, 620	r. p. o., 25 by 8, 11 by 6 6, 2 by 7, 12 by 6, 15 by 7, f. f., s. l.	18	175 00		29
138, 211	90, 006	228, 217	96, 240	3, 208	r. p. o., 24 by 9 7, 25 by 9 7, f. f. c., s. l., 24 m.; r. a. apt., 25 by 9 3, 13 7 by 9 7, f. f., s. l., res.	14½*	175 00		30
142, 101	121, 478	263, 579	95, 722	3, 190	r. p. o., 24 by 9 7, 25 by 9 7, f. f. c., s. l., 93 m.; r. a. apt., 25 by 9 3, 22 6 by 9 3, f. f., d. l. 14 m., s. l., res.	12½*	175 00		31
10, 582	10, 714	21, 296	20, 611	687	20 by 8 4, f. f., s. l.	30	175 00	In March, 1872.	32
9, 097	4, 168	13, 265	11, 417	380	20 by 8 4, f. f., s. l.	12	175 00	In March, 1872.	33

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.
34	Mass..	604	.....	Boston, Fitchburgh	Fitchburgh	<i>Miles.</i> 52	30
35	Mass..	603	603	Boston, Nashua	Boston and Lowell and Nashua and Lowell.	42	25
36	Mass..	702	648	Springfield, South Vernon Junction.	Connecticut River	50	25
37	Conn..	936	904	New Haven, New London.	New York, New Haven and Hartford.	50	29
38	S. C.	5604	.....	Florence, Wilmington	Wilmington, Columbia & Augusta	109.70	22
39	Ill....	11417	.....	Galesburgh, Quincy	Chicago, Burlington and Quincy..	100	25
40	Ind....	12028	.....	Lafayette, Kankakee	Cincinnati, Lafayette and Chicago	57.35	30
41	N. Y...	1031	1255	Canandaigua, Elmira	Northern Central	63.50	25
42	Mass..	602	602	Boston, South Berwick Junc.	Boston and Maine	75	25
43	Vt....	487	407	Brattleboro', Bellows' Falls.	Vermont Valley	24	25
44	Vt....	481	405	Bellows' Falls, Windsor	Sullivan	25	23
45	Me....	9	2	Danville Junction, Bangor..	Maine Central	110	24
46	Me....	116	6	Portland, South Paris	Grand Trunk, of Canada	48	21
47	Me....	181	9	Bangor, New Brunswick Line	Consolidated European and North America, late European and North American.	118.25	20
48	R. I...	802	802	Providence, New London ..	New York, Providence & Boston.	63.75	30
49	Ohio...	9015	.....	Columbus, Delaware	Cleveland, Columbus, Cincinnati and Indianapolis.	24.75	25
50	N. Y...	1017	1259	Troy, North Adams, State Line.	Troy and Boston	55.50	30
51	Mass..	677	641	Taunton, Mausfield	Taunton Branch	12	25
52	Mass..	689	645	Fitchburgh, Bellows' Falls.	Cheshire and Ashuelot	64	27
53	N. Y...	1023	1258	Rouse's Point, Canada Line	Champlain and St. Lawrence ..	2.25	23
54	N. Y...	1026	1227	Rome, Ogdensburgh	Rome, Watertown & Ogdensburgh.	142	30
55	N. Y...	1026	122	DeKalb Junction, Pottsdam Junction.	do	25	30
56	N. Y...	1338a	1250	Fredonia, Dunkirk Station ..	Dunkirk and Fredonia	3.50	7
57	Me....	115	5	Portland, Augusta	Maine Central, (late Portland & Kennebec.)	64	24
58	Me....	115	5	Brunswick, Bath	Maine Central, (late Portland and Kennebec.)	9	22
59	N. Y...	1035	1207	Buffalo, Corning	Erie	142	30
60	N. Y...	1035	1207	Attica, Corning	do	111	30
61	Mass..	690	646	Fitchburgh, Brattleboro', Miller's Falls, Hoosac Tunnel, and Turner's Falls.	Vermont and Massachusetts	113	21
62	Vt....	452	402	White River Junction, Derby Line.	Connecticut and Passumpsic Rivers.	114.17	25
63	Ala....	6612	.....	Mobile, Montgomery	Mobile and Montgomery	187	20
64	Iowa...	11003	.....	Burlington, East Plattsmouth	Burlington and Missouri River ..	279.14	21
65	Me....	116	6	South Paris, Canada Line...	Grand Trunk, of Canada	117	21
66	Vt....	482	406	Bellow's Falls, Rutland	Rutland and Burlington	52	22.4
67	N. Y...	1027	1213	Syracuse, Rochester	New York Cent'l & Hudson River	104	.....
68	Conn.	926	902	New London, Palmer	Vermont Central, operating New London Northern.	65	22
69	Mass..	683	643	Worcester, Nashua	Worcester and Nashua	46.25	23
70	Ala....	6604	.....	Montgomery, Calera	South and North Alabama	63.55	20
71	S. C.	5604	.....	Columbia, Florence	Wilmington, Columbia & Augusta	82.08	22
72	N. H...	253	252	Concord, Wells River	Boston, Concord and Montreal ..	93	25
73	Vt....	508	408	Saint Albans, Canada Line..	Vermont Central and Vermont and Canada.	17	25½
74	N. Y...	1006	1233	New York, Greenport	Long Island	100.50	25
75	Conn.	955	911	Waterbury, Providence	Hartford, Providence and Fishkill	122.50	22

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

Whole weight carried any distance for thirty days.			Average 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>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>		<i>Dolls.</i>		
56,901	25,686	82,587	63,635	2,357	r. p. o., 25 by 7, 24 by 6 6, s. l.; r. a. apt., 7 6 by 15, 6 6 by 11, f. f., s. l.	18	153 84	In July, 1872, 27 days.	34
113,819	71,533	185,352	164,357	5,478	22 by 7, f. f., s. l.	18	150 00	.....	35
71,671	59,003	130,674	103,040	3,434	23 4 by 6 5, 21 8½ by 6 5, 20 9 by 6 9½, f. f., d. l.	17*	150 00	\$300 for supply of Chicopee Falls.	36
74,840	26,786	101,626	90,100	3,003	12 by 6, f. f., s. l.	24	150 00	.....	37
24,070	61,127	85,197	80,660	2,688	16 6 by 8 4, f. f. c., s. l.	14	150 00	In October, 1872. Part; residue \$100, (71.)	38
55,473	26,115	81,588	66,424	2,214	r. p. o., 29 by 8 10, f. f. c. and m. c., s. l.	12	150 00	In November, 1872....	39
40,484	22,121	62,605	57,928	1,931	14 by 8, 8 by 8, f. f., s. l.	12	150 00	.....	40
35,684	39,662	75,346	56,738	1,891	12 by 9 6, f. f., d. l.	12	150 00	In June, 1872.....	41
91,844	54,920	146,764	56,504	1,883	14 by 6, f. f., d. l.	12	150 00	Main route; branch \$50, (161.)	42
56,386	49,942	106,328	103,777	3,459	22 6 by 9 3, f. f., d. l.	12	140 00	.....	43
62,022	50,935	112,957	103,435	3,447	22 6 by 9 3, f. f., d. l.	12	140 00	.....	44
92,041	51,138	143,179	110,271	3,675	r. p. o., 42 by 9, f. f. c., d. l. beyond Waterville, 55 m.; r. a. apt., 16 by —, f. f., s. l., to Waterville, 55 m.	9*	125 00	.....	45
53,502	42,464	95,966	84,341	2,811	18 by 8, f. f., s. l.	15*	125 00	Part; residue \$100, (65.)	46
60,563	24,701	85,264	71,041	2,368	r. p. o., 20 by 9, f. f., s. l.	12	125 00	.....	47
27,955	57,397	85,352	66,270	2,209	11 by 6, f. f., s. l.	22*	125 00	.....	48
20,517	33,708	54,225	50,470	1,682	b. c.; no r. a.	12	125 00	In April, 1873.....	49
69,324	41,857	111,181	48,738	1,624	18 by 8, f. f., s. l.	24	125 00	.....	50
9,903	16,472	26,375	25,733	857	b. c.; no r. a.	37	125 00	\$300 per annum for m. m. service.	51
46,901	31,387	78,288	64,575	2,152	24 by 8 8, f. f., s. l.	18	117 18	.....	52
463	731	1,194	1,194	40	b. c.; no r. a.	6	116 66	.....	53
75,316	39,122	114,438	52,417	1,747	23 by 9, 19 by 9 10, f. f., s. l.	15*	115 00	Main r'te; branch \$115, (55.)	54
8,977	6,752	15,729	7,065	235	no r. a.	12	115 00	Branch; main route \$115, (54.)	55
3,370	4,157	7,527	7,527	250	In care of conductor.....	27*	114 28	Street R.R.	56
66,164	108,762	174,926	124,888	4,162	r. p. o., 42 by 9, f. f. c., s. l.; r. a. apt., 16 by —, f. f. c., s. l.	12	113 35	Main route; branch \$113.35, (58.)	57
13,890	5,887	19,777	19,777	659	apt. in b. c., t. l.	18	113 35	Branch; main route \$113.35, (57.)	58
602,946	293,563	896,509	470,853	15,695	r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	22½	100 00	31 miles at \$200.....	59
.....	.....	.....	363,740	12,124	do.....	22½	100 00	Part; residue \$200, (14)	60
154,389	145,770	300,159	94,613	3,153	15 by 7, 25 by 7, f. f., d. l.	12	100 00	.....	61
69,656	51,097	120,753	88,301	2,942	23 by 9, f. f., s. l.	12	100 00	.....	62
31,726	59,630	91,356	84,303	2,810	8 by 8, f. f., s. l.	14	100 00	In November, 1872.	63
82,542	43,619	126,161	77,954	2,598	r. p. o., 23 by 9, f. f. c., s. l.	12	100 00	In Sept., 1872. Main route; br'ch \$50, (164.)	64
48,326	38,141	86,467	76,503	2,550	18 by 8, f. f., s. l.	9*	100 00	Part; residue \$125, (46)	65
63,721	42,547	106,268	55,295	1,843	25 by 9 3, f. f., s. l.	15*	100 00	Part; res. \$180.81, (26)	66
35,140	35,001	70,141	39,964	1,440	1,332 11 5 by 5 8, f. f., s. l.	18	100 00	In September, 1872....	67
.....	.....	.....	.....	.....	.....	.....	100 00	35 miles at \$75.....	68
33,746	25,196	58,942	34,364	1,145	9 by 6, f. f., s. l.	18	100 00	.....	69
.....	.....	.....	31,141	1,004	13 7 by 7 5, fixtures, s. l.	7	100 00	Part; in July, 1873; 31 days.	70
12,815	18,862	31,677	26,622	887	16 6 by 8 4, f. f. c., s. l.	14	100 00	In Oct., 1872. Part; residue \$150, (38.)	71
25,869	14,825	40,694	26,049	868	18 by 7 8, f. f., s. l.	6	100 00	.....	72
17,131	7,816	24,947	24,947	831	17 by 9 3, f. f., s. l.	6	100 00	.....	73
30,047	15,572	45,619	22,962	765	10 by 15, f. f., s. l.	12	100 00	\$2,000 for m. m. service at New York.	74
44,176	40,869	85,045	18,766	625	14 2 by 6 6, f. f., s. l.	36	100 00	.....	75

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.
						Miles.	
76	Me ...	84	4	Calais, Princeton.....	Saint Croix and Penobscot, (late Lewy's Island.)	21	15
77	Tenn ..	10008	.....	Guthrie, Nashville	Saint Louis and Southeastern	48	21
78	Ill	11900	.....	East Saint Louis, Evansville.....	do	164. 75	23
79	N. Y. ...	1022	1242	Rouse's Point, Ogdensburgh.....	Ogdensburgh and Lake Champlain	119	23. 6
80	Ind	12017	.....	Indianapolis, Pekin	Indianapolis, Bloomington and Western	203	25
81	N. Y. ...	1028	1257	Syracuse, Binghamton	Syracuse, Binghamton and New York	80	25
82	N. Y. ...	1040	1230	Owego, Ithaca	Delaware, Lackawanna & Western	35	24
83	Conn ..	945	910	South Norwalk, Danbury	Danbury and Norwalk	23. 50	30
84	Conn ..	942	908	Bridgeport, Winsted	Naugatuck	62	22
84a	Ind	12012	.....	Evansville, Terre Haute	Evansville and Crawfordsville.....	110	25
85	Me	204	.....	Bath, Rockland	Knox and Lincoln	49	22
86	Mass ..	678	.....	Taunton, New Bedford	New Bedford and Taunton	20. 50	27
87	Conn ..	943	909	Bridgeport, State Line, Pittsfield.	Housatonic	126. 50	22
88	Ill	11431	.....	Quincy, Louisiana	Quincy, Alton and Saint Louis	43	25
89	N. Y. ...	1014	1247	Central Bridge, Schoharie	Schoharie Valley	5	15
90	Conn ..	938	906	New Haven, Williamsburgh	New Haven and Northampton	83	28
91	Mass ..	696	647	Palmer, Miller's Falls	Vermont Central, operating New London Northern	35	23
92	Ky	9612a	.....	Evansville, Guthrie	Saint Louis and Southeastern	110. 66	21
93	R. I. ...	801	801	Providence, Worcester	Providence and Worcester	44	20
94	Me	19	34	Farmington, Brunswick	Maine Cent'l, (late Androscoggin)	71. 50	20
95	N. Y. ...	1029	1256	Syracuse, Oswego	Oswego and Syracuse	35. 50	22
96	Mass ..	688	644	Sterling Junct'n, Fitchburgh	Boston, Clinton and Fitchburgh	14	27½
97	Mass ..	640	631	South Framingham, Pratt's Junction.	do	29	27½
98	Ill	11002	.....	Keokuk, Burlington	Chicago, Burlington and Quincy	42. 75	21½
99	Pa	1850	2445	Miles Grove, Newcastle	Erie and Pittsburgh	83	30
100	N. Y. ...	1032	1205	Rochester, Avon	Erie	18	30
101	Conn ..	925	901	Norwich, Worcester	Norwich and Worcester	60	20
102	Dak	13929	.....	Sioux City, Vermillion	Dakota Southern	35. 34	20
103	N. Y. ...	1021	1243	Plattsburgh, Canada Line	New York and Canada, (late Montreal and Plattsburgh.)	23	24
104	Ohio ..	9033	.....	Morrow, Dresden	Cincinnati & Muskingum Valley	149. 4	....
105	Me	1	1	Augusta, Skowhegan	Maine Central, (late Portland and Kennebec.)	39	22
106	Pa	1820	2420	Blossburgh, Corning	Tioga	39. 88	16
107	Ala	6604	.....	Montgomery, Decatur	South and North Alabama	182. 85	20
108	N. Y. ...	1016	1212	Troy, Schenectady	New York Cent'l & Hudson River	22	....
109	Pa	2409	.....	Honesdale, Lackawaxen	Erie	25	28
110	Conn ..	932	903	Middletown, Berlin Depot	New York, New Haven and Hartford	10	23
111	N. Y. ...	1037	1216	Buffalo, Lewiston	New York Cent'l & Hudson River	29	....
112	Pa	1849	2429	Newcastle, Homewood	Pittsburgh, Fort Wayne and Chicago, lessees Newcastle and Beaver Valley	15	24
113	Conn ..	938	906	Farmington, New Hartford	New Haven and Northampton	16	28
114	Conn ..	942	908	Waterbury, Watertown	Naugatuck	5. 75	22
115	Pa	1820	2420	Blossburgh, Fall Brook	Tioga	6. 85	16
116	N. Y. ...	1561	1273	Fonda, Gloversville	Fonda, Johnstown & Gloversville	10	20
117	N. Y. {	1025 1181	} 1283	Utica, Watertown	Utica and Black River	92. 72	25

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

Whole weight carried any distance for thirty days.			Average weight car- ried 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>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>		<i>Dolls.</i>		
1,337	1,515	2,852	2,109	70	8 by 6, fixtures; no r. a.	6	100 00		76
			38,805	1,293	10 by 8, f. f., s. l.	12	90 00		77
			33,160	1,105	do.	12	90 00	Main route; branch \$40, (259.)	78
39,621	27,155	66,776	32,947	1,098	13 8 by 7 3, f. f., s. l.	9*	90 00	Includes side service	79
28,620	26,304	54,924	22,734	757	12 8 by 8, f. f. c., s. l.	12	90 00	In November, 1872	80
22,906	17,890	40,796	20,525	684	Separate car.	12	90 00		81
12,642	6,185	18,827	15,440	514	8 by 7 8, f. f., s. l.	12	85 75	28 miles more to Au- rora by steamboat.	82
7,451	12,856	20,307	14,272	475	10 6 by 5 6, 9 by 6, f. f., d. l.	15½*	85 11	Main route; branches \$50 (212) and \$30, (271.)	83
20,808	38,747	59,555	28,965	965	10 6 by 6 6, f. f., s. l.	12	85 00	Main route; branch \$75, (114.)	84
17,721	35,721	53,442	28,376	945	12 3 by 7 6, f. f., s. l.	12	85 00		84a
20,044	10,999	31,043	20,523	684	13 by 6 8, f. f., d. l.	12	85 00	In February, 1873	85
10,756	9,536	20,292	19,767	658	Locked room, no r. a.	31*	85 00	\$612.50 for m. m. serv- ice. In June, 1872.	86
35,198	23,822	59,020	22,888	762	11 6 by 6, f. f., s. l.	12	80 00		87
7,576	12,754	20,330	17,365	579	20 by 10, f. f. c., s. l.	12	80 00	In November, 1872	88
4,528	3,694	8,222	8,222	274	apt. in passenger-car; no r. a.	12	80 00		89
43,737	34,542	78,279	48,629	1,620	12 by 10, f. f., d. l.	13*	75 00	Main route; branch \$75, (113.)	90
23,795	25,779	49,574	45,474	1,515	11 5 by 5 8, f. f., s. l.	6	75 00		91
			35,161	1,172	10 by 8, f. f., s. l.	12	75 00	In June, 1873	92
28,298	28,063	56,361	28,856	961	14 by 6 5, f. f., s. l.	18	75 00	\$1,500 per annum for m. m. service.	93
18,334	20,782	39,116	27,589	919	12 by —, f. f., s. l.	6	75 00		94
18,913	12,179	31,092	23,794	750	6 by 6, hooks; no r. a.	19	75 00		95
16,665	14,716	31,381	22,068	735	No apt.; no r. a.	18	75 00		96
17,384	15,359	32,743	21,157	705	40 by —, f. f., d. l.	12	75 00		97
7,289	16,625	23,914	19,723	657	16 by 9, f. f. c., s. l.	12	75 00	In November, 1872	98
23,879	27,768	51,647	18,840	628	20 by 8 4, f. f., s. l.	12	75 00	In March, 1872	99
7,128	12,210	19,338	18,061	602	b. c.; no r. a.	12	75 00		100
18,927	16,918	35,845	17,370	579	12 by 7, f. f. c., s. l.	15*	75 00	Weight in Mar., 1872. \$546 for r. a.	101
11,051	6,829	17,880	14,502	483	12 by 7 6, f. f., s. l.	6	75 00	In December, 1872	102
6,132	10,530	16,662	13,462	448	no apt.; no r. a.	6	75 00	Returns not certified.	103
22,348	17,879	40,227	13,191	440	11 6 by 7 3, f. f., s. l.	6½*	75 00	In October, 1872	104
13,621	4,170	17,791	12,474	415	r. p. c., 42 by 9, f. f. c., d. l., to Fairfield, 22 miles; r. a. apt. 16 by —, f. f., s. l., res., 17 miles.	28½*	75 00		105
8,641	16,647	25,288	12,209	406	11 by 7, f. f. c., s. l.	12	75 00	Main route; branches \$75 (115) and \$50, (240, 247.) In Janu- ary, 1873.	106
10,128	15,995	26,123	12,069	402	13 7 by 7 5, fixtures, s. l.	7	75 00	In April, 1873. 63.55 miles at \$100.	107
7,414	3,553	10,967	9,457	315			75 00	In September, 1872	108
6,960	2,862	9,822	7,943	264	b. c.; no r. a.	12	75 00		109
3,536	4,525	8,061	7,511	250	do.	21	75 00		110
4,268	4,143	8,411	5,304	176			75 00	In September, 1872	111
3,402	3,883	7,285	5,189	172	no r. a.	18	75 00	In March, 1872	112
4,535	2,661	7,196	4,308	143	12 by 10, f. f., d. l.	12	75 00	Branch; main route \$75, (90.)	113
2,555	1,273	3,828	3,429	114	In charge of conductor	6	75 00	Branch; main route \$85, (84.)	114
1,155	638	1,793	1,793	59	11 by 7, f. f. c., s. l.	12	75 00	Branch; main route \$75, (106.) In Jan. 1873.	115
6,143	11,205	17,348	13,529	450	No separate car or apt.; no r. a.	12	70 00	Pay includes side serv- ice.	116
18,349	10,724	29,073	11,416	380	13 by 9, f. f., s. l.	12	67 80	18.22 miles at \$50.	117

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>	
118	N. Y.	1046	1251	Skaneateles Junction, Skaneateles.	Skaneateles.....	5.50	15
119	N. Y.	1525	1278	Cooperstown, Cooperstown Junction.	Cooperstown and Susquehanna Valley.	16	20
120	Mass.	732	654	East Salisbury, Amesbury..	Eastern, of Massachusetts.....	4	20
121	Mass.	721	650	Pittsfield, North Adams.....	Pittsfield and North Adams.....	21	25
122	Pa.	1864	2456	Pittsburgh, Washington.....	Pittsburgh, Cincinnati and Saint Louis.	22.8	20
123	Me.	9a	3	Newport, Dexter.....	Maine Central.....	14	20
124	N. Y.	1033	1206	Avon, Dansville.....	Erie.....	30.73	28
125	N. H.	278	257	Nashua, Wilton.....	Boston and Lowell and Nashua and Lowell.	16	25
126	Me.	117	7	Portland, Rochester.....	Portland and Rochester.....	52	20
127	R. I.	803	803	Providence, Bristol.....	Providence, Warren and Bristol..	15.50	18
128	Iowa.	11012	.....	Burlington, Plymouth.....	Burlington, Cedar Rapids and Minnesota.	228	26
129	Mass.	672	.....	New Bedford, West Wareham.	New Bedford and Taunton.....	16.25	25
130	N. Y.	1034	1254	Suspension Bridge, Detroit..	Great Western, of Canada.....	229	27
131	Vt.	521	410	West Concord, Hyde Park...	Portland and Ogdensburg.....	59.56	20
132	Ill.	11900	.....	East Saint Louis, Evansville.	Evansville, Henderson and Nashville.	164.75	23
133	Mass.	745	660	Worcester, Gardner.....	Boston, Barre and Gardner.....	27	25
134	N. Y.	1582	1263	Port Henry, Leicester Junction.	Vermont Central, and Vermont and Canada.	31.5	19
135	Ill.	11433	.....	Beardstown, Shawneetown..	Springfield and Illinois South-eastern.	229.7	32
136	N. J.	2126	.....	New York, Pemberton Junction.	New Jersey Southern.....	84.6	27½
137	N. Y.	1228	1229	Utica, North Norwich.....	Delaware, Lackawanna & Western	48.5	21
138	Mass.	620	619	Salem, Marblehead.....	Eastern, of Massachusetts.....	4	20
139	N. Y.	1042	1225	Oswego, Richland.....	Rome, Watertown and Ogdensburg.	28.50	30
140	N. H.	331	261	Groveton Junction, Wells River.	Boston, Concord and Montreal...	53.1	25
141	Pa.	1875	2466	Lawrenceville, Wellsborough	Fall Brook Coal Company.....	23.5	16½
142	Tex.	8577a	.....	Bremond, Waco.....	Houston and Texas Central, operating Waco and Northwestern Railway.	44.56	18
143	N. Y.	1044	1282	New York, Patchogue.....	South Side.....	55	25
144	Ill.	11415	.....	Peoria, Galesburg.....	Chicago, Burlington and Quincy..	54	21½
145	Mass.	619	618	Salem, Gloucester.....	Eastern, of Massachusetts.....	16	20
146	Mass.	735	656	Mansfield, South Framingham.	Boston, Clinton and Fitchburgh..	22	27½
147	Mass.	637	628	Ayer, Mason Village.....	Fitchburgh.....	23	25
148	Md.	3507	.....	Lake Roland, Hagerstown...	Western Maryland.....	81.4	21½
149	N. Y.	1024	1226	Watertown, Cape Vincent...	Rome, Watertown and Ogdensburg.	26	30
150	Conn.	975	913	New Haven, Middletown....	New Haven, Middletown & Willimantic.	24	24
151	N. Y.	1405	1228	Chenango Forks, Norwich...	Delaware, Lackawanna & Western	30.69	21
152	Mass.	703	649	South Vernon Junction, Keene.	Cheshire and Ashuelot.....	24	22
153	Mass.	641	632	South Framingham, Milford.	Boston and Albany.....	12	25
154	N. Y.	1043	1252	Brocton, Corry.....	Buffalo, Corry and Pittsburgh...	45.30	25
155	Kans.	14212	.....	Atchison, Lincoln.....	Atchison and Nebraska.....	152.28	20
156	N. Y.	1524	1279	Chatham Village, Bennington	Harlem Extension.....	57.8	20
157	Me.	188	10	Old Town, Guilford.....	Bangor and Piscataquis.....	48.1	13.7
158	R. I.	821	804	Warren, Fall River.....	Fall River, Warren & Providence	7	24
159	Conn.	977	915	New Haven, Ansonia.....	New Haven and Derby.....	13.50	20
160	N. Y.	1524	1279	Chatham Village, Bennington	Harlem Extension.....	57.8	20
161	Mass.	602	602	Rollingsford, Great Falls...	Boston and Maine.....	3	25
162	N. Y.	1545	1231	Cassville Junction, Richfield Springs.	Delaware, Lackawanna & Western.	21	21
163	N. Y.	1010	1204	Newburgh, Chester.....	Erie.....	32.50	30
164	Iowa.	11003	.....	Red Oak, East Nebraska City	Burlington and Missouri River...	50	17

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

Whole weight carried any distance for thirty days.			Average weight car- ried 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>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Lbs.</i>	<i>Feet and inches.</i>		<i>Dolls.</i>		
2,942	2,069	5,011	4,492	150	15 by 9; no f. f., d. l.	12	63 63		118
5,143	6,552	11,695	8,719	290	no apt.; no r. a.	12	62 50		119
3,190	1,993	5,183	4,658	155	b. c.; no r. a.	15*	62 50		120
7,258	6,136	13,394	9,391	313	do.	12	60 00	\$315 for m. m. service.	121
7,967	3,674	11,641	9,215	307	20 by 8 4, f. f., s. l.	12	60 00	In March, 1872. Pay from Mansfield Val- ley, 22.80 miles.	122
3,683	2,118	5,801	5,273	175	b. c.; no r. a.	12	60 00		123
7,689	9,676	17,365	8,708	290	do.	12	59 37		124
9,362	6,243	15,605	12,084	402	36 cubic feet; no r. a.	18	56 25		125
12,692	8,383	21,075	7,362	245	13 by 6, 12 by 7, d. l.	12	55 55	\$420 for mail-messenger service.	126
10,143	3,577	13,720	10,213	340	no separate car; mails in express department.	12	55 16		127
26,872	23,450	50,322	15,430	514	12 by 10, f. f., s. l.	6	55 00		128
3,443	5,261	8,707	7,207	242	locked room; no r. a.	15*	55 00	In June, 1872.	129
50,543	27,727	78,270	78,270	2,609	through b. c. under U. S. seal	20*	50 00		130
44,583	39,274	83,857	65,801	2,193	15 by 6 6, f. f., s. l.	6	50 00		131
32,433	18,831	51,267	24,360	812	12 by 9, f. f., s. l.	9*	50 00	In Dec., 1872. Main route; br'ch \$50, (237.)	132
12,746	11,049	23,795	21,222	707	10 by —, fixtures, d. l.	12	50 00		133
8,569	13,391	21,960	18,414	613	14 by 9 3, f. f., s. l.	6	50 00		134
41,523	36,838	78,381	18,254	608	11 by 7, f. f., s. l.	6	50 00	In February, 1873.	135
20,598	13,637	34,285	15,071	602	6 by 8, f. f., s. l.	12	50 00	25 days; in Aug., 1872. Main route; branches \$50, (201, 208.)	136
23,450	14,357	37,807	17,119	570	19 3 by 6 7, f. f., m. c., s. l.	12	50 00		137
2,576	13,594	16,170	16,170	539	b. c.; no r. a.	21*	50 00		138
10,642	10,326	20,968	16,032	534	no r. a.	15	50 00		139
11,467	15,589	27,056	15,439	514	18 by 7 8, f. f., s. l.	6	50 00		140
10,260	6,160	16,420	13,028	434	11 by 7, f. f. c., s. l.	12	50 00	In Jan., 1873. Part;	141
8,596	4,874	13,470	12,245	407	end of b. c., fixtures, s. l.	6	50 00	residue \$50, (224.)	142
10,693	7,686	18,379	11,049	368	10 by 8, fixtures, d. l.	12	50 00		143
13,072	8,760	21,832	10,811	360	24 8 by 8 10, f. f. c., m. c., s. l.	20*	50 00	In November, 1872.	144
7,687	4,908	12,595	10,805	369	b. c.; no r. a.	12	50 00		145
8,765	6,406	15,171	10,189	339	no apt.; no r. a.	15*	50 00		146
8,608	5,823	14,431	9,966	332	6 by 6, f. f., s. l.	12	50 00		147
15,452	7,629	23,081	9,849	328	9 by 10, f. f., d. l.	12	50 00	In October, 1872.	148
8,606	4,249	12,855	9,633	321	no r. a.	12	50 00		149
8,421	5,164	13,585	9,603	320	apt. in b. c.; no r. a.	18	50 00		150
7,271	5,860	13,131	9,458	315	19 3 by 6 7, f. f., m. c., s. l.	12	50 00		151
4,995	11,541	16,536	9,125	304	13 8 by 7 1, f. f., s. l.	12	50 00		152
5,086	4,417	9,503	8,995	300	b. c.; no r. a.	12	50 00	\$300 for mail-messen- ger service.	153
8,397	5,170	13,567	8,931	297	12 10 1/2 by 5 7 1/2, s. l.	15*	50 00		154
13,310	8,574	21,884	8,827	294	16 by 9, f. f., s. l.	6	50 00	In November, 1872.	155
7,734	10,097	17,831	8,442	281	18 by 6, fixtures, s. l.	7 1/2*	50 00	In September, 1872.	156
8,139	4,492	12,631	8,450	281	14 by 6 3, f. f., s. l.	6	50 00		157
6,066	2,038	8,104	8,104	270	express car; no r. a.	6	50 00		158
6,134	6,863	12,997	8,078	269	no separate car; no r. a.	15*	50 00		159
7,813	12,416	20,229	7,906	263	18 by 6, fixtures, s. l.	7 1/2*	50 00		160
4,206	3,434	7,640	7,640	254	b. c.; no r. a.	12	50 00	Branch; main route \$150, (42.)	161
8,433	5,199	13,632	7,536	251	19 3 by 6 7, f. f., m. c.; no r. a.	12	50 00		162
7,481	6,114	13,597	7,520	250	b. c.; no r. a.	12	50 00		163
7,276	4,209	11,485	7,342	244	23 by 9, f. f. c., s. l.	9 1/2*	50 00	In Sept., 1872. Branch main route \$103, (64.)	164

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>	
165	Me	201	11	Belfast, Burnham	Maine Central	34.19	20
166	Vt	475	404	Rutland, State Line, Bennington.	Harlem Extension	59	20
167	N. Y.	1577	1267	Syracuse, Lacona	Syracuse Northern	42.92	22
168	N. Y.	1509	1249	Buffalo, Emporium	Buffalo, New York & Philadelphia	123.51	20
169	Wis	13018	.....	Menasha, Stevens' Point	Phillips and Colby Construction Company, operating Wisconsin Central.	65.27	20
170	N. H.	308	259	Dover, Alton Bay	Boston and Maine	28	25
171	Me	214	14	Houlton, New Brunswick Line.	New Brunswick and Canada	3	20
172	Kans	14235	.....	Leavenworth, Holton	Kansas Central	55.62	16
173	Mass	742	659	South Framingham, Lowell.	Boston, Clinton and Fitchburgh	29	27½
174	Vt.	520	409	Saint Albans, Richford	Vermont Central and Vermont and Canada.	28.66	16.8
175	Mo	10521a	.....	Pierce City, Carthage	Memphis, Carthage and Northwestern.	27.31	20
176	Ala	6615	.....	Birmingham, Meridian	Alabama and Chattanooga	153	13
177	Conn	981	917	Litchfield, Hawleyville	Shepaug Valley	32.25	16½
178	Ill	11432	.....	Burlington, Quincy	Chicago, Burlington and Quincy	71.85	22½
179	N. Y.	1008	1234	Hicksville, Northport	Long Island	16.50	25
180	N. Y.	1509	1249	Buffalo, Portville	Buffalo and Washington	77	22
181	Mich	12522	.....	Port Huron, Flint	Port Huron and Lake Michigan	68	18½
182	Mass	636	627	Ayer, Lowell	Boston and Lowell and Nashua and Lowell.	17	25
183	N. Y.	1574	1203	Buffalo, Suspension Bridge	Erie	25.94	30
184	Mass	738	657	Winchendon, Peterborough	Monadnock	16	18
185	Ky	9742	.....	Glasgow Junction, Glasgow	Louisville and Nashville and Great Southern.	12	15
186	N. Y.	1566	1269	Ithaca, Cortland Village	Ithaca and Cortland	22	20
187	Mass	637	.....	Ayer, Mason Village	Fitchburgh	23	25
188	Ill	11409	.....	Elmwood, Buda	Chicago, Burlington and Quincy	44.50	21½
189	Ill	11405	.....	Galva, Keithsburg	do	59.30	20½
190	Conn	972	912	Vernon Depot, Rockville	Hartford, Providence and Fishkill Valley, lessees Rockville Railroad.	4½	22
191	N. Y.	1005	1260	Stapleton, Tottenville	Staten Island	21	.....
192	N. J.	2128	.....	Newark, Paterson	Erie	13.12	30
193	N. Y.	1580	1265	Dunkirk, Warren	Dunkirk, Allegheny, and Pittsburgh, (late Dunkirk, Warren and Pittsburgh.)	55.8	20
194	Mass	728	652	Wakefield, Newburyport	Boston and Maine	30.50	25
195	N. Y.	1564	1270	Port Jervis, Monticello	Monticello and Port Jervis	24	20
196	Ill	11409	.....	Rushville, Yates City	Chicago, Burlington and Quincy	63.25	20
197	Ohio	9036	.....	Means, Cadiz	Pittsburgh, Cincinnati and Saint Louis.	8	20
198	N. Y.	1576	1268	Rondout, Stamford	New York, Kingston & Syracuse	73.3	15
199	Mass	617	616	Boston, Dedham	Boston and Providence	11	26
200	N. Y.	1036	1215	Buffalo, Lockport	New York Central and Hudson River.	22	.....
201	N. J.	2126	.....	Manchester, Barnegat Junction.	New Jersey Southern	20.3	23
202	N. Y.	1589	1284	Cayuga, Aurora	Cayuga Lake	12.25	20
203	Mass	632	625	Somerville Junction, Lexington.	Boston and Lowell and Nashua and Lowell.	8	25
204	Mass	733	655	Palmer, Gilbertville	New London Northern, lessees Ware River Railroad.	15.75	20
205	N. Y.	1581	1264	Syracuse, Earlville	Syracuse and Chenango Valley	41.71	20
206	Iowa	11018	.....	Creston, Hopkins	Burlington and Missouri River	44.4	22½
207	Mass	741	658	Palmer, Athol Depot	Springfield, Athol, and Northeastern, (late Athol and Enfield.)	35.34	20
208	N. J.	2126	.....	Eatontown, Port Monmouth	New Jersey Southern	9.8	20
209	N. Y.	1541	1277	Newburgh, Millerton	New York, Boston, and Montreal, (late Dutchess and Columbia.)	61	22

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

Whole weight carried any distance for thirty days.			Average 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.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
4,633	5,845	10,498	7,311	243	12 by —, f. f., s. l.	12	50 00		165
8,420	11,624	20,044	7,245	241	18 by 6, fixtures, s. l.	7*	50 00		166
9,084	6,634	15,718	7,226	240	9 by 7, f. f., s. l.	12*	50 00		167
12,163	12,378	24,541	6,881	229			50 00		168
7,059	3,012	10,071	6,687	222	7 6 by 6 10, f. f., s. l.	6	50 00	In January, 1873	169
7,357	3,621	10,978	6,657	221	8 by 6, f. f., s. l.	15	50 00		170
1,640	4,678	6,318	6,318	210	large cupboard, in charge of conductor.	6	50 00		171
7,829	4,303	12,132	6,284	209	7 by 7, f. f., s. l.	6	50 00	In May, 1873	172
5,180	4,876	10,056	6,082	202	40 by —, f. f., d. l.	12	50 00		173
5,920	3,852	9,772	6,076	202	9 6 by 7 9, f. f., s. l.	6	50 00		174
4,726	2,153	6,879	6,078	202	10 by 7, f. f., s. l.	7	50 00	In October, 1872.	175
4,570	3,857	8,427	5,947	198	8 by 6, fixtures, s. l.	6	50 00	Part; residue \$50. In August, 1872.	176
4,417	5,629	10,046	5,896	196	9 3 by 6 3, f. f., s. l.	12	50 00		177
6,239	5,937	12,176	5,655	189	15 by 9, f. f., s. l.	6	50 00	In November, 1872	178
5,793	3,121	8,914	5,649	188	15 by 10, f. f., s. l.	12	50 00	\$425 for side service	179
8,673	7,378	16,051	5,490	183	12 by 6, f. f., s. l.	6	50 00	In August, 1872	180
8,752	3,418	12,170	5,453	182	10 by 7, f. f., s. l.	6	50 00	In November, 1872	181
3,876	3,616	7,492	5,424	181	8 5 by 6 8, f. f., s. l.	12	50 00	\$250 for m. m. service.	182
4,870	783	5,653	5,453	181	b. c.; no r. a.	13	50 00		183
4,343	2,745	7,088	5,286	176	no apt.; no r. a.	12	50 00		184
3,898	1,360	5,258	5,258	175	b. c.; no r. a.	6	50 00		185
5,156	5,154	10,310	5,185	172	12 by —, f. f., d. l.	12	50 00		186
4,638	3,019	7,657	4,646	172	6 5 by 3, f. f., s. l.	12	50 00	In July, 1872. 27 days.	187
3,041	5,739	8,780	5,110	170	22 3 by 8 9, f. f. c., m. c., s. l.	6	50 00	In Nov., 1872. Branch; main route \$50, (196.)	188
6,877	2,996	9,873	5,050	168	15 by 8 9, f. f. c., s. l.	6	50 00	In Nov., 1872. Branch; main route \$200, (22.)	189
3,638	1,872	5,510	5,055	168	b. c.; no r. a.	18	50 00		190
3,868	2,845	6,713	4,984	168	b. c.; no r. a.	12	50 00		191
5,987	5,537	11,524	4,947	165	10 by 7, s. l.	6	50 00		192
6,789	4,537	11,326	4,854	161	b. c.; no r. a.	6	50 00		194
3,520	2,645	6,165	4,814	160	in charge of conductor	8*	50 00		195
4,921	10,691	15,612	4,682	156	22 3 by 8 9, f. f. c., and m. c., s. l.	9*	50 00	In Nov., 1872. Main route; br'ch \$50, (188.)	196
3,129	1,574	4,703	4,703	156	no r. a.	18	50 00	Branch; main route \$200, (19.) In March, 1872.	197
8,581	4,836	13,417	4,576	152	12 by —, f. f., s. l.	6	50 00		198
5,233	2,374	5,607	4,479	149	no apt.; no r. a.	12	50 00		199
3,027	2,203	5,230	4,445	148			50 00	In September, 1872.	200
3,793	2,825	6,618	3,515	140	8 by 6, f. f., s. l.	12	50 00	25 days. In August, 1872. Branch; main route \$50, (136.)	201
3,610	2,065	5,675	4,186	139	10 by 9 6, f. f., s. l.	6	50 00		202
3,208	1,911	5,119	4,153	138	36 cubic feet; no r. a.	12	50 00		203
2,996	2,138	5,134	4,084	136	no apt.; no r. a.	6	50 00		204
7,098	4,215	11,313	3,702	123	8 by 8, f. f., s. l.	9*	50 00		205
3,913	1,654	5,567	3,672	122	23 by 9, f. f. c., s. l.	6	50 00	In September, 1872.	206
4,344	2,227	7,271	3,682	122	9 by 7, f. f., s. l.	7*	50 00		207
3,558	2,162	5,720	3,037	121	b. c.; no r. a.	8*	50 00	25 days. In August, 1872. Branch; main route \$50, (136.)	208
10,383	6,542	16,925	3,581	119	10 by 6, f. f., s. l.	6	50 00		209

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>	
210	Ill	11901	.....	Streator, Aurora	Chicago, Burlington, and Quincy .	60. 79	20
211	N. Y. . . .	1510	1246	Schoharie, Middleburgh	Middleburgh and Schoharie	5. 50	12. 7
212	Conn. . . .	945	910	Bethel, Hawleyville	Danbury and Norwalk	6. 01	20
213	Md	3517	.....	Berlin, Snow Hill	Worcester	14	20
214	Mass	631	624	Winchester, Woburn	Boston and Lowell and Nashua and Lowell .	3	25
215	Vt	475	.....	Rutland, State-line, Bennington .	Harlem Extension	59	20
216	Iowa	11020a	.....	Beulah, Elkader	Iowa Eastern	17. 75	10
217	N. Y. . . .	1009	1202	Sufferns, Piermont	Erie	18	28
218	N. Y. . . .	1587	1262	East Gainesville, Perry	Rochester and Pine Creek	6. 55	20
219	Conn. . . .	980	916	Hartford, Millerton	Connecticut Western	69. 18	20
220	N. Y. . . .	1562	1272	Canastota, Cazenovia	Cazenovia and Canastota	15	20
221	Mass	610	610	Boston, Medford	Boston and Maine	5. 50	25
222	N. Y. . . .	1030	1214	Canandaigua, Niagara Falls	New York Central and Hudson River .	97	.....
223	N. Y. . . .	1011	1261	Hudson, West Stockbridge	Hudson and Boston	35	25
224	Pa	1875	2460	Wellsborough, Antrim	Fall Brook Coal Company	13. 6	16½
225	Md	3511	.....	Townsend, Centerville	Queen Anne's and Kent	36	25
226	Mass	635	626	South Acton Depot, Hudson	Fitchburgh	9	25
227	Mass	650	633	Canton Depot, Stoughton	Stoughton Branch Boston and Providence .	4	26
228	Mass	616	615	Boston, West Lynn Depot	Eastern, of Massachusetts	10	18
229	Mass	746	661	Holyoke, Westfield	New Haven and Northampton	10. 53	28
230	Mass	629	623	Lowell, Lawrence	Boston and Lowell and Nashua and Lowell .	14	25
231	Mass	635	.....	South Acton, Hudson	Fitchburgh	9	25
232	Pa	2467	.....	Phoenixville, Eagle	Philadelphia and Reading	11. 12	12
233	N. Y. . . .	1007	1232	Mineola, Locust Valley	Long Island	12. 25	25
234	Mass	727	651	Gloucester, Pigeon Cove	Eastern, of Massachusetts	6. 50	24
235	N. J	2127	.....	Whitings, Atco	New Jersey Southern	33. 3	17
236	Mass	676	640	Taunton, Middleborough	Middleborough and Taunton	9. 50	25
237	Ill	11900	.....	McLeansboro', Shawneetown	Evansville, Henderson and Nashville .	41. 25	23
238	Mass	748	662	Milford, Bellingham	Providence and Worcester	5	.....
239	Ill	11901	.....	Aurora, Batavia	Chicago, Burlington and Quincy .	9	20
240	Pa	1820	2420	Blossburgh, Morris Run	Tioga	3. 80	16
241	Mass	618	617	Grafton Depot, Millbury	Boston and Albany	4	25
242	N. Y. . . .	1579	1266	Ithaca, State Line	Ithaca and Athens	34. 6	30
243	Mass	621	620	Salem, Lawrence	Eastern, of Massachusetts	20	20
244	Ill	11405	.....	Aurora, Turner	Chicago, Burlington and Quincy .	13	14
245	Mass	639	630	Natick, Saxonville	Boston and Albany	4	25
246	Pa	2463	.....	Topton, Kutztown	Philadelphia and Reading	4. 36	18
247	Pa	1820	2420	Blossburgh, Arnot	Tioga	3. 79	16
248	Mass	633	629	Anburndale Station, Newton Lower Falls .	Boston and Albany	2	25
249	Ala	6619	.....	Chehaw, Tuskegee	Tuskegee	6	10
250	Pa	2465	.....	Carbondale, Susquehanna Depot .	Erie	38. 25	27
251	Md	3516	.....	Junction, Newtown	Worcester and Somerset	9	20
252	N. J	2120	.....	New Bridge, Nanuet Junction .	Erie	13. 25	30
253	Mass	622	621	Georgetown, Haverhill	Boston and Maine	6. 50	25
254	Pa	2477	.....	Conschocken, Flourtown	Philadelphia and Reading	7. 25	9
255	N. Y. . . .	1518	1250	Plattsburgh, Ausable Forks	New York & Canada, (late Whitehall and Plattsburgh .)	23	24
256	N. Y. . . .	1560	1274	Johnsonville, Greenwich	Greenwich and Johnsonville	14	25

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

Whole weight carried any distance for thirty days.			Average 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.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
4,430	6,319	10,749	3,550	118	20 by 8 6, f. f., s. l	9*	50 00	In November, 1872. Main route; branch \$50, (239.)	210
2,536	1,011	3,547	3,547	118	9 by 8 6; no r. a	12	50 00	.....	211
3,067	435	3,502	3,502	116	No apt.; no r. a	12	50 00	Branch; main route \$85.11, (83.)	212
2,313	1,314	3,627	3,468	115	9 2 by 4 2, f. f., s. l	6	50 00	In February, 1873.	213
2,229	1,210	3,439	3,439	114	36 cubic feet; no r. a	12	50 00	.....	214
6,966	7,158	14,124	3,403	113	18 by 6, fixtures, s. l	7*	50 00	In September, 1872.	215
2,296	1,434	3,730	3,313	110	20 by 7, f. f., s. l	6	50 00	In May, 1873.	216
2,969	2,109	5,078	3,300	110	b. c.; no r. a	6	50 00	.....	217
1,969	1,272	3,241	3,241	108	b. c.; no r. a	12	50 00	.....	218
8,425	7,716	16,141	3,203	106	12 by 6 6, f. f., d. l., 11½ m., s. l. residue.	7½*	50 00	.....	219
1,548	2,284	3,832	3,196	106	apt. in b. c.; no r. a	18	50 00	.....	220
1,860	1,257	3,137	3,137	104	b. c.; no r. a	12	50 00	.....	221
8,293	6,703	14,996	3,100	103	b. c.; no r. a	12	50 00	In September, 1872.	222
4,429	2,371	6,800	3,019	100	b. c.; no r. a	12	50 00	.....	223
2,164	1,257	3,421	2,885	96	7 by 11, f. f. c., s. l	6	50 00	In January, 1873. Part; residue \$50, (141.)	224
3,358	2,342	5,700	2,764	92	15 by 10, f. f., s. l	6	50 00	In January, 1873	225
2,459	1,390	3,849	2,701	90	no apt.; no r. a	12	50 00	\$50 for m. m. service.	226
722	1,990	2,712	2,712	90	no apt.; no r. a	12	50 00	.....	227
1,927	1,406	3,333	2,704	90	b. c.; no r. a	12	50 00	.....	228
1,527	1,130	2,657	2,657	88	no apt.; no r. a	12	50 00	.....	229
1,766	1,345	3,111	2,627	87	36 cubic feet; no r. a	12	50 00	\$350 for m. m. service	230
1,884	1,118	3,002	2,253	83	no apt	12	50 00	\$50 for m. m. service. In July, 1872. 27 days.	231
2,196	1,358	3,554	2,372	79	b. c.	6	50 00	In October, 1872.	232
2,021	1,756	3,777	2,325	77	15 by 10, f. f., s. l	12	50 00	\$250 per annum addi- tional for side service	233
2,276	1,371	3,647	2,246	75	b. c.; no r. a	14	50 00	\$125 for m. m. service	234
2,039	1,562	3,601	1,786	71	8 by 6, f. f., s. l	6	50 00	25 days. In Aug., 1872.	235
1,616	1,038	2,654	2,066	69	b. c.; no r. a	18	50 00	.....	236
1,970	2,267	4,237	2,033	68	12 by 9, f. f., s. l	9*	50 00	In Dec., 1872. Branch; main route \$50, (132.)	237
.....	.....	.....	1,800	60	no apt.; no r. a	12	50 00	.....	238
1,033	678	1,711	1,711	57	b. c.; no r. a	12	50 00	In November, 1872. Branch; main route \$50, (210.)	239
1,080	630	1,710	1,710	57	no r. a	6	50 00	Branch; main route \$75, (106.) In Janu- ary, 1873.	240
1,067	636	1,703	1,703	56	b. c.; no r. a	12	50 00	.....	241
2,987	3,067	6,054	1,636	54	12 by 7, f. f., s. l	6	50 00	.....	242
3,736	2,668	6,404	1,526	51	b. c.; no r. a	9*	50 00	.....	243
1,311	1,232	2,543	1,554	51	b. c.; no r. a	6	50 00	In November, 1872. Branch; main route \$200, (22.)	244
987	543	1,530	1,530	51	b. c.; no r. a	12	50 00	.....	245
811	685	1,496	1,496	50	b. c.	9	50 00	.....	246
930	570	1,500	1,500	50	no r. a	6	50 00	Branch; main route \$75, (106.) In Janu- ary, 1873.	247
812	573	1,385	1,385	46	b. c.; no r. a	12	50 00	.....	248
383	925	1,308	1,308	43	no apt. or r. a	12	50 00	.....	249
1,874	2,334	4,208	1,281	42	9 by 8, f. f. c., s. l	6	50 00	.....	250
710	490	1,200	1,200	40	Passenger-car	6	50 00	In December, 1872.	251
1,530	1,253	2,783	1,074	35	b. c.; no r. a	6	50 00	.....	252
475	267	742	742	24	b. c.; no r. a	6	50 00	.....	253
686	312	998	632	21	b. c.; no r. a	6	50 00	.....	254
4,091	1,611	5,702	3,744	125	no apt.; no r. a	6	43 47	Returns not certified.	255
1,826	1,472	3,298	2,596	86	apt. in b. c., furniture.	12	42 85	.....	256

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.
257	Ky . . .	9738	.....	Elizabethtown, Paducah	Elizabethtown and Paducah	<i>Miles.</i> 185	18
258	Ind . . .	12001	.....	Indianapolis, Vincennes	Indianapolis and Vincennes	116.32	25
259	Ill . . .	11900	.....	McLeansboro', Shawneetown	Saint Louis and Southeastern	41.25	23
260	Ill . . .	11902	.....	Mendota, Clinton	Chicago, Burlington and Quincy	64.19	21½
261	Pa . . .	2461	.....	Towanda, Bernice	Sullivan & Erie Coal & Railroad	29.32	14
262	Pa . . .	2424	.....	Alton, Carrollton	Erie	25.5	25
263	Ind . . .	12030	.....	Attica, Veedersburgh	Mathers, Chamberlain & Co., lessees Indiana North and South Railway	14	15
264	N. Y. . .	1045	1209	Goshen, Montgomery	Erie	10.25	27
265	S. C. . .	5608	.....	Florence, Cheraw	Cheraw and Darlington	40	13½
266	Iowa . .	11003a	.....	Chariton, Leon	Burlington and Missouri River	37.44	12
267	Miss . .	7008	.....	Middleton, Ripley	Ripley	24.75	15
268	N. J . .	2129	.....	Atsion, Greenwich	Vineland	44.25	25
269	Ohio . .	9044	.....	Marietta, Cambridge	Marietta and Pittsburgh	60.11	20
270	Ill . . .	11918	.....	Paris, Danville	Paris and Danville	36	15
271	Conn . .	945	910	Branchville, Ridgefield	Danbury and Norwalk	4	20
272	N. Y. . .	1543	1275	Montgomery, Kingston	Walkill Valley	33.46	25

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

Whole weight carried any distance for thirty days.			Average weight car- ried 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.					
Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Feet and inches.		Dolls.		
39,008	18,720	57,728	21,016	700	13 by 8, f. f., s. l.	6	40 00	In October, 1872.	257
11,032	6,233	17,265	6,440	214	20 by 8 4, f. f., s. l.	12	40 00	In October, 1871.	258
.....	.....	.....	3,346	111	10 by 8, f. f., s. l.	12	40 00	Branch; main route \$90, (78.)	259
4,121	2,131	6,252	1,955	65	10 by 7, f. f., s. l.	6	40 00	In November, 1872.	260
3,350	1,940	5,290	1,847	62	9 by 6, fixtures, s. l.	6	40 00	In July, 1873.	261
1,557	1,180	2,737	1,555	51	b. c.; no r. a.	6	40 00	.....	262
916	900	1,816	1,002	33	12 by 9, fixtures. Mails in charge of sworn employé of company.	6	40 00	In May, 1873.	263
3,991	1,782	5,773	5,541	184	7 by 6, f. f. c., s. l.	6	39 02	.....	264
1,762	7,621	9,383	6,053	201	13 by 9, f. f. c., s. l.	6	30 00	.....	265
2,648	1,344	3,992	3,073	102	23 by 9, f. f. c., s. l.	6	30 00	In September, 1872.	266
2,187	1,330	3,517	2,601	86	b. c.; no r. a.	6	30 00	In April, 1873.	267
2,626	2,276	4,902	2,009	80	8 by 6, f. f., s. l.	6	30 00	25 days. In Aug., 1872.	268
3,653	2,963	6,616	1,793	59	10 by 7 6, f. f., s. l.	6	30 00	In September, 1872.	269
1,367	1,953	3,320	1,764	58	6 by 3, f. f., s. l.	6	30 00	In November, 1872.	270
1,175	510	1,685	1,685	56	no apt.; no r. a.	12	30 00	Branch; main route \$85.11, (83.)	271
3,615	2,457	6,072	1,507	50	7 by 5 2, fixtures, s. l.	6	30 00	.....	272

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	176	6615	.....	Connecticut River	36	702	648
Androscoggin. (See Maine Central)				Connecticut Western	219	980	916
Atchison and Nebraska	155	14212	.....	Consolidated European and North American	47	181	9
Athol and Enfield. (See Springfield, Athol and Northeastern.)				Cooperstown and Susquehanna Valley	119	1525	1278
Baltimore and Ohio	17	3504	.....	Dakota Southern	102	13929	.....
Bangor and Piscataquis	157	188	10	Danbury and Norwalk	83	945	910
Boston and Albany	1	605	.....	Do	212	945	910
Do	4	605	.....	Do	271	945	910
Do	9	605	.....	Delaware, Lackawanna and Western	82	1040	1230
Do	153	641	632	Do	137	1228	1229
Do	241	618	617	Do	151	1405	1228
Do	245	639	630	Do	162	1545	1231
Do	248	638	629	Dunkirk, Allegheny Valley and Pittsburgh, (late Dunkirk, Warren and Pittsburgh)	193	1580	1265
Boston and Lowell and Nashua and Lowell	35	603	.....	Dunkirk, Warren and Pittsburgh. (See Dunkirk, Allegheny Valley and Pittsburgh.)			
Do	125	278	257	Dutchess and Columbia. (See New York, Boston and Montreal.)			
Do	182	636	627	Eastern, of Massachusetts	21	601	.....
Do	203	632	625	Do	28	114	124
Do	214	631	624	Do	120	732	654
Do	230	629	623	Do	138	620	619
Boston and Maine	42	602	.....	Do	145	619	618
Do	161	602	.....	Do	228	616	615
Do	170	308	259	Do	234	727	651
Do	194	728	652	Do	243	621	620
Do	221	610	.....	Elizabethtown and Paducah	257	9738	.....
Do	253	622	621	Erie	3	1035	1207
Boston and Providence	25	608	.....	Do	8	1001	1201
Do	199	617	616	Do	14	1035	1207
Boston, Barre and Gardner	133	745	660	Do	15	1038	1208
Boston, Clinton and Fitchburgh	96	688	644	Do	59	1035	1207
Do	97	640	631	Do	60	1035	1207
Do	146	735	656	Do	100	1032	1205
Do	173	742	659	Do	109	2409	.....
Boston, Concord and Montreal	72	253	252	Do	124	1033	1206
Do	140	331	261	Do	163	1010	1204
Buffalo and Washington	180	1509	1249	Do	183	1574	1203
Buffalo, Corry and Pittsburgh	154	1043	1252	Do	192	2128	.....
Buffalo, New York and Philadelphia	168	1509	1249	Do	217	1009	1202
Burlington and Missouri River	64	11003	.....	Do	250	2465	.....
Do	164	11003	.....	Do	252	2120	.....
Do	206	11018	.....	Do	262	2424	.....
Do	266	11003a	.....	Do	264	1045	1209
Burlington, Cedar Rapids and Minnesota	128	11012	.....	Erie and Pittsburgh	99	1850	2445
Cayuga Lake	202	1589	1284	European and North American. (See Consolidated European and North American.)			
Cazenovia and Canastota	220	1562	1272	Evansville and Crawfordsville	84a	12012	.....
Central, of New Jersey	20	1605	2101	Evansville, Henderson and Nashville	132	11900	.....
Champlain and Saint Lawrence	53	1023	1258	Do	237	11900	.....
Cheraw and Darlington	265	5608	.....	Fall Brook Coal Company	141	1875	2466
Cheshire and Ashuelot	52	689	645	Do	224	1875	2466
Do	152	703	649	Fall River, Warren and Providence	158	821	804
Chicago, Burlington and Quincy	22	11405	.....	Fitchburgh	29	604	.....
Do	39	11417	.....	Do	34	604	.....
Do	98	11002	.....	Do	147	637	628
Do	144	11415	.....	Do	187	637	.....
Do	178	11432	.....	Do	226	635	626
Do	188	11409	.....	Do	231	635	.....
Do	189	11405	.....	Fonda, Johnstown and Gloversville	116	1561	1273
Do	196	11409	.....	Grand Trunk, of Canada	46	116	6
Do	210	11901	.....	Do	65	116	6
Do	239	11901	.....	Great Western, of Canada	130	1034	1254
Do	244	11405	.....	Greenwich and Johnsonville	256	1560	1274
Do	260	11902	.....	Harlem Extension	156	1524	1279
Cincinnati and Muskingum Valley	104	9033	.....	Do	160	1524	1279
Cincinnati, La Fayette and Chicago	40	12028	.....				
Cleveland, Columbus, Cincinnati and Indianapolis	12	9046	.....				
Do	13	9018	.....				
Do	49	9015	.....				
Columbus and Xenia	11	9016	.....				
Columbus, Chicago and Indiana Central	24	9017	.....				
Connecticut and Passumpsic Rivers	62	452	402				

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route.	Title.	Order.	Number of route.	New number of route.
Harlem Extension	166	475	404	New York, Boston and Montreal, (late Dutchess and Columbia)	209	1541	1277
Do	215	475	.....	New York Central and Hudson River	5	1002	1211
Hartford, Providence and Fishkill	75	955	911	Do	7	1079	1217
Hartford, Providence and Fishkill, lessees Rockville Railroad	190	972	912	Do	10	1232	1218
Housatonic	87	943	909	Do	67	1027	1213
Houston and Texas Central, operating Waco and Northwestern Railway	142	8577a	.....	Do	108	1016	1212
Hudson and Boston	223	1011	1261	Do	111	1037	1216
Indiana North and South. (See Mathers, Chamberlain & Co., lessees.) .....	.....	.....	.....	Do	200	1036	1215
Indianapolis and Vincennes	258	12001	.....	Do	222	1030	1214
Indianapolis, Bloomington and Western	80	12017	.....	New York, Kingston and Syracuse	198	1576	1268
Iowa Eastern	216	11020a	.....	New York, New Haven and Hartford	6	937	905
Ithaca and Athens	242	1579	1266	Do	37	936	904
Ithaca and Cortland	186	1566	1269	Do	110	932	903
Kansas Central	172	14235	.....	New York, Providence and Boston	48	802	.....
Knox and Lincoln	85	204	.....	Northern Central	41	1031	1255
Lewy's Island. See St. Croix and Penobscot. ....	.....	.....	.....	Norwich and Worcester	101	925	901
Long Island	74	1006	1233	Ogdensburg and Lake Champlain	79	1022	1242
Do	179	1008	1234	Oswego and Syracuse	95	1029	1256
Do	233	1007	1232	Paris and Danville	270	11918	.....
Louisville and Nashville and Great Southern	185	9742	.....	Philadelphia and Reading	18	1605	2101
Maine Central	45	9	2	Do	232	2467	.....
Do	57	115	5	Do	246	2463	.....
Do	58	115	5	Do	254	2477	.....
Do	123	9a	3	Phillips & Colby Construction Company, operating Wisconsin Central	169	13018	.....
Do	165	201	11	Pittsburgh, Cincinnati and Saint Louis	19	9036	.....
Maine Central, (late Androscoggin)	94	19	34	Do	32	9012	.....
Maine Central, (late Portland and Kennebec)	105	1	.....	Do	33	9034	.....
Marietta and Pittsburgh	269	9044	.....	Do	122	1864	2456
Mathers, Chamberlain & Co., lessees Indiana North and South Railway	263	12030	.....	Do	197	9036	.....
Memphis, Carthage and Northwestern	175	10321a	.....	Pittsburgh, Fort Wayne and Chicago	16	9002	.....
Middleborough and Taunton	236	676	640	Pittsburgh, Fort Wayne and Chicago, lessees Newcastle and Beaver Valley	112	1849	2429
Middleburgh and Schoharie	211	1510	1246	Pittsfield and North Adams	121	721	650
Mobile and Montgomery	63	6612	.....	Port Huron and Lake Michigan	181	12522	.....
Monadnock	184	738	657	Portland and Kennebec. (See Maine Central.) .....	.....	.....	.....
Monticello and Port Jervis	195	1564	1270	Portland and Ogdensburg	131	521	410
Montreal and Plattsburgh. (See New York and Canada.) .....	.....	.....	.....	Portland and Rochester	126	117	7
Naugatuck	84	942	908	Portland, Saco and Portsmouth. (See Eastern, of Massachusetts.) .....	.....	.....	.....
Do	114	942	908	Providence and Worcester	93	801	.....
New Bedford and Taunton	86	678	.....	Do	238	748	662
Do	129	672	.....	Providence, Warren and Bristol	127	803	.....
New Brunswick and Canada	171	214	14	Queen Anne's and Kent	225	3511	.....
Newcastle and Beaver Valley. (See Pittsburgh, Fort Wayne and Chicago.) .....	.....	.....	.....	Quincy, Alton and Saint Louis	88	11431	.....
New Haven and Derby	159	977	915	Ripley	267	7008	.....
New Haven and Northampton	90	938	906	Rochester and Pine Creek	218	1587	1262
Do	113	938	906	Rockville. (See Hartford, Providence and Fishkill.) .....	.....	.....	.....
Do	229	746	661	Rome, Watertown and Ogdensburg	54	1026	1227
New Haven, Middletown and Willimantic	150	975	913	Do	55	1026	1227
New Jersey Southern	136	2126	.....	Do	139	1042	1225
Do	201	2126	.....	Do	149	1024	1226
Do	208	2126	.....	Rutland and Burlington	26	482	406
Do	235	2127	.....	Do	27	482	406
New London Northern, lessees Ware River Railroad	204	733	655	Do	66	482	406
New London Northern. (See Vermont Central.) .....	.....	.....	.....	Saint Croix and Penobscot, (late Lewy's Island)	76	84	4
New York and Canada, (late Montreal and Plattsburgh)	103	1021	1243	Saint Louis and Southeastern	77	10008	.....
New York and Canada, (late Whitehall and Plattsburgh)	255	1518	1280	Do	78	11900	.....
				Do	92	9612a	.....
				Do	259	11900	.....
				Schoharie Valley	89	1014	1247
				Shepaug Valley	177	981	917
				Skaneateles	118	1046	1251
				South and North Alabama	70	6604	.....

Index to Table E—Continued.

Title.	Order.	Number of route.	New number of route. ¹	Title.	Order.	Number of route.	New number of route.
South and North Alabama.....	107	6604	.....	Vermont Central.....	31	461	403
Southern Railroad Association, lessees Mississippi Central....	23	7001	.....	Vermont Central and Vermont and Canada.....	30	412	401
South Side.....	143	1044	1282	Do.....	73	508	408
Springfield and Illinois South-eastern.....	135	11433	.....	Do.....	134	1582	1263
Springfield, Athol and North-eastern, (late Athol and Enfield).	207	741	658	Do.....	174	520	409
Staten Island.....	191	1005	1260	Vermont Central, operating New London Northern.....	68	926	902
Stoughton Branch Boston and Providence.....	227	650	633	Do.....	91	696	647
Sullivan.....	44	481	405	Vermont Valley.....	43	487	407
Sullivan and Erie Coal and Railroad.....	261	2461	.....	Vineland.....	268	2129	.....
Syracuse and Chenango Valley..	205	1581	1264	Waco and Northwestern. (See Houston and Texas Central.)			
Syracuse, Binghamton and New York.....	81	1028	1257	Wallkill Valley.....	272	1543	1275
Syracuse Northern.....	167	1577	1267	Ware River. (See New London Northern.)			
Taunton Branch.....	51	677	641	Western Maryland.....	148	3507	.....
Tioga.....	106	1820	2420	Whitehall and Plattsburgh. (See New York and Canada.)			
Do.....	115	1820	2420	Wilmington, Columbia and Augusta.....	38	5604	.....
Do.....	240	1820	2420	Do.....	71	5604	.....
Do.....	247	1820	2420	Wisconsin Central. (See Phillips and Colby Construction Companies.)			
Troy and Boston.....	50	1017	1259	Worcester.....	213	3517	.....
Tuskegee.....	249	6619	.....	Worcester and Nashua.....	69	683	643
Utica and Black River.....	117	(1025) (1181)	1283	Worcester and Somerset.....	251	3516	.....
Vermont and Massachusetts.....	61	690	646				

Index to Table F.

Title.	Order.	No. of route.	New number of route.	Title.	Order.	No. of route.	New number of route.
Alabama and Chattanooga...	54	6615	.....	New Jersey Southern.....	40	1608	2126
Atchison and Nebraska.....	48	14212	.....	New York Central and Hud-			
Baltimore and Ohio.....	11	2904	3504	son River.....	1	1002	.....
Burlington and Missouri Riv-				Do.....	2	1079	.....
er.....	19	11003	.....	Do.....	26	1027	.....
Do.....	61	11003a	.....	Petersburgh.....	17	4410	.....
Central, of New Jersey.....	9	1605	2101	Philadelphia and Reading...	8	1605	2476
Chicago, Burlington and				Do.....	46	1814	2414
Quincy.....	13	11405	.....	Do.....	63	2467	.....
Do.....	22	11417	.....	Do.....	65	2463	.....
Do.....	36	11002	.....	Phillips and Colby Construc-			
Do.....	45	11415	.....	tion Company, operating			
Cincinnati, LaFayette and				Wisconsin Central Rail-			
Chicago.....	24	12028	.....	road.....	51	13018	.....
Cleveland, Columbus, Cin-				Pittsburgh, Cincinnati and			
cinnati and Indianapolis....	14	9046	.....	Saint Louis.....	12	9036	9036
Do.....	15	(9015)	.....	Do.....	34	9012	9012
Do.....	18	9018	9018	Do.....	47	9034	9034
Do.....	25	9015	.....	Pittsburgh, Fort Wayne and			
Columbus and Xenia.....	5	9016	9016	Chicago.....	6	9002	9002
Connecticut River.....	23	706	702	Pittsburgh, Fort Wayne and			
Dakota Southern.....	41	13929	.....	Chicago, (lessees).....	57	1849	2429
Elizabethtown and Paducah	33	9738	.....	Port Huron and Lake Michi-			
Erie.....	3	1001	.....	gan.....	55	12522	.....
Do.....	4	(1035)	.....	Quincy, Alton and Saint			
Do.....	7	1035	.....	Louis.....	38	11431	.....
Erie and Pittsburgh.....	37	1850	2445	Richmond and Petersburg.	16	4409	.....
Fall Brook Coal Company....	42	1875	2466	Ripley.....	68	7008	.....
Do.....	62	1875	2466	Rockford, Rock Island and			
Fitchburgh.....	20	604	.....	Saint Louis.....	31	11429	.....
Harlem Extension.....	49	1524	.....	Saint Joseph and Denver City	50	14004	.....
Houston and Texas Central,				Saint Louis and Southeast-			
operating Waco and North-				ern.....	27	10008	.....
western Railway.....	44	8577a	.....	Do.....	28	9612a	.....
Indiana, North and South,				Do.....	29	11900	.....
(See Mathers, Chamberlain				Do.....	30	11900	.....
& Co., lessees)				Do.....	59	11900	.....
Indianapolis and Vincennes..	52	12001	.....	Do.....	70	11900	.....
Indianapolis, Bloomington				Springfield and Illinois			
and Western.....	32	12017	.....	Southeastern.....	39	11433	.....
Iowa Eastern.....	60	11020a	.....	Sullivan and Erie Coal			
Knox and Lincoln.....	35	204	.....	Railroad.....	71	1869	2461
Lehigh Valley.....	10	1605	2479	Tioga.....	64	1820	2420
Louisville and Nashville and				Tuskegee.....	66	6619	.....
Great Southern.....	56	9742	.....	Vineland.....	69	1746	2129
Marietta and Pittsburgh.....	72	9044	.....	Waco and Northwestern.			
Mathers, Chamberlain & Co.,				(See Houston and Texas			
lessees Indiana North and				Central.)			
South Railroad.....	73	12030	.....	Western Maryland.....	43	3507	.....
Memphis, Carthage and				Wisconsin Central. (See Phil-			
Northwestern.....	53	10521a	.....	lips and Colby Construc-			
Mobile and Montgomery.....	21	6612	.....	tion Company.)			
				Worcester.....	58	3517	.....
				Worcester and Somerset....	67	3516	.....

F.—Table showing the re-adjustment 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-line; r. a., route agent. A number followed by an asterisk (*) shows the equivalent in round trips, a "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.
						<i>Miles.</i>	<i>Pounds.</i>	
1	N. Y. .	1002	.....	New York, Troy.....	New York Central and Hudson River.	150	31, 399	....
2	N. Y. .	1079	.....	Albany, Buffalo.....	New York Central and Hudson River.	298	31, 399	...
3	N. Y. .	1001	.....	New York, Dunkirk..	Erie	460	31, 273	33
4	N. Y. .	1035, 1038	.....	Buffalo, Hornellsville.	do	91	20, 717	32
5	Ohio ..	9016	9016	Columbus, Xenia.....	Columbus and Xenia.....	55	16, 119	27
6	Ohio ..	9002	9002	Pittsburgh, Chicago ..	Pittsburgh, Fort Wayne and Chicago.	469. 50	13, 710	30
7	N. Y. .	1035	.....	Attica, Corning.....	Erie	111	12, 124	30
8	Pa	1605	2476	Allentown, Harrisburgh.	Philadelphia and Reading..	90	11, 859	26
9	N. J. .	1605	2101	Jersey City, Easton...	Central, of New Jersey.....	74	11, 357	25
10	Pa	1605	2479	Easton, Allentown....	Lehigh Valley	16. 58	.....	25
11	Md ...	2904	3504	Baltimore, Wheeling..	Baltimore and Ohio	377	12, 579	24
12	Ohio ..	9036	9036	Columbus, Pittsburgh.	Pittsburgh, Cincinnati and Saint Louis.	160	11, 430	30
13	Ill	11405	.....	Chicago, Burlington ..	Chicago, Burlington and Quincy.	207. 70	7, 313	24½
14	Ohio ..	9046	.....	Cleveland, Cincinnati.	Cleveland, Columbus, Cincinnati and Indianapolis.	254. 25	6, 220	28
15	Ohio ..	9015, 9018	.....	Cleveland, Indianapolis.	Cleveland, Columbus, Cincinnati and Indianapolis.	284	5, 205	30
16	Va	4409	.....	Richmond, Petersburg.	Richmond and Petersburg	24. 50	3, 959	25
17	Va	4410	.....	Petersburgh, Weldon.	Petersburgh	65. 51	3, 824	23
18	Ohio ..	9018	9018	Galion, Indianapolis ..	Cleveland, Columbus, Cincinnati and Indianapolis.	204	3, 444	28
19	Iowa ..	11003	.....	Burlington, East Plattsmouth.	Burlington and Missouri River.	279. 14	2, 598	21
20	Mass...	604	.....	Boston, Fitchburgh...	Fitchburgh	52	2, 357	30

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.

catchers; r. p. o., railway post-office; apt., apartment; b. c., baggage-car; d. l., double line; s. l., single more particular statement in tabular form being inconvenient. The figures in parentheses in the

Size, &c., of mail-car or apartment.	Trips per week.	Pay per mile per annum.	Former pay per mile per annum.	Amount of annual pay.	Former amount of annual pay.	Date of re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
.....		375 00	350 00	56,250 00	52,500 00	July 1, 1872	Ordered June, 1873...	1
.....		375 00	300 00	111,750 00	89,400 00	July 1, 1872	Ordered June, 1873...	2
r. p. o., 50 by 10, f. f. c., d. l.; r. a. apts., 42 by 11, 26 by 11, 16 by 11, f. f. c.	20½*	375 00	300 00	172,500 00	138,000 00	Oct. 1, 1872	.....	3
r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	20½*	375 00	200 00	34,125 00	18,200 00	Oct. 1, 1872	Part of 1035; residue \$300, (7.)	4
20 by 8 4, f. f., s. l.	25	325 00	225 00	17,875 00	12,375 00	July 1, 1872	Ordered Jan., 1873...	5
20 by 8 4, f. f., d. l.	26	300 00	200 00	140,850 00	93,900 00	July 1, 1872	Ordered Jan., 1873...	6
r. p. o., 42 by 11, 26 by 11, 16 by 11, f. f. c., s. l.	22½	300 00	100 00	33,300 00	11,100 00	Oct. 1, 1872	Part; residue \$375, (4.)	7
14 by 9 11 by 8 6, f. f., s. l. Through mails in through cars between New York and Harrisburgh.	19¾*	300 00	200 00	27,000 00	18,000 00	July 1, 1872	Part of New Jersey route 1605, old; company to provide enlarged and improved accommodations, when required, for mails and agents, and continue, in conjunction with connecting roads, to carry through mails in through cars between New York and Harrisburgh. Ordered Jan., 1873.	8
12 by 9, d. l. Through mails in through cars between N. York & Harrisburgh. Commodious apts., f. f., 2½ lines.	19	300 00	200 00	22,200 00	14,800 00	July 1, 1872	Conditions as on 2476, (8.) Ordered Nov., 1872.	9
	35	300 00	200 00	4,974 00	3,316 00	July 1, 1872	Part of New Jersey route 1605, old. Conditions as on 2476, (8.) Ordered March, 1873.	10
16 8 by 8, f. f., s. l.	18	285 00	247 10	107,445 00	93,900 00	July 1, 1872	Ordered June, 1873. 3 miles decrease. Weight in March and April, 1873.	11
20 by 8 4, f. f., s. l.	12	275 00	200 00	44,000 00	32,000 00	July 1, 1872	Ordered Jan., 1873. 33 miles to Newark, covered by route 9001.	12
r. p. o., 36 by 9, f. f. c., s. l.	20½*	225 00	200 00	46,732 50	41,540 00	Oct. 1, 1872	.....	13
r. p. o., 39 2 by 9 2, f. f. c., s. l.	12	225 00	.....	.....	.....	Sept. 1, 1872	New. Ordered June, 1873.	14
r. p. o., 39 2 by 9 1, s. l.	14*	215 00	175 00	61,060 00	49,700 00	Jan. 1, 1872	Ordered Dec., 1872...	15
r. p. o., 42 by 8 9, f. f. c., d. l.	13	200 00	175 00	4,900 00	4,287 50	Feb. 27, 1872	Ordered Dec., 1872...	16
r. p. o., 42 by 8 9, f. f. c., d. l.	13	200 00	175 00	13,102 00	11,375 00	Feb. 27, 1872	Ordered Dec., 1872, 51 mile increase.	17
r. p. o., 39 2 by 9 2, f. f. c., s. l.	12	200 00	215 00	40,800 00	43,860 00	July 1, 1872	Ordered June, 1873...	18
r. p. o., 23 by 9, f. f. c., s. l.	12	175 00	100 00	48,849 50	27,914 00	July 1, 1872	Ordered Oct., 1872....	19
r. p. o., 25 by 7 24 by 6 6, s. l.; r. a. apt., 15 by 7 6, 11 by 6 6, f. f., s. l.	18	175 00	153 84	9,100 00	8,000 00	July 1, 1872	Ordered Nov., 1872...	20

REPORT OF THE POSTMASTER-GENERAL.

F.—Table showing the re-adjustment 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.
21	Ala ...	6612	.....	Mobile, Montgomery.	Mobile and Montgomery...	<i>Miles.</i> 179	<i>Pounds.</i> 2, 810	20
22	Ill	11417	.....	Galesburgh, Quincy...	Chicago, Burlington and Quincy.	100	2, 214	25
23	Mass...	706	702	Springfield, South Vernon Junction.	Connecticut River	50	2, 197	....
24	Ind ...	12023	.....	Lafayette, Kankakee	Cincinnati, Lafayette and Chicago.	57. 35	1, 931	30
25	Ohio ..	9015	.....	Columbus, Delaware..	Cleveland, Columbus, Cincinnati and Indianapolis.	24. 75	1, 682	25
26	N. Y ..	1027	.....	Syracuse, Rochester ..	New York Central and Hudson River.	104	1, 438	....
27	Tenn...	10008	.....	Guthrie, Nashville....	Saint Louis & Southeastern	48	1, 293	21
28	Ky	9612a	.....	Evansville, Guthrie...	do	110. 66	1, 172	21
29	Ill	11900	.....	East Saint Louis, Evansville.	do	164. 75	1, 105	23
30	Ill	11900	.....	Saint Louis, Evansville.	do	164. 75	812	23
31	Ill	11429	.....	Sterling, Alton Junction.	Rockford, Rock Island and Saint Louis.	270. 80	794	20
32	Ind ...	12017	.....	Indianapolis, Pekin...	Indianapolis, Bloomington and Western.	203	757	25
33	Ky	9738	.....	Elizabethtown, Paducah.	Elizabethtown and Paducah	185	700	18
34	Ohio ..	9012	9012	Xenia, Dayton.....	Pittsburgh, Cincinnati and Saint Louis.	17	687	25
35	Me	204	.....	Bath, Rockland.....	Knox and Lincoln	49	684	22
36	Iowa ..	11002	.....	Keokuk, Burlington..	Chicago, Burlington and Quincy.	42. 75	657	21½
37	Pa	1850	2445	Miles Grove, New Castle.	Erie and Pittsburgh	83	628	30
38	Ill	11431	.....	Quincy, Louisiana	Quincy, Alton & Saint Louis	43	579	25
39	Ill	11433	.....	Beardstown, Shawneetown.	Springfield and Illinois Southeastern.	229. 70	608	22
40	N. J ...	1608	2126	New York, Pemberton Junction.	New Jersey Southern.....	84. 60	602	22
41	Dak...	13929	.....	Sioux City, Vermillion	Dakota Southern	35. 34	483	20
42	Pa	1875	2466	Lawrenceville, Wellsborough.	Fall Brook Coal Company..	23. 50	434	16½
43	Md ...	3507	.....	Lake Roland, Hagerstown.	Western Maryland	81. 40	328	21½
44	Tex...	8577a	.....	Bremond, Waco	Houston and Texas Central, operating Waco and North western Railway.	44. 56	407	18
45	Ill	11415	.....	Peoria, Galesburgh...	Chicago, Burlington and Quincy.	54	360	21½
46	Pa	1814	2414	Port Clinton, Williamsport.	Philadelphia and Reading..	121. 53	323	23
47	Ohio ..	9034	9034	Dayton, Richmond ...	Pittsburgh, Cincinnati and Saint Louis.	42	380	25
48	Kans .	14212	.....	Atchison, Lincoln	Atchison and Nebraska....	152. 28	294	20
49	N. Y ..	1524	.....	Chatham Village, Bennington.	Harlem Extension	57. 80	281	20

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 re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i> 8 by 8, f. f., s. l. . . .	14	Dolls. 160 00	Dolls. 100 00	Dolls. 28,640 00	Dolls. 18,700 00	May 17, 1872	8 miles decrease. Ordered May, 1873.	21
r. p. o., 29 by 8 10	12	160 00	150 00	16,000 00	15,000 00	Oct. 1, 1872	-----	22
17 8½ by 6 11, f. f. .	15*	150 00	125 00	7,800 00	6,250 00	July 1, 1869	Ordered May, 1873. \$300 for side supply of Chicopee Falls from July 1, 1869.	23
14 by 8, 8 by 8, f. f., s. l.	12	150 00	-----	-----	-----	Aug. 1, 1872	New. Ordered April, 1872. Distance counted only from Templeton; comp'y to provide more room when required.	24
No apt. No r. a. . . .	12	125 00	-----	-----	-----	Sept. 1, 1872	New. Ordered June, 1873.	25
-----	-----	125 00	100 00	13,000 00	10,400 00	July 1, 1872	Ordered June, 1873 . . .	26
10 by 8, f. f., s. l. . . .	12	115 00	90 00	5,520 00	4,320 00	Jan. 1, 1873	Ordered Sept., 1873 . . .	27
10 by 8, f. f., s. l. . . .	12	110 00	75 00	12,172 60	8,299 50	Jan. 1, 1873	Ordered Sept., 1873 . . .	28
10 by 8, f. f., s. l. . . .	12	105 00	90 00	17,298 75	14,827 50	Jan. 1, 1873	Main route; branch \$50, (59.) Ordered Sept., 1873.	29
12 by 9, f. f., s. l. . . .	9*	90 00	50 00	14,827 50	8,237 50	April 1, 1872	Ordered March, 1873. Main route; branch \$40, (70.)	30
12 by 8, f. f., s. l. . . .	13½*	90 00	75 00	24,372 00	20,310 00	Oct. 1, 1872	-----	31
12 8 by 8, f. f. e., s. l.	12	90 00	-----	-----	-----	July 1, 1872	New. Ordered Jan., 1873.	32
13 by 8, f. f., s. l. . . .	6	85 00	40 00	15,725 00	6,060 00	Sept. 7, 1872	Ordered Jan., 1873. 33½ miles increase.	33
20 by 8 4, f. f., s. l. . . .	30	85 00	175 00	1,445 00	2,975 00	July 1, 1872	Ordered Jan., 1873 . . .	34
13 by 6 8, f. f., d. l. . . .	12	85 00	-----	-----	-----	Dec. 1, 1871	New. Ordered April, 1873.	35
16 by 9, f. f. e., s. l. . . .	12	80 00	75 00	3,420 00	3,206 25	Oct. 1, 1872	-----	36
20 by 8 4, f. f., s. l. . . .	12	80 00	75 00	6,640 00	6,225 00	July 1, 1872	Ordered Jan., 1873 . . .	37
20 by 10, f. f. e.	12	80 00	-----	-----	-----	Feb. 1, 1872	New. Ordered Jan., 1873.	38
11 by 7, f. f., s. l. . . .	6	75 00	50 00	17,227 50	11,485 00	Jan. 1, 1873	-----	39
7 7 by 6 7, 7 1 by 6 7, f. f., s. l. . . .	12	75 00	50 00	6,345 00	4,230 00	July 1, 1872	Ordered Dec., 1872 . . .	40
12 by 7 6, f. f., s. l. . . .	6	75 00	-----	-----	-----	Dec. 1, 1872	New	41
11 by 7, f. f. e., s. l. . . .	12	75 00	50 00	1,762 50	1,175 00	July 1, 1872	Part; residue \$50, (62.) Ordered Feb., 1873.	42
10 by 9, f. f., d. l. . . .	12	75 00	50 00	6,105 00	4,070 00	Oct. 1, 1872	-----	43
End of b. c., fixtures, s. l.	6	65 00	50 00	2,896 40	2,228 00	April 1, 1873	-----	44
24 8 by 8 10, f. f. e., m. c., s. l.	20½*	65 00	50 00	3,510 00	2,700 00	Oct. 1, 1872	-----	45
14 by 5, f. f., s. l. . . .	6	65 00	75 00	7,899 45	9,114 75	July 1, 1872	Ordered Feb., 1873 . . .	46
20 by 8 4, f. f., s. l. . . .	12	60 00	175 00	2,520 00	7,350 00	July 1, 1872	Ordered Jan., 1873 . . .	47
16 by 9, f. f., s. l. . . .	6	60 00	50 00	9,136 80	7,614 00	Jan. 1, 1873	-----	48
18 by 6, fixtures, s. l.	7½*	60 00	50 00	3,468 00	2,890 00	Jan. 1, 1873	-----	49

REPORT OF THE POSTMASTER-GENERAL.

F.—Table showing the re-adjustment 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>	
50	Kans .	14004	.....	Elwood, Alexandria ..	Saint Joseph and Denver City.	167.20	222	16
51	Wis ..	13018	.....	Menasha, Stevens Point.	Phillips and Colby Construction Co., operating Wisconsin Central R. R.	65.27	222	20
52	Ind ...	12001	.....	Indianapolis, Vincennes.	Indianapolis and Vincennes	116.32	214	25
53	Mo ...	10521a	.....	Pierce City, Carthage.	Memphis, Carthage and Northwestern.	27.31	202	20
54	Ala ...	6615	.....	Birmingham, Meridian	Alabama and Chattanooga.	154.50	198	13
55	Mich .	12522	.....	Port Huron, Flint....	Port Huron and Lake Michigan.	68	182	18½
56	Ky ...	9742	.....	Glasgow Junction, Glasgow.	Louisville and Nashville and Great Southern.	12	175	15
57	Pa	1849	2429	New Castle, Homewood.	Pittsburgh, Fort Wayne, and Chicago, (lessees.)	15	172	24
58	Md ...	3517	.....	Berlin, Snow Hill....	Worcester	14	115	20
59	Ill	11900	.....	McLeansborough, Shawneetown.	Saint Louis and Southeastern.	41.25	111	23
60	Iowa...	11020a	.....	Beulah, Elkader ..	Iowa Eastern	17.75	110	10
61	Iowa...	11030a	.....	Chariton, Leon	Burlington and Missouri River.	37.44	102	12
62	Pa	1875	2466	Wellsborough, Antrim.	Fall Brook Coal Company..	13.60	96	16½
63	Pa	2467	.....	Phoenixville, Eagle ...	Philadelphia and Reading ..	11.12	79	12
64	Pa	1820	2420	Blossburgh, Fall Brook	Tioga	6.85	59	16
65	Pa	2463	.....	Topton, Kutztown ...	Philadelphia and Reading..	4.36	50	18
66	Ala ...	6619	.....	Chehaw, Tuskegee...	Tuskegee	6	43	....
67	Md ...	3516	.....	Junction, Newtown ..	Worcester and Somerset...	9	40	20
68	Miss ..	7008	.....	Middletown, Ripley ..	Ripley	24.30	86	15
69	N. J ...	1746	2129	Atsion, Greenwich ...	Vineland	44.25	80	25
70	Ill	11900	.....	McLeansborough, Shawneetown.	Saint Louis and Southeastern.	41.25	68	23
71	Pa	1869	2461	Towanda, Bernice	Sullivan and Erie Coal and Railroad.	29.32	62	14
72	Ohio ...	9044	.....	Marietta, Cambridge.	Marietta and Pittsburgh...	60.11	59	20
73	Ind ...	12030	.....	Attica, Veedersburgh.	Indiana North and South, (Mathers, Chamberlain & Co., lessees.)	14	33	15

Increase over former amount of annual pay, by re-adjustment.....

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 re-adjustment or adjustment.	Remarks.	Order.
<i>Feet and inches.</i>		<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>			
12 10 by 7 8, f. f., s. l.	6	55 00	50 00	9, 196 00	8, 360 00	April 1, 1872	Ordered Nov., 1872...	50
7 6 by 6 10, f. f., s. l.	6	50 00	.....	.....	.....	Dec. 16, 1871	New. Ordered May, 1873.	51
20 by 8 4, f. f., s. l.	12	50 00	40 00	5, 816 00	4, 652 80	July 1, 1872	Ordered Jan., 1873....	52
10 by 7, f. f., s. l. . .	7	50 00	.....	.....	.....	July 1, 1872	New. Ordered Dec., 1872.	53
8 by 6, fixtures, s. l.	6	50 00	.....	.....	.....	June 9, 1871	New. Ordered Nov., 1872.	54
10 by 7, f. f., s. l. . .	6	50 00	.....	.....	.....	Jan. 1, 1871	New. Ordered Dec., 1872.	55
No apt. No r. a. . . .	6	50 00	.....	.....	.....	Aug. 16, 1872	New. Ordered Nov., 1872.	56
.....	18	50 00	75 00	750 00	1, 125 00	July 1, 1872	Ordered Jan., 1873....	57
9 2 by 4 2, f. f., s. l.	6	50 00	.....	.....	.....	July 1, 1872	New. Ordered April, 1873.	58
10 by 8, f. f., s. l. . .	12	50 00	40 00	2, 062 50	1, 650 00	Jan. 1, 1873	Ordered Sept., 1873. Branch; main route \$105, (29.)	59
20 by 7, f. f., s. l. . .	6	50 00	.....	.....	.....	Dec. 1, 1872	New.	60
23 by 9, f. f. c., s. l.	6	50 00	30 00	1, 872 00	1, 123 20	July 1, 1872	Ordered Oct., 1872....	61
11 by 7, f. f. c., s. l.	6	50 00	.....	.....	.....	Jan. 1, 1873	Part; residue \$75, (42.) New.	62
b. c. No r. a.	6	50 00	.....	.....	.....	July 1, 1872	New. Ordered Jan., 1873.	63
11 by 7, f. f. c.	12	50 00	75 00	342 50	513 75	July 1, 1872	Branch. Ord'd Feb., 1873.	64
b. c. No r. a.	9	50 00	.....	.....	.....	July 1, 1872	New. Ordered Jan., 1873.	65
No apt. No r. a. . . .	12	50 00	.....	.....	.....	July 1, 1872	New. Ordered Nov., 1872.	66
Passenger-car.	6	50 00	.....	.....	.....	July 1, 1872	New. Ordered Jan., 1873.	67
No apt. No r. a. . . .	6	40 00	30 00	972 00	729 00	April 1, 1873	.....	68
8 by 7, f. f., s. l. . . .	6	40 00	50 00	1, 770 00	2, 212 50	July 1, 1872	Ordered Dec., 1872...	69
12 by 9, f. f., s. l. . . .	9*	40 00	50 00	1, 650 00	2, 062 50	April 1, 1872	Ordered March, 1873. Branch; main route \$90, (30.)	70
9 by 6, fixtures, s. l.	6	40 00	.....	.....	.....	Mar. 1, 1871	New. Ordered Jan., 1873.	71
10 by 7 6, f. f., s. l.	6	40 00	30 00	2, 404 40	1, 803 30	Jan. 1, 1873	.....	72
12 by 9, f. f. No r. a.	6	40 00	.....	.....	.....	Nov. 1, 1872	New.	73
.....				1, 015, 508 40	791, 684 85			
.....				791, 684 85	.....			
.....				223, 823 55	.....			

JOHN L. ROUTT,
Second Assistant Postmaster-General.

REPORT OF THE POSTMASTER-GENERAL.

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, 1873.

Number.	Description.	Size.	Price.	Cost.	Aggregate.
50	Leather mail-pouches	No. 1	\$8 20	\$410 00	\$18,338 75
625	do	No. 2	6 45	4,031 25	
1,125	do	No. 3	5 50	6,187 50	
1,000	do	No. 4	4 35	4,350 00	
1,050	do	No. 5	3 20	3,360 00	
3,850					
600	Canvas mail-pouches	No. 1	4 85	2,910 00	12,587 00
800	do	No. 2	3 90	3,120 00	
1,000	do	No. 3	3 45	3,450 00	
800	do	No. 4	2 89	2,312 00	
300	do	No. 5	2 65	795 00	
3,500					
450	Leather horse mail-bags	No. 1	6 65	2,992 50	7,362 50
500	do	No. 2	5 65	2,825 00	
300	do	No. 3	5 15	1,545 00	
1,250					
43,000	Jute canvas mail-sacks	No. 1	57	24,510 00	40,980 00
32,000	do	No. 2	46	14,720 00	
11,500	do	No. 3	15	1,750 00	
86,500					
50	Cotton canvas mail-sacks	No. 2	74½	37 25	77 25
50	Cotton canvas mail-sacks, (striped)		55	27 50	
50	do		25	12 50	
150					
300	Mail-catchers	15 00		4,500 00	4,772 40
500	Mail-catcher's sockets		50	250 00	
32	do		70	22 40	
496,840	Mail-bag labels, (wooden)		01½	6,210 50	10,710 50
18,000	Mail-bag label-cases		25	4,500 00	
					94,828 40

H.—Number and cost of mail locks and keys purchased and repaired during the year ended June 30, 1873.

Number.	Description.	Price.	Cost.
40,000	New iron mail-locks	\$0 58	\$23,200 00
5,000	New brass mail-locks	74	3,700 00
1,000	New iron mail-keys	12½	125 00
500	New iron mail-keys	20	100 00
2,577	Old iron mail-locks repaired	20	515 40
2,322	Old iron mail-locks repaired	10	232 20
2,566	Old brass mail-locks repaired	05	128 30
893	Old iron mail-keys repaired	02	17 86
	Total cost		28,018 76

JOHN L. ROUTT,
Second Assistant Postmaster-General.

I.—Railway post-office lines in the United States June 30, 1873, showing the increase in the service since June 30, 1872.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1872, to June 30, 1873.	Increase of miles of service from June 30, 1872, to June 30, 1873.	Increase in number of clerks from June 30, 1872, to June 30, 1873.			Increase in lines of railway post-offices from June 30, 1872, to June 30, 1873.
				\$1, 400.	\$1, 200.	\$1, 000.			\$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	11	8	8			2		1	
Atlanta, Ga., to Augusta, Ga.	171	342	Daily		4							
Baltimore, Md., to Canandaigua, N. Y.	325	650	do	6	5				1			
Buffalo, N. Y., to Toledo, Ohio	295	1, 180	Twice daily	9	15	14			1	(†)	6	
Boston, Mass., to Saint Albans, Vt.	200	580	Daily	4	4							
Bloomington, Ill., to Centralia, Ill.	136	272	do	4	2							
Bloomington, Ill., to Saint Louis, Mo	180	360	do	3	3							
Boston, Mass., to Albany, N. Y.	200	800	Twice daily	8	6	4			2	(†)	4	
Boston, Mass., to Wellfleet, Mass.	122	244	Daily		6					1		
Boston, Mass., to South Berwick, Me.	74	148	do		3							
Boston, Mass., to Fitchburgh, Mass.	50	100	do			1						
Boston, Mass., to Bangor, Me.	249	996	Twice daily	11	11				3	3		
Bangor, Me., to Vanceborough, Me.	118	236	Daily			2						
Bristol, Tenn., to Chattanooga, Tenn.	242	484	do	4	6							
Burlington, Iowa, to Council Bluffs, Iowa.	291	582	do	4	4				(†)	(†)		
Chicago, Ill., to Green Bay, Wis.	242	484	do	6	6				1			
Chicago, Ill., to Quincy, Ill.	263	526	do	6	10				1	1		
Chicago, Ill., to Dunleith, Ill.	188	376	do	5	4							
Chicago, Ill., to Iowa City, Iowa.	237	474	do	6	6				(†)	(†)		
Chicago, Ill., to Cedar Rapids, Iowa	219	438	do	3	6				(†)		1	
Chicago, Ill., to Centralia, Ill.	258	516	do	5	8					3		
Chicago, Ill., to Toledo, Ohio*	243	972	Twice daily	7	12	12			(†)		6	
Chicago, Ill., to Saint Louis, Mo	280	560	Daily	5	7				(†)			
Centralia, Ill., to Cairo, Ill.	112	224	do	1	5				(†)			
Columbus, Ky., (by river,) to Cairo, Ill.	21	168	Four times daily		2				(†)			
Clinton, Iowa, to Council Bluffs, Iowa	350	700	Daily	4	5				1	(†)		
Cincinnati, Ohio, to Saint Louis, Mo	340	680	do	6	7						1	
Cleveland, Ohio, to Indianapolis, Ind.	282†	565	do	5	4					(†)		
Cleveland, Ohio, to Cincinnati, Ohio	244	488	do	4	6		244	488	4	6		1
Dubuque, Iowa, to Fort Dodge, Iowa	214	428	do	4	2							
Detroit, Mich., to Chicago, Ill.	284	568	do	4	6					1		
Davenport, Iowa, to Council Bluffs, Iowa	307	614	do	4	7					2		
Freeport, Ill., to Bloomington, Ill.	139	278	do	2	4				(†)	2		

* Embraces former line between Toledo, Ohio, and Elkhart, Ind., discontinued since last report.

† Reduction of one.

Reduction of two.

Terminal points.	Miles of route.	Miles of service.	Service each way.	Number of clerks.			Increase of miles of route from June 30, 1872, to June 30, 1873.	Increase of miles of service from June 30, 1872, to June 30, 1873.	Increase in number of clerks from June 30, 1872, to June 30, 1873.			Increase in lines of railway post-offices from June 30, 1872, to June 30, 1873.
				\$1,400.	\$1,200.	\$1,000.			\$1,400.	\$1,200.	\$1,000.	
Humboldt, Tenn., to Jackson, Miss.	276	552	do	4	6							
Indianapolis, Ind., to Saint Louis, Mo.	261	522	do	5	3				3			
Kansas City, Mo., to Council Bluffs, Iowa	200	400	do	3	4				(†)			
Louisville, Ky., to Nashville, Tenn.	185	370	Daily	3	3				(†)			
La Fayette, Ind., to Quincy, Ill.	273	546	do	5	12							
Lynchburgh, Va., to Bristol, Tenn.	203	406	do	4	4				1	7		
Milwaukee, Wis., to Saint Paul, Minn.	324	648	do	7	10				2	(†)		
Memphis, Tenn., to Chattanooga, Tenn.	310	620	do	6	7				1	1		
New Orleans, La., to Canton, Miss.	206	412	do		4		206	412	1	4		1
New York, N. Y., to Boston, Mass.	234	936	Twice daily	11	8	19			1			
New York, N. Y., to Washington, D. C.	232	928	do	11	15	7			1	(†)	9	
New York, N. Y., to Buffalo, N. Y.	422	1,688	do	13	12	13			1	1	3	
New York, N. Y., to Albany, N. Y.	144	576	do	4	4	5					7	
Omaha, Nebr., to Ogden, Utah	1,032	2,064	Daily	15	20					(†)	1	
Philadelphia, Pa., to Pittsburgh, Pa.	358	716	do	7	6	5						
Peoria, Ill., to Burlington, Iowa	96	192	do	2	2				1			
Quincy, Ill., to Kansas City, Mo.	261	522	do	4	6							
Rochester, N. Y., to Niagara Falls, N. Y.	77	154	do		3							
Saint Louis, Mo., to Atchison, Kans.	330	660	do	6	6							
San Francisco, Cal., to Ogden, Utah	881	1,762	do	11	14				(†)	2		
Sedalia, Mo., to Denison, Tex.	432	864	do		14		432	864		14		1
Toledo, Ohio, to La Fayette, Ind.	303	606	do	4	6					1		
Washington, D. C., to Weldon, N. C.	216	864	Twice daily	10	16				2	4		
Washington, D. C., to Lynchburgh, Va.	178	356	Daily	4	5					1		
Hornellsville, N. Y., to Dunkirk, N. Y.	128	256	do									

* Number of clerks included in New York, N. Y., to Buffalo, N. Y.

† Reduction of one.

Recapitulation and comparative statement of the service of June 30, 1872, and June 30, 1873, showing the increase.

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M

	June 30, 1872.	June 30, 1873.	Increase.
Number of lines of railway post-offices	57	59	2
Aggregate number of miles of the above	14, 117	14, 866	749
Number of miles of actual service performed daily	33, 690	34, 925	1, 235
Number of miles of actual service performed annually	12, 296, 850	12, 747, 625	450, 775
Number of head clerks at \$1,400 per annum	267	283	16
Number of clerks at \$1,200 per annum	329	379	50
Number of assistant clerks at \$1,000 per annum	53	90	37
Making total number of clerks	649	752	103
With annual compensation amounting to	\$821, 600 00	\$941, 000 00	\$119, 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, (till August 31, 1873, and afterward from Washington, D. C., via Parkersburgh, W. Va., Cincinnati, Ohio, Peoria, Ill., Galesburgh, Ill., Burlington, Iowa,) Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—3,250 miles, (3,151 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	30	5, 197	35	173	15	169	25	217	30	25	5	3	.....	4
November, 1872.....	28	4, 864	10	173	43	169	00	194	15	29	8	4	.....	6
December, 1872.....	30	5, 345	55	178	11	169	00	217	35	19	11	9	.....	6
January, 1873.....	30	5, 773	35	192	27	169	00	212	10	3	27	27	.....	5
February, 1873.....	26	5, 096	40	196	01	169	15	221	05	1	25	25	.....	7
March, 1873.....	32	6, 067	10	189	35	169	15	217	15	11	21	21	.....	5
April, 1873.....	31	5, 598	30	180	35	169	15	244	45	19	12	11	.....	9
May, 1873.....	31	5, 418	35	174	47	168	05	216	15	22	9	7	.....	5
June, 1873.....	30	5, 306	35	176	53	168	10	216	20	21	9	9	.....	6
July, 1873.....	31	5, 309	35	171	16	168	15	193	55	29	2	2	.....	2
August, 1873.....	31	5, 444	45	175	38	169	50	199	55	24	7	7	.....	4
September, 1873.....	29	5, 404	25	186	21	166	25	214	20	7	22	22	.....	6
Whole period....	359	64, 827	30	180	34	166	25	244	45	201	158	147	.....	65

2.—Through mails to Washington from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, Chicago, Ill., Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., (till August 31, 1873, and afterward, after passing Omaha, Nebr., via Burlington, Iowa, Galesburgh, Ill., Peoria, Ill., Cincinnati, Ohio, and Parkersburgh, W. Va.,) to Washington, D. C.—3,250 miles, (3,151 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	5, 281	10	170	21	167	10	192	00	24	7	1	.....	1
November, 1872.....	30	5, 165	00	172	10	167	10	196	30	18	12	3	.....	2
December, 1872.....	31	5, 385	00	173	42	167	10	192	45	14	17	12	.....	2
January, 1873.....	30	5, 358	10	178	36	168	30	203	55	16	14	6	.....	5
February, 1873.....	29	5, 244	30	180	50	168	00	216	10	14	15	8	.....	6
March, 1873.....	31	5, 523	25	178	10	167	10	207	20	12	19	6	.....	4
April, 1873.....	30	5, 366	35	178	53	168	00	264	00	13	17	4	.....	4
May, 1873.....	31	5, 506	30	177	37	167	10	196	30	12	19	7	.....	4
June, 1873.....	30	5, 191	40	173	03	166	50	216	00	22	8	4	.....	3
July, 1873.....	31	5, 299	55	170	57	166	00	194	00	22	9	3	.....	3
August, 1873.....	31	5, 579	25	179	58	169	55	300	15	16	15	3	.....	2
September, 1873.....	30	5, 162	05	172	04	169	45	178	30	27	3	.....	.....	.....
Whole period....	365	64, 063	15	175	30	166	00	300	15	210	155	47	1	36

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, 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.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.		
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>						
October, 1872.....	58	10, 221	35	172	47	171	10	186	00	54	4	2	
November, 1872.....	53	9, 358	10	176	34	171	00	188	00	49	4	7	
December, 1872.....	49	8, 661	15	176	45	171	10	186	15	46	3	3	
January, 1873.....	28	5, 500	55	196	27	171	10	220	10	4	24	7	
February, 1873.....	25	5, 025	45	201	01	173	30	247	05	2	23	9	
March, 1873.....	31	5, 538	15	178	39	171	10	219	15	22	9	2	
April, 1873.....	48	8, 779	05	183	18	169	15	256	45	37	11	6	
May, 1873.....	56	9, 926	20	177	15	168	05	204	20	45	11	4	
June, 1873.....	51	9, 062	30	177	41	168	10	204	30	43	8	3	
July, 1873.....	53	9, 315	55	175	46	168	00	204	30	50	3	1	
August, 1873.....	56	9, 837	45	175	40	168	05	204	30	51	5	3	
September, 1873.....	54	9, 414	50	174	20	168	00	181	20	54	.....	.....	
Whole period...	562	100, 642	20	179	04	168	00	256	45	457	105	86	40

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

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

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.			
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>							
October, 1872.....	31	5, 283	15	170	25	168	10	192	15	29	2	1		
November, 1872.....	30	5, 205	40	173	31	168	50	194	00	23	7	3		
December, 1872.....	31	5, 474	15	176	35	169	00	194	40	14	17	5		
January, 1873.....	30	5, 359	05	178	38	170	00	197	40	10	20	6		
February, 1873.....	29	5, 259	40	181	13	170	15	215	20	9	20	7		
March, 1873.....	31	5, 669	35	182	53	169	00	203	15	16	15	5		
April, 1873.....	30	5, 361	15	178	42	168	10	263	30	18	12	4		
May, 1873.....	31	5, 469	30	176	26	168	40	197	30	16	15	5		
June, 1873.....	30	5, 219	15	173	58	168	10	217	00	23	7	4		
July, 1873.....	31	5, 307	50	171	13	168	40	193	15	27	4	1		
August, 1873.....	31	5, 356	05	172	46	168	15	193	20	22	9	2		
September, 1873.....	30	5, 076	25	169	12	168	00	175	10	28	2			
Whole period...	365	64, 046	50	175	28	168	00	263	30	235	130	44	1	34

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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, 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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	5,726	10	184	42	184	10	190	00	29	2	.....	.....	2
November, 1872*.....	16	2,953	55	184	37	174	15	193	45	15	1	.....	.....	1
December, 1872*.....														
January, 1873*.....														
February, 1873.....	25	4,662	35	178	30	174	05	208	05	16	9	6	.....	4
March, 1873.....	51	9,434	20	184	59	174	10	232	05	38	13	5	.....	.....
April, 1873.....	32	5,946	15	185	52	174	15	249	45	30	2	2	.....	4
May, 1873.....	31	5,551	15	179	04	173	05	197	20	25	6	5	.....	4
June, 1873.....	48	8,764	30	182	35	172	10	207	30	38	10	10	.....	3
July, 1873.....	45	8,087	45	179	43	172	10	207	30	44	1	1	.....	1
August, 1873.....	31	5,737	10	185	04	183	05	207	30	28	3	2	.....	3
September, 1873.....	30	5,500	20	183	20	183	10	184	20	30	.....	.....	.....	.....
Whole period...	340	62,364	15	183	25	172	10	249	45	293	47	31	.....	22

* Returns interrupted; great fire at Boston.

6.—Through mails to Boston from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, 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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	5,456	30	176	00	172	15	200	45	22	9	1	.....	4
November, 1872.....	30	5,286	20	176	13	172	00	196	45	18	12	2	.....	3
December, 1872.....	31	5,555	30	179	12	171	45	197	15	14	17	7	.....	5
January, 1873.....	30	5,495	00	183	10	172	30	215	00	8	22	8	.....	7
February, 1873.....	29	5,283	45	182	11	172	30	203	45	7	22	7	.....	7
March, 1873.....	31	5,594	30	180	28	172	00	216	30	14	17	6	.....	6
April, 1873.....	30	5,584	15	186	05	171	45	273	00	11	19	7	.....	7
May, 1873.....	31	5,598	45	180	36	170	30	200	45	14	17	6	.....	5
June, 1873.....	30	5,280	30	176	01	169	45	219	45	24	6	3	.....	4
July, 1873.....	31	5,308	45	174	09	167	45	201	15	25	6	3	.....	3
August, 1873.....	31	5,426	30	175	02	170	00	195	00	24	7	3	.....	3
September, 1873.....	30	5,190	45	173	01	169	30	190	00	27	3	2	.....	2
Whole period...	365	65,151	15	178	29	167	45	273	00	208	157	55	.....	56

7.—Through mails to San Francisco from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Chicago, Ill., Clinton, Iowa, (till August 31, 1873, and afterward from Cincinnati, Ohio, via Peoria, Ill., Galesburg, Ill., Burlington, Iowa,) Omaha City, Nebr., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,702 miles, (2,539 miles via Peoria.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	30	4, 474	05	149	08	146	10	170	20	25	5	3	.....	4
November, 1872.....	29	4, 645	00	160	10	145	10	177	00	12	17	17	.....	6
December, 1872.....	30	4, 766	00	158	52	145	00	196	50	15	15	14	.....	9
January, 1873.....	30	5, 125	55	170	51	169	00	194	10	.....	30	30	.....	2
February, 1873.....	24	4, 203	30	175	08	147	30	217	15	1	23	23	.....	10
March, 1873.....	28	4, 642	15	165	47	145	10	193	15	6	22	22	.....	5
April, 1873.....	29	5, 135	50	177	05	145	15	244	45	2	27	27	.....	10
May, 1873.....	28	4, 529	25	161	45	144	05	192	20	10	18	18	.....	9
June, 1873.....	28	4, 400	30	157	09	144	05	192	30	14	14	14	.....	7
July, 1873.....	31	4, 593	05	148	09	144	00	168	30	26	5	5	.....	4
August, 1873.....	30	4, 624	35	154	05	144	10	192	20	18	12	11	.....	10
September, 1873.....	29	4, 473	40	154	15	144	10	169	20	17	12	12	.....	7
Whole period....	346	59, 613	50	172	17	144	00	244	45	146	200	196	.....	83

8.—Through mails to Cincinnati from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Omaha City, Nebr., Clinton, Iowa, and Chicago, Ill., (till August 31, 1873, and afterward, after passing Omaha, Nebr., via Burlington, Iowa, Galesburg, Ill., and Peoria, Ill.,) to Cincinnati, Ohio—2,702 miles, (2,539 miles via Peoria.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	4, 614	55	148	52	135	55	183	00	7	24	6	.....	4
November, 1872.....	30	4, 575	30	152	34	134	20	191	20	7	23	8	.....	8
December, 1872.....	31	4, 552	45	146	51	138	00	170	15	12	19	2	.....	2
January, 1873.....	30	4, 854	10	161	48	139	30	206	00	4	26	14	.....	9
February, 1873.....	29	4, 672	10	161	06	143	00	185	40	5	24	13	.....	7
March, 1873.....	31	4, 867	20	157	00	146	05	197	40	15	16	10	.....	9
April, 1873.....	30	4, 762	30	158	45	137	40	230	20	17	13	6	.....	7
May, 1873.....	31	4, 673	20	150	45	135	30	179	20	8	23	5	.....	6
June, 1873.....	30	4, 360	20	145	20	122	50	173	40	4	26	19	.....	7
July, 1873.....	32	4, 531	45	141	37	135	35	160	35	18	14	2	.....	7
August, 1873.....	30	4, 379	55	145	59	135	35	172	20	16	14	7	.....	13
September, 1873.....	30	4, 340	50	144	41	125	45	162	45	11	19	6		5
Whole period....	365	55, 185	30	151	11	122	50	230	20	124	241	98	1	84

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9.—Through mails to San Francisco from Chicago.

ROUTE.—From Chicago, Ill., via Clinton, Iowa, Omaha City, Nebr., Ogden, Utah, 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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	4, 114	20	132	43	132	10	138	00	29	2	.....	.....	2
November, 1872*.....	24	3, 191	55	132	59	130	45	141	45	23	1	.....	.....	1
December, 1872*.....	8	1, 078	25	134	33	131	05	155	35	6	2	1	.....	1
January, 1873.....	31	4, 190	10	135	10	131	00	180	10	27	4	4	.....	3
February, 1873.....	26	3, 606	50	138	43	132	00	184	05	19	7	5	.....	9
March, 1873.....	31	4, 164	00	134	19	131	05	155	15	27	4	4	.....	.....
April, 1873.....	30	4, 125	00	137	30	131	10	206	45	25	5	.....	.....	5
May, 1873.....	30	4, 040	55	134	41	130	05	154	25	22	3	5	.....	4
June, 1873.....	30	3, 981	05	132	42	130	05	154	30	27	3	3	.....	3
July, 1873.....	31	4, 063	00	131	03	130	00	154	30	30	1	.....	.....	1
August, 1873.....	31	4, 092	30	132	00	130	05	154	30	28	3	2	.....	3
September, 1873.....	30	3, 902	50	130	05	129	45	131	05	30	.....	.....	.....	.....
Whole period....	333	44, 551	00	136	47	129	45	206	45	293	40	24	.....	33

* No post-bills from Chicago from November 19 to December 25, 1872.

10.—Through mails to Chicago from San Francisco.

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, 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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	4, 010	30	129	22	128	30	130	30	31	.....	.....	.....	.....
November, 1872.....	30	3, 890	40	129	41	129	10	130	20	30	.....	.....	.....	.....
December, 1872.....	31	4, 039	15	130	17	128	50	134	10	29	2	.....	.....	.....
January, 1873.....	31	4, 063	00	131	03	128	40	145	05	26	5	.....	.....	1
February, 1873.....	28	3, 638	55	129	57	129	00	138	45	26	2	.....	.....	1
March, 1873.....	31	4, 044	30	130	28	129	10	154	00	30	1	1	.....	1
April, 1873.....	30	4, 088	35	136	17	128	45	216	30	26	4	3	.....	4
May, 1873.....	31	4, 023	10	129	46	129	00	134	50	28	3	.....	.....	.....
June, 1873.....	30	3, 888	40	129	37	128	45	144	45	29	1	.....	.....	1
July, 1873.....	31	4, 012	45	129	26	128	45	138	10	30	1	.....	.....	1
August, 1873.....	31	4, 014	10	129	29	128	45	136	10	29	2	.....	.....	.....
September, 1873.....	30	3, 873	55	129	07	128	50	130	10	30	.....	.....	.....	.....
Whole period....	365	47, 588	05	130	22	128	30	216	30	344	21	4	.....	9

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

ROUTE.—From Saint Louis, Mo., via Kansas City, Mo., Denver City, Colo., Cheyenne, Wyo., Ogden, Utah, Sacramento City, Cal., Stockton, Cal., and Oakland, Cal., to San Francisco, Cal.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	4, 180	30	134	51	132	45	157	05	27	4	2	.....	4
November, 1872.....	29	3, 952	35	136	17	132	35	157	10	22	7	3	.....	7
December, 1872.....	29	4, 075	35	140	32	132	35	171	50	19	10	7	.....	6
January, 1873.....	29	4, 219	45	145	30	132	35	181	40	18	11	11	.....	10
February, 1873.....	26	3, 784	15	145	32	132	35	184	40	14	12	10	.....	9
March, 1873.....	31	4, 237	30	136	41	132	45	156	55	26	5	5	.....	3
April, 1873.....	31	4, 421	45	142	38	132	45	208	20	21	10	9	.....	8
May, 1873.....	30	4, 136	55	137	53	131	40	156	05	21	9	7	.....	5
June, 1873.....	30	4, 053	05	135	06	131	40	156	15	26	4	4	.....	4
July, 1873.....	31	4, 327	40	139	36	131	35	156	05	21	10	10	.....	4
August, 1873.....	30	4, 033	55	134	27	131	45	156	05	26	4	3	.....	5
September, 1873.....	30	3, 957	50	131	55	131	45	132	55	30	.....	.....	.....	.....
Whole period...	357	49, 381	20	138	19	131	40	208	20	271	86	71	.....	65

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

ROUTE.—From San Francisco, Cal., via Oakland, Cal., Stockton, Cal., Sacramento City, Cal., Ogden, Utah, Cheyenne, Wyo., Denver City, Colo., and Kansas City, Mo., to Saint Louis, Mo.—2,400 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	30	3, 986	10	132	52	126	00	150	00	19	11	6	.....	8
November, 1872.....	31	4, 282	00	138	07	126	00	174	00	14	17	10	.....	6
December, 1872.....	31	4, 259	00	137	23	126	00	168	00	14	17	7	.....	9
January, 1873.....	30	4, 015	30	133	51	126	00	156	30	17	13	4	.....	5
February, 1873.....	23	3, 758	50	134	14	124	30	168	00	17	11	5	.....	7
March, 1873.....	32	4, 400	45	137	31	124	30	182	30	14	18	8	.....	8
April, 1873.....	30	4, 283	45	142	53	124	30	222	00	12	18	7	1	11
May, 1873.....	31	4, 181	45	134	53	120	30	150	00	14	17	4	.....	6
June, 1873.....	30	4, 028	30	134	17	124	30	155	30	14	16	7	.....	5
July, 1873.....	31	4, 088	55	131	54	124	30	157	45	22	9	4	.....	5
August, 1873.....	30	4, 018	15	133	56	125	30	168	00	19	11	7	.....	8
September, 1873.....	31	4, 070	55	131	19	125	30	151	35	22	9	4		5
Whole period...	365	49, 374	20	135	16	120	30	222	00	198	167	73	2	83

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13.—Through mails to New Orleans from Washington.

ROUTE.—From Washington, D. C., via Lynchburgh, Va., Bristol, Tenn., Knoxville, Tenn., Cleveland, Tenn., Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala., to New Orleans, La.—1,188 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	57	4,484	20	78	40	66	00	124	00	16	41	28	1	2
November, 1872.....	51	4,135	52	81	05	65	00	117	00	12	39	36	.....	4
December, 1872*.....	51	4,686	00	91	52	66	10	277	15	13	38	30	7	5
January, 1873*.....	61	5,319	20	87	12	74	00	123	30	1	60	32	4	2
February, 1873*.....	56	4,850	15	86	36	70	30	118	00	1	55	34	6	4
March, 1873*.....	59	4,956	15	84	00	79	00	103	15	.....	59	25	.....	.....
April, 1873*.....	59	4,910	00	83	13	70	00	105	30	7	52	25	6	.....
May, 1873.....	60	4,793	05	79	53	70	00	100	30	26	34	27	20	.....
June, 1873.....	55	4,336	45	78	40	70	00	94	00	24	31	26	20	1
July, 1873.....	33	2,451	00	74	16	70	15	94	30	26	7	5	1	2
August, 1873.....	31	2,207	00	71	11	70	15	94	30	30	1	1	.....	1
September, 1873.....	30	2,183	30	72	47	70	15	94	15	27	3	3	.....	3
Whole period....	603	49,303	42	81	45	65	00	277	15	183	420	272	65	24

* Mails diverted via Grand Junction from December 20, 1872, to April 20, 1873.

14.—Through mails to Washington from New Orleans.

ROUTE.—From New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., Dalton, Ga., Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., and Lynchburgh, Va., to Washington, D. C.—1,188 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	2,084	15	67	14	62	00	98	00	24	7	7	.....	5
November, 1872.....	29	2,039	50	70	20	62	15	87	25	18	11	11	.....	6
December, 1872.....	31	2,792	20	90	04	61	45	232	00	11	20	20	3	8
January, 1873.....	31	2,520	50	81	19	62	05	122	15	2	29	29	.....	9
February, 1873.....	27	2,300	25	85	12	67	15	124	15	2	25	13	1	8
March, 1873.....	33	2,654	15	80	25	66	55	122	15	13	20	13	.....	6
April, 1873.....	30	2,074	55	69	09	66	55	98	15	26	4	2	1	2
May, 1873.....	31	2,217	30	74	45	62	50	107	15	22	9	5	1	4
June, 1873.....	30	1,977	55	65	55	62	00	91	50	25	5	5	.....	1
July, 1873.....	31	1,964	30	63	22	62	05	74	05	29	2	2	.....	.....
August, 1873.....	31	1,945	30	62	45	62	00	64	00	31	.....	.....	.....	.....
September, 1873.....	30	2,035	20	67	50	62	20	96	45	24	6	6	.....	3
Whole period....	365	26,607	35	72	53	61	45	232	00	227	138	113	6	52

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., Cleveland, Tenn., Dalton, Ga., Calera, Ala., Montgomery, Ala., and Mobile, Ala., to New Orleans, La.—1,418 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1872.....	30	3,057 36	101 55	74 54	287 59	6	24	22	1	8
November, 1872.....	28	2,653 18	94 45	74 59	114 59	2	26	26	.....	8
December, 1872*.....	30	3,057 36	101 55	74 54	287 59	6	24	22	1	8
January, 1873*.....	30	2,917 40	97 15	74 14	137 14	2	22	23	1	8
February, 1873*.....	27	2,629 23	97 23	85 29	116 24	.....	27	20	1	5
March, 1873*.....	31	2,940 50	94 51	87 44	111 59	.....	31	31	.....	3
April, 1873*.....	30	2,628 45	87 37	78 44	111 44	2	22	5	.....	2
May, 1873.....	31	2,513 01	81 03	74 30	103 14	27	4	3	.....	3
June, 1873.....	30	2,430 00	81 00	79 00	103 15	27	3	3	.....	1
July, 1873.....	31	2,464 45	79 30	79 15	79 30	31	.....	.....	.....	.....
August, 1873.....	31	2,535 15	81 46	79 15	103 30	28	3	3	.....	2
September, 1873.....	30	2,460 20	82 00	79 15	103 30	26	4	3	.....	2
Whole period...	359	32,288 29	89 56	74 14	287 59	163	196	161	4	50

* Mails diverted via Grand Junction from December 20, 1872, to April 20, 1873.

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.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1872.....	27	2,382 25	88 14	72 55	121 05	10	17	16	.....	8
November, 1872.....	23	1,947 44	84 41	73 55	107 35	12	11	11	.....	8
December, 1872.....	28	2,814 09	100 30	74 25	124 25	3	25	25	.....	10
January, 1873.....	27	2,787 58	103 15	75 00	139 35	1	26	26	.....	9
February, 1873.....	22	2,267 40	103 04	87 15	129 00	.....	22	21	.....	7
March, 1873.....	28	2,894 25	103 22	76 00	153 10	1	27	27	1	6
April, 1873.....	26	2,340 05	90 00	76 00	124 00	11	15	15	.....	10
May, 1873.....	28	2,333 30	83 20	73 00	101 00	17	11	11	.....	7
June, 1873.....	26	2,253 30	86 40	73 15	121 15	13	13	13	.....	10
July, 1873.....	31	2,415 55	77 55	73 10	110 30	24	7	6	1	5
August, 1873.....	31	2,316 45	74 44	73 00	97 45	28	3	2	.....	1
September, 1873.....	29	2,325 15	80 10	73 15	113 00	19	10	10	.....	5
Whole period...	326	29,079 21	89 12	72 55	153 10	139	187	173	2	86

REPORT OF THE POSTMASTER-GENERAL.

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

SOUTHWESTERN ROUTE.—From New Orleans, La., via Mobile, Ala., Montgomery, Ala., Calera, Ala., Dalton, Ga., Cleveland, Tenn., Knoxville, Tenn., Bristol, Tenn., Lynchburgh, Va., and Washington, D. C., to New York, N. Y.—1,418 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	31	2,564	45	82	44	72	00	109	50	14	17	17	.....	10
November, 1872.....	29	2,520	50	86	55	72	15	110	45	11	13	18	.....	11
December, 1872.....	29	3,090	15	106	33	72	15	255	05	5	24	24	2	12
January, 1873.....	32	3,027	40	94	36	85	55	134	15	.....	32	32	.....	5
February, 1873.....	27	2,564	20	94	53	85	45	134	25	.....	27	27	1	7
March, 1873.....	30	2,859	40	95	19	85	45	122	15	.....	30	30	.....	5
April, 1873.....	31	2,727	55	87	50	85	45	110	00	.....	31	31	.....	1
May, 1873.....	32	2,804	05	87	37	72	00	120	25	3	29	29	1	4
June, 1873.....	30	2,442	45	81	25	72	00	120	01	17	13	13	.....	8
July, 1873.....	31	2,296	55	74	05	72	00	87	30	27	4	4	.....	3
August, 1873.....	30	2,292	40	76	25	72	15	89	10	21	9	8	.....	6
September, 1873.....	31	2,408	25	77	41	72	00	110	45	18	13	13	.....	7
Whole period ...	363	31,608	15	87	03	72	00	255	05	116	247	246	4	79

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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	27	2,324	50	86	06	76	00	102	10	13	14	10	.....	6
November, 1872.....	24	2,059	40	85	49	77	20	104	20	12	12	2	.....	9
December, 1872.....	25	2,449	15	97	58	77	00	128	30	4	21	17	.....	13
January, 1873.....	26	2,585	05	99	25	74	30	123	10	3	23	21	.....	8
February, 1873.....	24	2,489	25	103	43	79	30	127	15	1	23	19	.....	9
March, 1873.....	25	2,530	05	101	12	79	10	124	30	2	23	20	.....	9
April, 1873.....	26	2,258	25	86	51	76	35	103	00	11	15	10	.....	7
May, 1873.....	26	2,229	05	85	44	78	05	104	10	10	16	8	.....	9
June, 1873.....	23	2,024	55	88	00	77	50	104	10	12	11	11	.....	8
July, 1873.....	30	2,747	00	91	34	75	50	102	50	2	23	21	.....	3
August, 1873.....	30	2,417	50	80	35	75	55	96	25	18	12	4	.....	4
September, 1873.....	24	1,974	50	82	17	75	55	96	55	14	10	3	.....	9
Whole period ...	310	28,090	25	90	36	74	30	128	30	102	208	152	.....	94

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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	31	1,991	09	64	13	61	59	85	59	27	4	4	1
November, 1872.....	30	1,949	25	64	58	61	34	85	34	23	7	7	1
December, 1872.....	40	2,712	41	67	49	61	34	98	10	27	13	13	1
January, 1873.....	36	2,448	51	68	01	61	34	109	34	20	16	16	3
February, 1873.....	41	2,835	05	69	13	61	34	98	29	25	16	12	4
March, 1873.....	31	2,138	30	68	59	61	34	89	14	16	15	15	3
April, 1873.....	29	1,838	54	63	24	61	34	73	40	26	3	3	1
May, 1873.....	31	1,921	26	61	58	61	34	70	14	30	1		
June, 1873.....	30	1,860	00	62	00	62	00	52	00	30			
July, 1873.....	31	1,922	00	62	00	62	00	62	00	31			
August, 1873.....	31	1,970	50	63	34	62	00	86	00	29	2	2	1
September, 1873.....	30	1,950	55	65	01	62	00	86	00	25	5	5	1
Whole period...	391	25,539	46	65	19	61	34	109	34	309	82	77	16

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.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	31	1,867	00	60	13	57	45	74	00	28	3	1	
November, 1872.....	43	2,628	05	61	07	57	50	72	15	41	2	2	
December, 1872.....	43	2,674	25	62	11	57	50	87	05	38	5	5	1
January, 1873.....	50	3,098	50	61	58	57	45	105	50	38	12	8	1
February, 1873.....	31	2,051	40	66	10	58	30	82	30	16	15	15	5
March, 1873.....	50	3,283	13	65	39	60	35	96	35	36	14	14	2
April, 1873.....	53	3,195	19	60	17	58	30	69	30	53			
May, 1873.....	57	3,487	20	61	10	58	00	69	30	57			
June, 1873.....	56	3,368	10	60	28	53	30	69	00	56			
July, 1873.....	56	3,238	10	57	48	53	30	69	30	56			
August, 1873.....	55	3,153	40	57	20	54	00	69	30	55			
September, 1873.....	53	3,053	10	57	36	54	00	69	30	53			
Whole period...	548	35,099	02	64	02	53	30	105	50	527	51	45	8

REPORT OF THE POSTMASTER-GENERAL.

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.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.		
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>						
October, 1872.....	31	2,121	30	68	26	66	25	91	20	23	3	1	
November, 1872....	30	2,143	10	71	26	67	15	92	35	22	3	3	
December, 1872....	31	2,348	15	75	45	67	20	96	30	19	12	8	
January, 1873.....	31	2,274	45	73	22	67	20	101	40	23	8	6	
February, 1873....	27	1,963	55	72	44	67	20	93	40	21	6	5	
March, 1873.....	31	2,287	05	73	46	67	10	92	40	21	10	7	
April, 1873.....	30	2,052	05	68	24	67	10	91	30	20	1	1	
May, 1873.....	31	2,163	05	69	46	67	10	91	30	22	3	3	
June, 1873.....	32	2,194	45	68	35	61	20	78	20	30	2	1	
July, 1873.....	42	2,870	30	68	20	60	40	92	15	37	5	5	
August, 1873.....	31	2,160	10	69	40	68	30	78	30	29	2	1	
September, 1873....	32	2,226	20	69	34	61	30	79	00	29	3	1	
Whole period...	379	26,808	35	70	44	60	40	101	40	316	63	39	29

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.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1872.....	58	3,722 15	64 10	49 30	78 45	38	20	6	.....	2
November, 1872.....	52	3,194 00	61 25	52 45	76 55	31	21	20	.....	4
December, 1872.....	56	3,955 15	70 37	53 00	94 00	13	43	29	.....	5
January, 1873.....	54	3,804 20	70 27	56 00	91 00	6	48	29	2	.....
February, 1873.....	51	3,838 20	75 15	59 30	107 30	10	41	29	2	.....
March, 1873.....	57	4,348 25	76 17	59 00	104 00	15	42	42	.....	.....
April, 1873.....	56	3,561 05	63 35	53 25	77 15	46	10	10	.....	.....
May, 1873.....	59	3,616 35	61 17	52 00	76 15	31	28	7	.....	2
June, 1873.....	56	3,652 45	65 13	51 40	96 00	25	31	16	1	3
July, 1873.....	43	2,632 15	61 12	52 10	92 30	24	19	16	1	7
August, 1873.....	55	3,186 35	57 56	52 10	75 00	42	13	6	.....	1
September, 1873.....	54	3,227 25	59 46	52 25	76 15	36	18	14	.....	1
Whole period....	651	42,739 15	65 39	51 40	107 30	317	334	224	6	29

19.—*Through mails to Cincinnati from Washington.*

ROUTE.—From Washington, D. C., via Cumberland, Md., Grafton, W. Va., and Parkersburgh, W. Va., to Cincinnati, Ohio—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
October, 1872.....	58	<i>h. m.</i> 1, 511 55	<i>h. m.</i> 26 04	<i>h. m.</i> 23 00	<i>h. m.</i> 38 05	48	10	1	.....	
November, 1872.....	55	1, 463 55	26 37	25 00	37 45	50	5	1	.....	1
December, 1872.....	56	1, 581 35	28 14	24 50	42 50	45	11	2	.....	4
January, 1873.....	58	1, 582 45	27 17	25 00	52 00	54	4	1	2	.....
February, 1873.....	51	1, 426 15	27 57	25 00	49 20	42	9	2	1	.....
March, 1873.....	57	1, 535 40	26 56	24 00	34 30	49	2	.....	.....	1
April, 1873.....	56	1, 458 40	26 02	25 00	33 00	54	2	.....	.....	
May, 1873.....	60	1, 615 45	26 55	22 40	53 00	50	10	3	.....	1
June, 1873.....	59	1, 438 30	24 22	20 55	67 00	56	3	2	1	2
July, 1873.....	74	1, 957 30	26 27	22 35	48 05	62	12	8	2	3
August, 1873.....	56	1, 473 55	26 19	22 35	46 35	40	16	6	1	1
September, 1873.....	54	1, 346 40	24 56	22 35	43 25	50	4	1	1	.....
Whole period ...	694	18, 393 05	26 30	20 55	67 00	600	94	27	8	13

20.—*Through mails to Washington from Cincinnati.*

ROUTE.—From Cincinnati, Ohio, via Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—612 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>	<i>h.</i> <i>m.</i>					
October, 1872.....	51	1,348 55	26 26	20 00	38 45	38	13	2	.....	2
November, 1872.....	53	1,507 25	28 26	21 30	47 30	38	15	3	.....	1
December, 1872.....	47	1,423 20	30 17	20 40	48 45	31	16	9	.....	3
January, 1873.....	55	1,532 00	27 51	21 05	38 05	44	11	5	.....	2
February, 1873.....	46	1,373 15	29 51	24 45	43 50	29	17	4	.....	2
March, 1873.....	53	1,524 35	28 45	21 20	49 30	40	13	6	2	2
April, 1873.....	51	1,366 35	26 47	24 45	33 10	46	5	.....	.....	.....
May, 1873.....	57	1,541 05	27 02	21 10	37 55	49	8	2	.....	.....
June, 1873.....	59	1,520 15	25 46	22 30	48 40	51	8	4	1	.....
July, 1873.....	83	2,118 50	23 07	22 30	47 00	69	14	7	.....	1
August, 1873.....	85	2,184 55	25 42	22 30	52 40	67	18	1	2	.....
September, 1873.....	78	1,907 10	24 27	22 25	32 50	76	2	.....	.....	.....
Whole period...	718	19,348 20	26 56	20 00	52 40	578	140	43	5	13

REPORT OF THE POSTMASTER-GENERAL.

21.—Through mails to Cincinnati from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Stenbenville, Ohio, Columbus Ohio, and Xenia, Ohio, to Cincinnati, Ohio—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	55	1,819	30	33	05	23	00	40	15	6	2
November, 1872.....	54	1,772	55	32	49	23	15	24	30	4	2
December, 1872.....	52	2,088	50	40	10	29	00	21	31	16	3
January, 1873.....	55	2,521	10	45	50	31	30	20	35	19	5
February, 1873.....	50	2,291	45	45	50	31	05	18	32	16	4
March, 1873.....	53	2,010	05	37	55	29	00	39	14	7	2
April, 1873.....	57	2,052	40	36	00	29	20	24	33	9	2
May, 1873.....	70	2,338	25	33	24	26	20	50	20	6	1
June, 1873.....	74	2,455	30	33	10	23	50	56	18	8	1
July, 1873.....	76	2,476	40	32	35	27	50	69	7	.....	1
August, 1873.....	78	2,558	00	32	47	28	20	63	15	7	1
September, 1873.....	78	2,794	10	35	49	23	50	53	25	12	6
Whole period...	752	27,179	40	36	03	26	20	477	275	110	17

22.—Through mails to New York from Cincinnati.

ROUTE.—From Cincinnati, Ohio, via Xenia, Ohio, Columbus, Ohio, Stenbenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—744 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	64	2,129	20	33	16	24	10	54	10	3	1
November, 1872.....	60	2,060	50	34	20	26	30	47	13	1	.....
December, 1872.....	60	2,403	00	40	03	21	00	31	29	13	6
January, 1873.....	63	2,550	55	40	39	30	30	38	25	3	2
February, 1873.....	42	1,774	15	42	14	30	00	60	15	14	28
March, 1873.....	59	2,192	40	37	09	28	25	47	00	43	16
April, 1873.....	63	2,116	55	32	00	24	25	56	35	52	11
May, 1873.....	64	2,110	00	32	58	25	20	42	25	55	9
June, 1873.....	56	1,891	10	32	09	29	45	47	00	48	8
July, 1873.....	66	2,200	25	33	20	27	30	46	15	59	7
August, 1873.....	82	2,772	45	33	48	29	10	58	35	72	10
September, 1873.....	75	2,543	40	33	55	26	00	56	45	65	10
Whole period...	754	26,745	55	35	28	21	00	578	176	48	11

23.—Through mails to Saint Louis from Washington.

ROUTE.—From Washington, via Cumberland, Md., Grafton, W. Va., Parkersburgh, W. Va., and Cincinnati, Ohio, to Saint Louis, Mo.—954 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872	55	2,492	00	45	18	40	30	70	45	33	22	6	1	.....
November, 1872	51	2,373	45	46	32	40	15	65	00	32	19	9	.....	1
December, 1872	55	2,811	30	51	07	40	30	65	00	38	17	16	.....	3
January, 1873	57	2,595	30	45	32	40	00	71	45	32	25	8	.....	2
February, 1873	53	2,482	45	46	50	39	30	72	45	22	31	6	.....	1
March, 1873	57	2,651	45	46	31	35	30	65	00	23	34	9	.....	1
April, 1873	58	2,947	15	50	48	40	30	227	30	30	28	15	.....	2
May, 1873	58	2,672	30	46	07	40	10	73	15	39	19	8	.....	2
June, 1873	64	2,815	55	43	59	36	30	81	40	50	14	7	.....	.....
July, 1873	77	3,533	45	45	53	38	00	68	30	32	45	14	.....	.....
August, 1873	56	2,440	45	43	35	34	05	71	50	28	28	6	.....	1
September, 1873	53	2,316	15	43	42	37	20	81	35	30	23	6	.....	.....
Whole period.	694	32,130	40	46	17	34	05	227	30	3e9	305	110	17	10

24.—Through mails to Washington from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Cincinnati, Ohio, Parkersburgh, W. Va., Grafton, W. Va., and Cumberland, Md., to Washington, D. C.—954 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872	57	2,665	50	46	46	35	55	100	20	27	30	12	1	5
November, 1872	55	2,651	00	48	12	36	45	68	20	24	31	12	1	1
December, 1872	57	2,930	45	51	25	41	20	74	10	29	28	15	1	1
January, 1873	57	3,005	15	52	43	41	20	85	20	19	38	23	.....	3
February, 1873	53	2,852	10	53	48	41	20	78	40	19	34	23	.....	1
March, 1873	58	2,759	55	47	35	37	55	76	20	34	24	10	1	1
April, 1873	56	2,567	50	45	51	41	20	65	20	41	15	4	.....	.....
May, 1873	58	2,576	00	44	25	37	45	54	39	46	12	1	.....	.....
June, 1873	53	2,226	30	42	00	38	10	52	00	41	12	8	.....	.....
July, 1873	56	2,375	40	42	25	37	45	65	00	33	23	5	.....	.....
August, 1873	48	1,948	30	40	35	37	50	49	15	37	11	2	.....	1
September, 1873	30	1,200	35	40	01	38	05	43	30	25	5	.....	.....	.....
Whole period.	638	29,760	00	46	38	35	55	100	20	375	263	115	6	13

25.—Through mails to Saint Louis from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., Pittsburgh, Pa., Steubenville, Ohio, Columbus, Ohio, Indianapolis, Ind., Terre Haute, Ind., and Mattoon, Ill., (also, after passing Terre Haute, via Vandalia, Ill.,) to Saint Louis, Mo.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	57	2,976	15	52	12	43	00	28	29	15	3
November, 1872.....	49	2,649	00	54	03	46	00	28	21	17	3
December, 1872.....	53	3,279	15	61	52	43	00	19	34	30	3
January, 1873.....	51	3,158	00	61	55	43	00	21	30	25	2
February, 1873.....	49	3,071	30	62	30	43	00	15	34	29	3
March, 1873.....	50	2,954	30	59	05	46	30	8	42	29	3
April, 1873.....	51	2,981	00	58	29	43	00	19	32	27	2
May, 1873.....	65	3,369	15	51	50	42	00	39	26	20	2
June, 1873.....	79	3,913	15	49	32	42	00	56	23	9	1
July, 1873.....	78	3,688	40	47	17	41	00	53	25	8	2
August, 1873.....	62	3,996	25	48	44	43	30	62	20	6	.....
September, 1873.....	80	4,004	00	50	03	41	00	51	29	13	.....
Whole period....	744	40,041	05	53	49	41	00	100	30	399	23

26.—Through mails to New York from Saint Louis.

ROUTE.—From Saint Louis, Mo., via Mattoon, Ill., (also via Vandalia, Ill.,) Terre Haute, Ind., Indianapolis, Ind., Columbus, Ohio, Steubenville, Ohio, Pittsburgh, Pa., and Harrisburgh, Pa., to New York, N. Y.—1,074 miles, (1,050 miles via Vandalia.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>				
October, 1872.....	76	3,847	45	50	37	40	15	50	26	12	1
November, 1872.....	75	3,830	00	51	04	43	20	48	27	2	1
December, 1872.....	73	4,242	35	58	07	43	30	36	37	21	3
January, 1873.....	76	4,483	25	58	59	44	15	22	54	23	.....
February, 1873.....	67	3,737	25	55	46	43	30	15	52	20	.....
March, 1873.....	80	4,355	45	54	26	44	30	28	52	28	.....
April, 1873.....	76	3,941	05	51	51	42	15	44	33	13	.....
May, 1873.....	80	4,000	25	50	00	43	45	63	17	7	.....
June, 1873.....	73	3,647	20	49	57	43	15	55	18	12	.....
July, 1873.....	75	3,567	25	47	33	41	20	64	11	3	.....
August, 1873.....	44	2,035	05	46	15	41	10	36	8	4	1
September, 1873.....	33	1,511	55	45	48	41	45	20	13	1	1
Whole period....	828	43,200	10	52	10	40	15	481	347	152	6

27.—Through mails to Chicago from Washington.

ROUTE.—From Washington, D. C., via Baltimore, Md., Harrisburgh, Pa., and Pittsburgh, Pa., (till August 31, 1873, and afterward from Washington, D. C., via Parkersburgh, W. Va., and Cincinnati, O.,) to Chicago, Ill.—841 miles, (873 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	58	2, 129	45	36	43	35	15	40	35	57	1	.....	.....	.....
November, 1872.....	56	2, 091	20	37	20	35	00	40	10	55	1	.....	.....	.....
December, 1872.....	55	2, 170	30	39	27	35	00	62	45	44	11	.....	.....	.....
January, 1873.....	54	2, 311	25	42	48	37	35	63	50	33	21	4	.....	1
February, 1873.....	51	2, 162	45	42	45	35	50	53	30	28	23	1	.....	1
March, 1873.....	55	2, 217	35	40	19	35	45	66	35	46	9	1	.....	1
April, 1873.....	54	2, 056	55	38	05	36	10	46	00	50	4	1	.....	.....
May, 1873.....	57	2, 159	05	37	52	36	30	50	30	54	3	1	.....	.....
June, 1873.....	55	2, 070	25	37	38	36	30	50	25	51	4	1	.....	.....
July, 1873.....	58	2, 050	10	35	20	32	35	38	55	58	.....	.....	.....	.....
August, 1873.....	39	1, 397	25	35	49	32	45	39	10	38	1	.....	.....	2
September, 1873.....	31	1, 419	10	45	46	33	15	61	20	8	23	23	.....	4
Whole period ...	623	24, 236	30	38	50	32	35	66	35	522	101	36	.....	9

28.—Through mails to Washington from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., Harrisburgh, Pa., and Baltimore, Md., (till August 31, 1873, and afterward from Chicago, Ill., via Cincinnati, O., and Parkersburgh, W. Va.,) to Washington, D. C.—841 miles, (873 miles via Parkersburgh.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	78	3, 087	20	39	34	32	55	61	45	61	17	11	1	2
November, 1872.....	77	3, 140	35	40	47	33	00	73	10	48	29	14	1	.....
December, 1872.....	75	3, 138	35	41	50	32	50	62	30	38	37	8	.....	1
January, 1873.....	81	3, 594	50	44	22	37	20	73	30	13	68	24	1	.....
February, 1873.....	72	3, 354	25	46	35	37	20	62	00	7	65	19	.....	1
March, 1873.....	80	3, 510	10	43	52	33	15	58	45	27	53	15	1	.....
April, 1873.....	76	2, 982	05	39	14	29	05	50	30	47	29	7	.....	.....
May, 1873.....	80	3, 079	25	38	29	32	30	57	45	63	17	5	1	.....
June, 1873.....	76	2, 927	40	38	31	33	00	61	45	61	15	7	1	.....
July, 1873.....	77	2, 718	05	35	18	31	50	61	45	57	20	9	.....	1
August, 1873.....	81	3, 204	25	40	40	31	50	61	25	43	38	16	1	.....
September, 1873.....	75	3, 026	15	40	21	32	40	59	50	39	36	6	1	.....
Whole period ...	928	36, 553	50	41	32	29	05	73	30	504	424	141	8	5

REPORT OF THE POSTMASTER-GENERAL.

29.—Through mails to Chicago from New York.

ROUTE.—From New York, N. Y., via Harrisburgh, Pa., and Pittsburgh, Pa., (also from New York, N. Y., via Erie, Pa.,) to Chicago, Ill.—901 miles, (954 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1872.....	58	2, 114 00	36 26	34 30	39 25	57	1	.....	.....	.....
November, 1872.....	56	2, 080 55	37 09	35 10	40 45	54	2	.....	.....	.....
December, 1872.....	57	2, 184 40	38 19	35 00	49 00	45	12	1	.....	.....
January, 1873.....	50	2, 080 15	41 36	35 25	52 40	20	30	2	.....	19
February, 1873.....	49	2, 106 10	42 58	36 45	52 45	19	30	7	.....	23
March, 1873.....	53	2, 095 20	39 32	35 10	48 00	31	22	1	.....	2
April, 1873.....	60	2, 222 45	37 02	35 10	49 30	54	6	1	.....	1
May, 1873.....	68	2, 419 30	35 34	34 55	48 15	58	10	2	.....	10
June, 1873.....	79	2, 900 30	36 42	34 55	48 10	76	3	1	.....	6
July, 1873.....	81	2, 984 50	36 50	34 45	39 40	81	.....	.....	.....	.....
August, 1873.....	83	3, 015 35	36 19	34 50	39 55	83	.....	.....	.....	4
September, 1873.....	79	2, 935 30	37 09	35 00	43 00	78	1	.....	.....	5
Whole period.....	773	29, 140 00	37 41	34 30	52 45	656	117	20	.....	69

30.—Through mails to New York from Chicago.

ROUTE.—From Chicago, Ill., via Pittsburgh, Pa., and Harrisburgh, Pa., (also from Chicago, Ill., via Erie, Pa.,) to New York, N. Y.—901 miles, (964 miles via Erie.)

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.	Average time.	Shortest time.	Longest time.	Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>	<i>h. m.</i>					
October, 1872.....	78	3, 021 50	38 44	32 50	49 40	68	10	4	.....	.....
November, 1872.....	74	2, 936 35	39 41	32 40	57 30	60	14	4	.....	.....
December, 1872.....	73	3, 167 15	43 23	33 30	70 00	37	36	9	.....	1
January, 1873.....	78	3, 650 20	46 47	37 00	70 25	15	63	10	2	.....
February, 1873.....	71	3, 281 20	46 12	38 30	60 15	13	58	6	1	.....
March, 1873.....	79	3, 464 00	43 50	34 45	62 00	35	44	5	.....	.....
April, 1873.....	74	2, 967 55	40 06	31 10	52 15	51	23	7	.....	.....
May, 1873.....	81	3, 157 50	38 59	33 55	45 30	81	.....	.....	.....	.....
June, 1873.....	74	2, 916 25	39 24	33 50	57 30	63	11	6	.....	.....
July, 1873.....	74	2, 882 30	38 57	32 00	61 15	62	12	5	.....	.....
August, 1873.....	78	3, 006 40	38 32	33 55	57 30	74	4	.....	.....	.....
September, 1873.....	73	2, 891 10	39 30	33 55	60 45	57	16	8	.....	.....
Whole period.....	907	37, 343 50	41 10	31 10	70 25	616	291	64	9	2

31.—Through mails to Chicago from Boston.

ROUTE.—From Boston, Mass., via Albany, N. Y., Buffalo, N. Y., Erie, Pa., and Toledo, Ohio, to Chicago, Ill.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	80	3, 591	50	44	53	38	45	61	10	80				
November, 1872 *.....	20	903	30	45	10	39	40	61	00	20				
December, 1872 *.....														
January, 1873 *.....														
February, 1873.....	56	2, 643	30	47	12	39	45	67	20	50	6			
March, 1873.....	79	3, 656	55	46	17	39	30	60	45	62	17	9		
April, 1873.....	76	3, 474	55	45	43	39	00	60	45	72	4			
May, 1873.....	81	3, 629	25	44	48	39	10	60	00	81				
June, 1873.....	80	3, 606	30	45	04	39	20	59	45	80				
July, 1873.....	85	3, 810	00	44	49	39	20	60	00	85				
August, 1873.....	83	3, 714	45	44	45	39	20	59	45	81	2			
September, 1873.....	79	3, 653	00	46	14	39	15	63	25	77	2			
Whole period....	719	32, 684	20	45	27	38	45	67	20	688	31	9		

* Returns interrupted; great fire at Boston.

32.—Through mails to Boston from Chicago.

ROUTE.—From Chicago, Ill., via Toledo, Ohio, Erie, Pa., Buffalo, N. Y., and Albany, N. Y., to Boston Mass.—1,042 miles.

TIME IN TRANSIT.

Period.	Mails carried through.	Aggregate time occupied.		Average time.		Shortest time.		Longest time.		Mails in schedule time.	Mails behind schedule time.	Mails half a day or more behind time.	Mails behind others of later date.	Days on which no mail arrived.
		<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>	<i>h.</i>	<i>m.</i>					
October, 1872.....	79	3, 430	15	43	25	38	30	56	30	79				
November, 1872.....	76	3, 381	15	44	29	39	15	58	00	68	8	7		
December, 1872.....	77	3, 695	15	47	59	38	30	138	15	57	20	6	1	
January, 1873.....	80	4, 080	30	51	00	39	45	85	15	45	35	20	3	
February, 1873.....	72	3, 456	40	48	00	39	00	67	00	54	18	5		1
March, 1873.....	79	3, 610	30	45	42	37	15	61	45	40	39	11		
April, 1873.....	72	3, 262	30	45	18	39	00	78	45	46	26	9	1	1
May, 1873.....	81	3, 527	00	43	32	38	30	56	00	74	7	1		
June, 1873.....	76	3, 256	55	42	46	39	15	59	45	76				
July, 1873.....	77	3, 353	45	43	33	38	45	62	15	69	8	5	1	
August, 1873.....	77	3, 285	45	42	40	34	00	56	00	77				
September, 1873.....	76	3, 303	30	43	28	39	15	59	45	76				
Whole period....	922	41, 643	50	45	10	34	00	138	15	761	161	64	6	2

JOHN L. ROUTT,
Second Assistant Postmaster-General.

Statements showing operations and results of foreign mail-service for the fiscal year ended June 30, 1873.

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.....	\$770, 931 28
With the North German Union.....	477, 196 38
With France.....	17, 342 50
With Belgium.....	14, 622 86
With Netherlands.....	22, 112 39
With Switzerland.....	36, 926 81
With Italy.....	37, 430 15
With Denmark.....	29, 815 95
With Norway.....	103 08
With Spain.....	26 10
Total postages.....	1, 406, 507 50

Being an increase of \$102,653.45 over the amount reported for the previous year.

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

To United Kingdom.....	\$402, 877 12
To North German Union.....	243, 457 24
To France.....	6, 899 90
To Belgium.....	7, 704 48
To Netherlands.....	12, 075 48
To Switzerland.....	17, 708 00
To Italy.....	15, 333 10
To Denmark.....	8, 567 52
To Norway.....	62 10
To Spain.....	26 10
Total.....	714, 711 04

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

From United Kingdom.....	\$368, 054 16
From North German Union.....	233, 739 14
From France.....	10, 442 60
From Belgium.....	6, 918 38
From Netherlands.....	10, 036 91
From Switzerland.....	19, 218 81
From Italy.....	22, 097 05
From Denmark.....	21, 248 43
From Norway.....	40 98

Total..... 691, 796 46

Postages collected in the United States.....	865, 511 47
Postages collected in Europe.....	540, 996 03

Excess of collections in the United States..... 324, 515 44

Number of letters (single rates) sent from the United States.....	10, 273, 711
Number of letters (single rates) received from Europe.....	9, 311, 803

Total..... 19, 585, 514

Being an increase of 1,902,515 over the number reported for the previous year.

The excess of postages on mails sent from the United States to differ-

ent countries of Europe over that on mails received from the same countries was as follows :

United Kingdom.....	\$34,822 96
Germany.....	9,718 10
Netherlands.....	2,038 57
Belgium.....	786 10
Spain.....	26 10
Norway.....	21 12
Total.....	47,412 95

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

With France.....	\$3,522 70
Italy.....	6,763 95
Switzerland.....	1,510 81
Denmark.....	12,680 91
Total.....	24,478 37

Number of letters and amounts of postage on mails conveyed to and from Europe by the respective steamship-lines.

Name of line.	Number of letters.			Amounts of postage on letter-mails.		
	Sent.	Received.	Total.	Sent.	Received.	Total.
North German Lloyd.....	1,800,379	2,431,210	4,231,589	\$129,090 52	\$186,578 48	\$315,669 00
Hamburg line.....	2,765,366	1,185,424	3,950,790	192,424 99	91,166 50	283,591 49
Cunard line.....	223,393	3,246,489	3,469,882	15,238 23	230,661 24	245,899 47
Williams & Guion line ..	3,399,620	285	3,399,905	236,728 38	26 04	236,754 42
Inman line.....	554,646	2,370,314	2,924,960	39,559 28	175,843 71	215,402 99
White Star line.....	1,233,870	6,035	1,239,905	82,338 32	441 00	82,779 32
Canadian line.....	253,577	2,135	255,712	15,703 22	129 08	15,832 30
French line.....	26,007	64,457	90,464	2,600 70	6,447 70	9,048 40
National line.....	15,564	.....	15,564	944 88	.....	944 88
Baltic-Lloyd line.....	1,167	3,626	4,793	70 32	348 23	418 55
Transient steamers.....	.....	1,096	1,096	.....	108 60	108 60
Norwegian steamers.....	.....	683	683	.....	40 98	40 98
Red Star line.....	122	49	171	12 20	4 90	17 10
Total.....	10,273,711	9,311,803	19,585,514	714,711 04	691,796 46	1,406,507 50
Increase over 1872.....	859,585	1,042,930	1,902,515	52,395 85	50,257 60	102,652 85

Payments during fiscal year ended June 30, 1873, to ocean steamship lines transporting mails for the sea postages as compensation for the service.

Williams and Guion line.....	\$79,294 42
Hamburg line.....	57,958 88
North German Lloyd line.....	33,573 74
White Star line.....	29,831 97
Inman line.....	14,641 70
Cunard line.....	4,977 37
Canadian line.....	6,065 13
National line.....	390 49
Baltic Lloyd line.....	12 07
Total.....	226,745 77
To Pacific Mail Steamship Company.....	\$27,731 56
To West Indies, Mexico, Brazil, Bermuda, New Granada, and New Zealand.....	65,145 94
To Nova Scotia.....	2,648 08
Total.....	95,525 58
Total.....	322,271 35

Weight of correspondence exchanged during the fiscal year ended June 30, 1873, between the United States and countries of Europe with which the United States have concluded postal conventions.

Countries.	LETTER MAILS.						PRINTED MATTER AND SAMPLES.						Total weight of mails exchanged with European countries.	
	From the United States.		To the United States.		Total.		From the United States.		To the United States.		Total.			
	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.	Grams.	Ounces.
United Kingdom.....		1,989,978 $\frac{1}{2}$		1,816,862 $\frac{1}{2}$		3,806,840 $\frac{1}{2}$		7,631,575 $\frac{1}{2}$		10,617,428		18,249,003 $\frac{1}{2}$		22,055,844 $\frac{1}{2}$
Germany.....	32,888,366		25,678,105		58,566,471		70,300,257		24,032,048		94,332,305		152,898,776	
France.....	747,161		802,792		1,549,953		11,437,758		965,345		12,403,103		13,953,056	
Belgium.....	623,877		556,860		1,240,737		2,008,524		1,932,551		3,941,075		5,181,812	
Netherlands.....	1,250,561		819,165		2,069,726		1,877,979		1,263,668		3,141,647		5,211,373	
Switzerland.....	1,578,301		1,478,771		3,057,072		5,547,992		3,158,821		8,706,813		11,763,885	
Italy.....	1,307,077		1,404,410		2,711,487		3,833,721		2,047,352		5,881,073		8,592,560	
Denmark.....	1,082,693		1,969,566		3,052,259		555,167		1,276,416		1,831,583		4,883,842	
Norway and Sweden ..	9,994		6,800		16,794		87,748		6,075		93,823		110,617	
Spain.....	2,088				2,088								2,088	
Total grams and equivalents in ounces	39,550,118	1,395,886 $\frac{4}{5}$	32,716,469	1,154,698 $\frac{1}{5}$	72,266,587	2,550,585 $\frac{3}{5}$	93,649,146	3,375,852 $\frac{1}{5}$	34,682,276	1,224,080 $\frac{2}{5}$	130,331,422	4,599,932 $\frac{1}{5}$	202,598,009	7,150,517 $\frac{2}{5}$
Total	3,385,865 $\frac{3}{10}$		2,971,561 $\frac{5}{10}$		6,357,426 $\frac{8}{10}$		11,007,427 $\frac{7}{10}$		11,841,508 $\frac{8}{10}$		22,848,936 $\frac{7}{10}$		20,206,302 $\frac{13}{10}$	
Increase over 1872	406,889 $\frac{17}{10}$		320,058 $\frac{3}{10}$		726,948 $\frac{24}{10}$		962,573 $\frac{24}{10}$		1,265,812 $\frac{24}{10}$		2,228,385 $\frac{11}{10}$		2,955,333 $\frac{14}{10}$	

Number of letters and newspapers and amounts of United States postage (so far as reported) on mails exchanged with Canada, the West India Islands, &c.

Country.	Number of letters.	Number of newspapers.	United States postage.
British provinces. (incomplete)	6, 359, 154	1, 657, 994	\$222, 120 27
West India Islands	838, 206	318, 704	96, 972 47
Panama and Central America	237, 496	213, 448	34, 264 32
China and Japan	216, 525	272, 416	28, 269 82
Brazil	89, 456	88, 994	12, 256 84
Sandwich Islands, New Zealand, and Australia	85, 709	144, 114	9, 302 72
Mexico	43, 178	49, 909	4, 139 51
Ecuador	5, 753	6, 977	1, 277 94
New Granada	6, 893	1, 961	728 52
Venezuela	1, 002	102	102 24
Belize, (Honduras)	299	No report.	32 68
Total	7, 873, 671	2, 754, 619	409, 467 33

CONTRACT FOR ADDITIONAL MAIL-SERVICE BETWEEN THE UNITED STATES AND JAPAN AND CHINA.

This article of contract, made the twenty-third day of August, in the year of our Lord one thousand eight hundred and seventy-three, between the United States of America, (acting in this behalf by their Postmaster-General,) and the Pacific Mail Steamship Company, with George H. Bradbury and Rufus Hatch, esquires, as sureties, witnesseth :

That whereas the said Pacific Mail Steamship Company were heretofore accepted in accordance with the stipulations and provisions of sections 3 and 6 of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June 30, 1873," and in conformity with the advertisement inviting proposals for said service issued by the Postmaster-General of the United States on the 5th day of June, 1872, as contractors for the conveyance of an additional monthly mail on the mail-steamship route between the port of San Francisco and the port of Hong-Kong, China, via Yokohama, Japan, with a regular branch line, running in connection with the main line, between Yokohama and Shanghai, China, at the sum of five hundred thousand dollars for the performance of twelve round trips per annum for a term of ten years, from and after the first day of October, eighteen hundred and seventy-three, and upon the same conditions and limitations as prescribed by existing acts of Congress in reference thereto, and the respective contracts made in pursuance thereof;

And whereas the said Pacific Mail Steamship Company on the 29th day of August, 1872, entered into articles of contract with the United States of America, acting in that behalf by their Postmaster-General, for the conveyance of the said mails, in conformity with the provisions and stipulations of the said act of Congress, with Alden B. Stockwell and Henry Clews, esquires, as its sureties in the said contract;

And whereas the said Pacific Mail Steamship Company have desired to procure the discharge and release of the said Stockwell and Clews as the sureties for the company under said contracts, and have offered to substitute therefor George H. Bradbury, of Englewood, N. J., and Rufus Hatch, of the city of New York, esquires, as sureties in their stead;

And whereas the United States, acting by their Postmaster-General in this behalf, have consented and agreed with the said company to accept and receive the said George H. Bradbury and Rufus Hatch as sureties for the performance and service to be rendered by the said steamship company under said contracts, in lieu of said Stockwell and Clews as

sureties therefor and thereunder, and to that end to accept and receive a new contract upon the part of said steamship company, with the said George H. Bradbury and Rufus Hatch as sureties, for the performance of the service provided for by said first-named contracts, respectively, and with the like stipulations and conditions:

Now, therefore, these presents witnesseth that the said Pacific Mail Steamship Company, contractors, and the said George H. Bradbury and Rufus Hatch as sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves to transport the mails of the United States between the ports of San Francisco and Hong-Kong, in China, touching at Yokohama, Japan, both on the outward and inward passages, to land and receive mails, with a regular connecting branch line of steamers between Yokohama and Shanghai, China, twelve round trips per annum, by an additional monthly line of first-class American steamships, to conform in all respects to the requirements and provisions of the third section of the act of Congress above cited, approved June 1, 1872, and the advertisement of the Postmaster-General, issued in accordance therewith, dated June 5, 1872, and of sufficient number to perform the required additional monthly service for and during the term of ten years, commencing on the first of October, eighteen hundred and seventy-three. And the said contractors do further covenant and agree with the United States, and do bind themselves, that the steamships hereafter offered for the service shall be of not less than four thousand tons register each, and shall be built of iron, and with their engines and machinery shall be wholly of American construction, of the best materials, and after approved models, and shall be so constructed as to be readily adapted to the armed naval service of the United States in case of war; and before acceptance the officers by whom they are inspected shall report to the Secretary of the Navy and the Postmaster-General whether this condition has been complied with; and further, that the said steamships, after acceptance by the Postmaster-General and during the period they may be employed in conveying the mails, shall be kept up by alterations, repairs, and additions, as the exigency may require, fully equal to the best state of steamship improvement attained, and if not so kept up and maintained they may be rejected by the Postmaster-General of the United States as not meeting the requirements of the act of Congress authorizing the additional monthly service, and other satisfactory steamships required in their place. And the said contractors do further covenant and agree, and do bind themselves, to carry the United States mails during the existence of their contracts, without additional charge, on all the steamers they may run upon said line or any part of it, or any branch or extension thereof; and they do further covenant and agree to transport, free of expense, on each and every steamer, a mail-agent of the United States, to take charge of and arrange the mail-matter, and to assign to such agent a separate state-room on the upper or main deck, with suitable accommodations for that purpose; and it is further covenanted and agreed by the said contractors, and they do bind themselves—

First, to dispatch an additional steamship from San Francisco on the sixteenth day of each month, and from Hong-Kong on the twenty-seventh day of each month, or upon such other days as may be hereafter selected, with the approval of the Postmaster-General, the departures to be always so arranged as to alternate at equal and regular intervals with those of the present monthly line during its continuance, and to form in connection therewith a regular semi-monthly mail-service between San Francisco and Hong-Kong via Yokohama.

Second, that the time occupied in making each passage between San Francisco and Hong-Kong shall not exceed thirty-two days in summer and thirty-five days in winter, including detention at Yokohama, which is not to exceed two days on the outward and three days on the inward voyage; and the time occupied in making each passage on the branch line between Yokohama and Shanghai shall not exceed eight days, including detention at Hiogo and Nagasaki, which is not to exceed twenty-four hours at each port; and further, to perform the service in conformity with such schedule of days and hours of departures and arrivals as shall be approved by the Postmaster-General of the United States.

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

Fourth, to take the mail and every part of it from and deliver it and every part of it into the post-offices at San Francisco and Hong-Kong, and the offices of the United States postal agents at Shanghai, (China,) Yokohama, (Japan,) and other Japanese ports of call.

They also undertake, covenant, and agree with the United States, and do bind themselves, to be answerable for the proper care and transportation of the mails and accountable to the United States for any damages which may be sustained by the United States through the unfaithfulness or want of care of their officers, agents, and employés; and they do further covenant and agree that they will not transmit, by themselves or their agents, or be concerned in transmitting, commercial intelligence more rapidly than by mail, and that they will not carry, or suffer to be carried, letters or newspapers out of the mail, and they will not knowingly convey any person carrying on the business of transporting letters or other mail matter without the special consent of the Post-Office Department of the United States; and further, that they will convey, without additional charge, post-office blanks, mail-bags, and the occasional special agent on business of the Post-Office Department exclusively, on the exhibition of his credentials.-

For which services, when performed, the said Pacific Mail Steamship Company are to be paid by the United States the sum of five hundred thousand dollars per annum, (being at the rate of forty-one thousand six hundred and sixty-six dollars for each round voyage,) in the currency of the United States, in quarterly payments, on the receipt at the Post-Office Department of satisfactory evidence of the performance of the round voyages embraced in said payments, provided that the moneys payable under this contract shall be paid while the said Pacific Mail Steamship Company or its successors in interest shall maintain and run the line of steamships for the transportation of freight and passengers at present run between New York and San Francisco, via the isthmus of Panama, by the said Pacific Mail Steamship Company, and no longer, said payments, however, to be subject to deductions, fines, and penalties imposed by the Postmaster-General for failures and irregularities as hereinafter stipulated. It is hereby also stipulated and agreed by the said contractors and their sureties that, in case of failure from any cause to perform any of the regular monthly voyages stipulated for in this contract, a pro-rata reduction shall be made from the compensation on account of such omitted voyage or voyages. And it is further stipulated and agreed that suitable fines and penalties shall be imposed, in the discretion of the Postmaster-General, for delays and irregularities in the performance of the service. If delays occur in the arrivals of the steamers according to schedule, the company will be fined in a sum

not exceeding two thousand dollars for every forty-eight hours; and should delays occur in their departure, a fine will be imposed not exceeding one thousand dollars, for every twenty-four hours except in cases of unforeseen and uncontrollable events; and suitable fines shall also be imposed, unless the delinquency shall be satisfactorily explained to the Postmaster-General in due time, for failure to take or deliver the mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury by being wet or otherwise; and for setting up or running an express to transmit letters or commercial intelligence in advance of the mails, or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail-matter in violation of the laws of the United States. And it is hereby further stipulated and agreed that the Postmaster-General shall have the power to determine this contract at any time in case of its being underlet or assigned to any other party, and that he may annul the contract for repeated failures, for violating the post-office laws of the United States, for disobeying the instructions of the Department, or for transporting persons conveying mail-matter out of the mails as aforesaid; and that this contract shall, in all its parts, be subject to, and in all respects governed by, the requirements and provisions of the third and sixth sections of the act of Congress approved June 1, 1872, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June thirty, eighteen hundred and seventy-three," and also of the act of Congress approved the 21st of April, 1808, entitled "An act concerning public contracts," so far as the provisions of the act last cited shall apply thereto; and it is hereby further stipulated and agreed that this contract may at any time be terminated by Congress.

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

JNO. A. J. CRESWELL, [SEAL.]
Postmaster-General of the United States.

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

JOSEPH H. BLACKFAN.

PACIFIC MAIL STEAMSHIP CO., [SEAL.]
 By GEO. H. BRADBURY, *President*.
 GEO. H. BRADBURY. [SEAL.]

Attest: W. H. LANE, *Sec. pro tem.*

RUFUS HATCH. [SEAL.]

Witness: JENNINGS S. COX.

Signed, sealed, and delivered by the Pacific Mail Steamship Company, by George H. Bradbury, president, and signed by George H. Bradbury and Rufus Hatch in presence of—

HAMILTON FISH, JR.

POST-OFFICE, NEW YORK,
August , 1873.

The undersigned, postmaster at New York, State of New York, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

T. L. JAMES,
Postmaster at New York.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND
THE EMPIRE OF JAPAN.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles establishing and regulating the exchange of correspondence between the United States of America and the empire of Japan :

ARTICLE I.

There shall be an exchange of correspondence between the United States of America and the empire of Japan by means of the direct line of United States mail-packets plying between San Francisco and Japan, as well as by such other means of direct mail-steamship transportation between the United States and Japan, as shall hereafter be established with the approval of the respective post-departments of the two countries, comprising letters, newspapers, printed matter of every kind, and patterns and samples of merchandise, originating in either country and addressed to and deliverable in the other country, as well as of correspondence of the same nature originating in or destined for foreign countries to which the United States and Japan may respectively serve as intermediaries.

ARTICLE II.

The post-office of San Francisco shall be the United States office of exchange, and Yokohama the office of exchange of the empire of Japan, for all mails exchanged between the United States and Japan. The two post-departments, by agreement, may establish additional offices of exchange, whenever it shall be found necessary.

ARTICLE III.

No accounts shall be kept between the post-departments of the two countries upon the international correspondence, written or printed, exchanged between them, but each country shall retain to its own use the postages which it collects at the rates fixed by this convention.

The single rate of international letter-postage shall be fifteen cents in the United States and fifteen sen in Japan on each letter weighing fifteen grammes ($\frac{1}{2}$ ounce) or less, and an additional rate of fifteen cents or fifteen sen for each additional weight of fifteen grammes ($\frac{1}{2}$ ounce) or fraction thereof, which shall, in all cases, be prepaid one single rate by means of postage-stamps of the country of origin at the office of mailing in either country. Letters unpaid or prepaid less than one full rate of postage shall not be forwarded, but insufficiently-paid letters on

which a single rate or more has been prepaid shall be forwarded, charged with the deficient postage, to be collected and retained by the post-department of the country of destination. Letters fully prepaid, received in either country from the other, shall be delivered free of all charge whatsoever.

It is, however, formally agreed that the single rate of international letter-postage shall be reduced to twelve cents in the United States and to twelve sen in Japan, at the expiration of twelve months from the date of carrying this convention into effect.

The United States post-office shall levy and collect, to its own use, on newspapers addressed to or received from Japan, a postage charge of two cents; and on all other articles of printed matter, patterns, and samples of merchandise, addressed to or received from Japan, a postage charge of two cents for each weight of two ounces, or fraction of two ounces.

The post-office of Japan shall levy and collect, to its own use, on newspapers, and other articles of printed matter, patterns, and samples of merchandise addressed to or received from the United States, the regular rates of Japanese domestic postage chargeable thereon by the laws and regulations of the empire of Japan.

Newspapers, and all other kinds of printed matter, patterns, and samples of merchandise, shall be subject to the laws and regulations of each country respectively, prescribing the conditions of their publication and circulation, and also with regard to their liability to be rated with letter-postage when containing written matter, or for any other cause specified in said laws and regulations, as well as in regard to their liability to customs duty under the revenue laws of either country.

ARTICLE IV.

Every international letter insufficiently paid, received in the United States from Japan, shall, in addition to the deficient postage, be subject to a fine of 6 cents, to be retained by the United States post-office; and every international letter insufficiently paid, received in Japan from the United States, shall, in addition to the deficient postage, be subject to a fine of 6 sen, such fine to be retained by the Japanese post-office.

ARTICLE V.

There shall be an exchange of correspondence between the Japanese post-offices of Yokohama, Hioga, and Nagasaki, and the United States postal agency at Shanghai, China, by means of United States or Japanese mail-packets plying regularly on the route between the ports of Japan and Shanghai, comprising letters, newspapers, printed matter of every kind, patterns, and samples of merchandise, originating in Japan, and addressed to Shanghai, or originating in Shanghai and addressed to Japan. The correspondence so forwarded in either direction between Japan and Shanghai, shall give rise to no accounts between the two post-departments, but each shall levy, collect, and retain to its own use the following postage rates on the correspondence which it forwards to the other, the same to be in full of all charges to destination:

On correspondence from Shanghai for Japan, there shall be levied and collected at the United States postal agency at Shanghai a postage of six cents per each single rate of half an ounce or under on letters, two cents each on newspapers and prices-current, and two cents per each weight of two ounces or fraction of two ounces on other articles of printed matter, patterns, or samples of merchandise.

On correspondence from Japan for Shanghai, there shall be levied and collected at the office of mailing in Japan, a postage of six sen per each single rate of fifteen grammes or under on letters, and the established rates of Japanese domestic postage on other articles of printed matter, patterns, or samples of merchandise.

Correspondence not fully prepaid to destination at the rates fixed by this article will not be forwarded.

ARTICLE VI.

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

The rates of postage to be paid by the Japanese post-department to the United States Post-Department for the territorial, or territorial and sea transit, of all correspondence in closed mails, sent or received through the United States for or from countries or places beyond, shall be as follows :

1. On closed mails either for or from Mexico, British Columbia, Canada, and other British North American Provinces, when transmitted entirely by land routes, six cents per thirty grammes for letter-mails, and thirty-two cents per kilogramme for all kinds of printed matter, patterns, and samples of merchandise.

2. On closed mails, either for or from British Columbia, or other British North American Provinces, Mexico, Central, and South America, or the West India Islands, when transported to or from the United States by sea, twenty-five cents per thirty grammes for letter-mails, and forty cents per kilogramme for printed matter of all kinds, patterns, and samples.

3. On closed mails, either for or from Great Britain, Germany, and other countries of Europe, the same rates of territorial and sea-postage as those established by the postal conventions between the United States and each of those countries, respectively.

The rates of postage to be paid by the United States post-office to the Japanese post-office for the territorial, or territorial and sea transit, of correspondence in closed mails sent through Japan for transmission to or from countries and places beyond, shall be agreed upon between the two post-departments when the exercise of the privilege is required.

The country which sends or receives closed mails through the other shall render an account of the letters, newspapers, book-packets, and patterns contained in such closed mails.

ARTICLE VII.

The two post-departments of the United States and Japan shall establish by agreement and in conformity with the arrangements in force at the time, the conditions upon which the two offices may reciprocally exchange, in open mails, the correspondence originating in or destined for foreign countries to which they may respectively serve as intermediaries.

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

ARTICLE VIII.

The United States post-office shall account to the Japanese post-office for the sum of two cents upon every single-paid letter from foreign countries sent through the United States in ordinary mails and prepaid to destination in Japan.

ARTICLE IX.

All passenger's letters sent back to the United States by passing mail-steamers on the high seas, shall be paid in full at ten cents per single rate, with United States postage-stamps; and all passenger's letters sent back to Japan by passing mail-steamers on the high seas, shall be paid in full at ten sen per single rate, with Japanese postage-stamps.

ARTICLE X.

The sea-postage for the conveyance across the Pacific Ocean of correspondence in open or closed mails exchanged under the provisions of this convention, shall be computed at six cents per ounce or six sen per thirty grammes (net weight) on letter mails, and six cents per pound or six sen per four hundred and eighty grammes (net weight) on other correspondence.

ARTICLE XI.

Letter-bills shall accompany each mail from one country to the other, containing an account of the weight of each class of correspondence, both international and transit; and the accounts arising between the two offices on the different classes of transit correspondence shall be stated, adjusted, and settled quarterly, and the balance found due on such correspondence shall be promptly paid over by the debtor office to the creditor office in such manner as the creditor office may desire.

ARTICLE XII.

So long as the Government of the United States shall maintain, at its own expense, the existing line of semi-monthly mail-steamers between San Francisco and Yokohama; it is mutually agreed that the government of Japan shall defray the entire expenses of the sea-transportation of all correspondence which shall be transmitted in either direction by any other line of mail-steamers plying between the sea-ports of the two countries.

ARTICLE XIII.

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

ARTICLE XIV.

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

ARTICLE XV.

The official correspondence between each government and its legation near the other shall be conveyed to its destination free of postage, and with all the precaution which the two governments may find necessary for its inviolability and security.

ARTICLE XVI.

The two post-departments may, by mutual agreement, provide for the transmission of registered articles in the mails exchanged between the two countries.

The register-fee on each registered article shall be ten cents in the United States and fifteen sen in Japan, and the ordinary postage thereon, as well as the register-fee, must always be fully prepaid.

Each office is at liberty to regulate this fee for the registered articles it dispatches.

ARTICLE XVII.

The two post-departments shall settle, by agreement between them, all matters of detail and arrangement required to carry this convention into execution, and may modify the same in like manner, from time to time, as the exigencies of the service may require.

ARTICLE XVIII.

Every fully-prepaid letter, dispatched from one country to the other, shall be plainly stamped with the words, "Paid all," *in red ink*, on the upper right-hand corner of the address, in addition to the date-stamp of the office at which it was posted; and on insufficiently-paid letters the amount of the deficient postage shall be inscribed in "*black ink*."

ARTICLE XIX.

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

ARTICLE XX.

In converting Japanese currency into United States currency, or United States currency into Japanese currency, the United States dollar shall be considered the equivalent of the Japanese yen, and the United States cent as the equivalent of the Japanese sen.

ARTICLE XXI.

The United States post-office agrees that upon a notice of six months being given by the Japanese post-office, at any time after the ratification of this convention, the United States postal-agency at Yokohama, and all other United States postal-agencies that are now or that may hereafter be established within the limits of Japan, shall be discontinued.

ARTICLE XXII.

This convention shall go into effect upon the day on which the postal-agencies of the United States in Japan shall be discontinued.

ARTICLE XXIII.

This convention shall be terminable at any time on a notice by either office of one year. It is to be ratified and the ratifications are to be exchanged as soon as possible.

Done in duplicate original at the city of Washington this sixth day of August, in the year of our Lord one thousand eight hundred and seventy three, or the sixth day of the seventh month of the sixth year of Meiji.

JNO. A. J. CRESWELL, [SEAL.]
Postmaster-General of the United States.
 SAMRO TAKAKI. [SEAL.]

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

U. S. GRANT.

By the President :

HAMILTON FISH,
Secretary of State.

WASHINGTON, August 6, 1873.

SECOND ADDITIONAL CONVENTION TO THE POSTAL CONVENTION OF AUGUST 21, 1867, BETWEEN THE UNITED STATES OF AMERICA AND BELGIUM.

The General Post-Office of the United States and the postal administration of Belgium having recognized the propriety of reducing the rates of postage fixed by the convention of 21st August, 1867, and by the additional convention of 1st March, 1870, the undersigned, duly authorized by their respective governments, have agreed upon the following articles:

ARTICLE 1.

The international single rate upon letters exchanged in direct mails, via Great Britain, between Belgium and the United States, is fixed as follows :

1. At 40 centimes for prepaid letters originating in Belgium.
2. At 8 cents for prepaid letters originating in the United States.

ARTICLE 2.

The international single rate for prepaid letters sent by the direct steamship lines to be established between the two countries, in conformity with article 6 of the convention of 21st August, 1867, is fixed at 30 centimes for letters sent from Belgium, and at 6 cents for letters sent from the United States, of which 10 centimes (2 cents) shall represent the sea-postage.

ARTICLE 3.

When one of the two contracting offices shall consider it advisable to exchange closed mails with a foreign country to which these offices may

respectively serve as intermediaries by the direct packets which the other contracting office shall have established between Belgium and the United States, it shall pay to the other office for the maritime transportation of said mails between Belgian ports and those of the United States, a fixed fee of—

1. 3 cents (15 centimes) per 30 grammes for letters.

2. 10 cents (50 centimes) per kilogramme for other correspondence.

And the same rates of sea-postage are also fixed for the closed mails conveyed by any line of direct mail-steamers between the two countries.

ARTICLE 4.

The present convention shall be considered as additional to those of August 21, 1867, and March 1, 1870, and shall take effect from the date agreed upon by the two administrations.

Done in duplicate and signed in Washington this 9th day of May, 1873.

JNO. A. J. CRESWELL, [L. S.]

Postmaster-General of the United States.

MAURICE DELFOSSE. [L. S.]

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

U. S. GRANT.

By the President :

HAMILTON FISH,

[L. S.] *Secretary of State.*

WASHINGTON, May 12, 1873.

POSTAL CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE UNITED KINGDOMS OF SWEDEN AND NORWAY.

The undersigned John A. J. Creswell, Postmaster-General of the United States of America, in virtue of the powers vested in him by law, and Oluf Stenersen, Envoy Extraordinary and Minister Plenipotentiary of His Majesty the King of Sweden and Norway, to the United States of America, in the name of his government, and by virtue of the powers which he has formally presented to this effect, have agreed upon the following articles, to wit :

ARTICLE 1.

There shall be an exchange of correspondence between the United States of America, and the United Kingdoms of Sweden and Norway. This exchange of correspondence shall embrace : 1. Letters ordinary and registered ; 2. Newspapers, books, prints of all kinds, (comprising maps, plans, engravings, drawings, photographs, lithographs, and all other like productions of mechanical processes, sheets of music, &c.,) and patterns or samples of merchandise, including grains and seeds. Such correspondence shall be exchanged, whether originating in the United States and destined for either of the United Kingdoms, or *vice versa*, or originating in or destined for such foreign countries to which the contracting countries may serve as intermediaries.

ARTICLE 2.

The offices for the exchange of mails shall be, on the part of Sweden : 1. Goteborg ; 2. The travelling post-office, No. 1, between Goteborg and Stockholm ; 3. The travelling post-office, No. 2, between Malmo and Falköping. On the part of Norway : 1. Christianssand ; 2. Christiania ; 3. The sea post office on the steamboat-line between Hammerfest and Hamburg, and on the part of the United States: 1. New York ; 2. Chicago.

The respective postal administrations are authorized, if circumstances should require it, to discontinue any of the offices designated for the exchange of mails, or to establish others in their place.

ARTICLE 3.

The post-offices of Sweden and Norway shall make their own arrangements for the dispatch of mails to the United States, and in like manner the post-office of the United States shall make arrangements for the dispatch of mails to Sweden and Norway. The mails shall be forwarded by regular routes of communication, and each office shall, at its own cost, pay the expense of the intermediate transportation (sea and territorial) of the mails which it dispatches to the other country. It is agreed that the cost of the international, ocean, and territorial transit of closed mails exchanged, in either direction, between the frontiers of the respective countries, shall be first defrayed by that one of the offices which shall have obtained from the post-offices of the intermediary countries the most favorable terms for such conveyance, and any amount so advanced by one office, for and on account of the other, shall be promptly re-imbursed.

ARTICLE 4.

The standard weight for the single rate of postage shall be :

1. For letters 15 grammes.
2. For all other correspondence mentioned in the second paragraph of the first article, that which each office adopts for the mails which it dispatches to the other, adapted to the regulations prescribed for such correspondence in the dispatching country. Each office shall, however, give notice to the other of the standard weight it adopts, and of any subsequent change thereof.

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

The weight stated by the dispatching-office shall always be accepted, except in the case of manifest error.

ARTICLE 5.

The single rate of postage for letter correspondence exchanged in direct mails between either of the United Kingdoms and the United States shall be :

I. By closed mail via England, without regard to the forwarding of the correspondence, whether to or from a Swedish or Norwegian seaport, or through Germany :

1. For letters from Sweden for the United States :
 - (a) When prepaid in Sweden, 36 öre.
 - (b) When paid in the United States, 14 cents.

2. For letters from the United States for Sweden :
 - (a) When prepaid in the United States, 9 cents.
 - (b) When paid in Sweden, 56 öre.
3. For letters from Norway for the United States :
 - (a) When prepaid in Norway, 12 skilling.
 - (b) When paid in the United States, 15 cents.
4. For letters from the United States for Norway :
 - (a) When prepaid in the United States, 10 cents.
 - (b) When paid in Norway, 18 skilling.

II. By direct regular steamship communication between ports in the United Kingdoms, whether the port be Swedish or Norwegian, on the one side, and ports in the United States, on the other side :

1. For letters from Sweden for the United States :
 - (a) When prepaid in Sweden, 24 öre.
 - (b) When paid in the United States, 9 cents.
2. For letters from the United States for Sweden :
 - (a) When prepaid in the United States, 6 cents.
 - (b) When paid in Sweden, 36 öre.
3. For letters from Norway for the United States :
 - (a) When prepaid in Norway, 7 skilling.
 - (b) When paid in the United States, 9 cents.
4. For letters from the United States for Norway :
 - (a) When prepaid in the United States, 6 cents.
 - (b) When paid in Norway, 10 skilling.

Insufficiently prepaid letters shall be charged with the postage for unpaid letters, after deducting the prepaid amount.

On all other correspondence mentioned in the second paragraph of the first article the rate shall be, for the mails dispatched by either route, that which the dispatching-office shall adopt, adapted to the regulations prescribed for such correspondence in the dispatching country. But each office shall give notice to the other of the rate it adopts, and of any subsequent change thereof.

ARTICLE 6.

The Atlantic sea-rate, on the correspondence sent in closed mails through England, shall not exceed 6 cents per ounce for letter-mails, and 6 cents per pound for other correspondence; nor shall the charge for the sea conveyance thereof between England and the United Kingdoms exceed 2 cents per single letter-rate, or 6 cents per ounce, net weight, of letter-mails, and 6 cents per pound for other correspondence.

It is also agreed that the entire cost of the sea transportation between the boundaries of the respective countries, by any direct line of steamships adapted to the conveyance of mails and employed by the respective post-offices, shall not exceed two cents for each single letter-rate, or six cents per ounce, net weight, of letter-mails, and six cents per pound of other correspondence.

It is further stipulated that the Atlantic sea-rate, on the correspondence sent in closed mails through Germany, shall not exceed five cents per 30 grammes of letters, and ten cents per kilogramme of other correspondence.

It is also understood and agreed that the Norwegian post-office shall be re-imbursed for the closed mails sent through Germany, which have been forwarded by the direct steamboat line between Christianssand and Hamburg, worked on Norwegian account, by a sum corresponding to

the Swedish and Danish rate of transit for closed mails sent through Sweden and Denmark.

ARTICLE 7.

Ordinary letters may be sent prepaid or unpaid, but on registered letters, and on all other correspondence mentioned in the second paragraph of the first article, prepayment shall be obligatory.

ARTICLE 8.

Registered articles shall, in addition to the postage, be subject to a register-fee of thirty öre in Sweden, of eight skilling in Norway, and of eight cents in the United States. This fee, as well as the postage, shall always be prepaid. Each office is at liberty to reduce this fee for the mails it dispatches.

ARTICLE 9.

Any correspondence may be registered, as well the international as that originating in or destined for other countries, to which the post-offices of the contracting countries may serve as intermediaries for the transmission of such registered articles.

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

ARTICLE 10.

The accounts on the international correspondence exchanged in either direction shall be adjusted and settled on the following basis, viz :

I.—Between Sweden and the United States.

From the total amount of international postages and register-fees for correspondence between Sweden and the United States, collected in Sweden, the Swedish postal administration shall deduct the amount which, without exceeding the highest rates agreed upon, has been paid for the conveyance of the mails to the frontier of the United States.

From the total amount of international postages and register-fees for correspondence between Sweden and the United States, collected in the United States, the postal administration of the United States shall, in like manner, deduct the amount which, without exceeding the highest rates agreed upon, has been paid for the conveyance of the mails to the frontier of Sweden, (or of Norway, in case of conveyance by direct steamship communication, or through England.)

Of the amount of the two net sums thus obtained, Sweden shall receive one moiety and the United States the other.

II.—Between Norway and the United States.

From the total amount of the international postages and register-fees for correspondence between Norway and the United States, collected in Norway, the Norwegian postal administration shall deduct the amount which, without exceeding the highest rates agreed upon, has been paid for the conveyance of the mails to the frontier of the United States.

From the total amount of the international postages and register-fees for correspondence between Norway and the United States, collected in the United States, the postal administration of the United States shall, in like manner, deduct the amount which, without exceeding the highest rates agreed upon, has been paid for the conveyance of the mails to the frontier of Norway, (or of Sweden, in case of conveyance by direct steamship communication, or through England.)

Of the amount of the two net sums thus obtained, Norway shall receive one moiety and the United States the other.

ARTICLE 11.

The correspondence mentioned in the second paragraph of the first article shall be dispatched under regulations to be established by the dispatching-office; but these shall embrace the following:

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

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

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

4. The custom-duties that may be chargeable in each of the two countries may be levied for the use of the customs.

5. Except as above, no charge whatever shall be collected on the letters and other correspondence exchanged.

The small local carrier's fee now chargeable in Sweden may, however, be levied to the use of the Swedish office; and as long as a fee of 2 skilling for the delivery of poste restante letters, and one of 4 skilling for letters posted after the general time for collecting the post, are chargeable in Norway, these fees may be levied to the use of the Norwegian office.

ARTICLE 12.

The postal administrations of each of the United Kingdoms, and that of the United States, shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the offices may exchange, in open mails, the correspondence originating in, or destined for, foreign countries to which they may serve as intermediaries.

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

ARTICLE 13.

The postal accounts between the respective offices, which, according to Article 10, are to be settled separately between Sweden and the United States, and between Norway and the United States, shall be stated quarterly, and transmitted and verified as speedily as practicable, and the balance found due shall be paid to the creditor office either by exchange on London, or at the debtor office, as the creditor office may desire.

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

ARTICLE 14.

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

ARTICLE 15.

Official communications between the respective postal administrations shall not be the occasion of any accounts between them.

ARTICLE 16.

The respective post-offices shall, by mutual consent, make detailed regulations for carrying the articles of this convention into execution, and in like manner modify such regulations, from time to time, as the exigencies of the service may require.

ARTICLE 17.

Letters wrongly sent, wrongly addressed, or not deliverable for any cause, shall be returned to the dispatching-office at its expense for the return, if any expense shall be incurred. Registered articles, in the second paragraph of the first article mentioned, shall also be returned in like manner. Other articles shall be left to the disposition of the receiving-office.

Any postages not collected upon the correspondence returned, but which shall have been charged against the receiving-office, shall be deducted from the account.

ARTICLE 18.

This convention shall take effect from and on the 1st day of July, 1873. It shall be continued in force until one year from the time when any of the governments of the respective countries shall have given notice of its wish to terminate the same. It is to be ratified, and the ratifications are to be exchanged as soon as possible.

Done in duplicate original at the city of Washington this fifteenth day of March, in the year of our Lord one thousand eight hundred and seventy-three.

JNO. A. J. CRESWELL,
Postmaster-General.

[Seal of the Post-Office Department.]

OLUF STENERSEN.

[Official seal.]

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

U. S. GRANT.

By the President:

HAMILTON FISH,

Secretary of State.

[Seal of the United States.]

WASHINGTON, March 15, 1873.

[Translation.]

We, Oscar, by the grace of God King of Sweden, Norway, the Goths and the Vandals, make known that, whereas we and the United States

of America have found it expedient and necessary to enter into negotiations having for their object the conclusion of a postal convention, and our minister, duly authorized for that purpose, having on the 15th day of March, in the present year, with the Postmaster-General of the United States, established, concluded, signed, and with his seal provided a convention, word for word, as follows:

(See convention above.)

Therefore, we have desired to ratify, approve, and accept the convention so concluded, with all its articles, paragraphs, and clauses; and we do by these presents, in the most express terms, approve, accept, and ratify the same, and we will sincerely and honestly uphold and fulfill the foregoing convention, and all its articles, paragraphs, and clauses.

In witness whereof we have, with our own hand, signed and caused the same to be confirmed by our royal seal. Done at Stockholm Castle, on the sixteenth day of the month of May, in the year after the birth of our Lord and Saviour one thousand eight hundred and seventy-three.

OSCAR, [SEAL.]
O. M. BJORNSTJERNA.

The undersigned having met together for the purpose of exchanging the ratifications of the convention concluded at the city of Washington on the fifteenth day of March, in the year of our Lord one thousand eight hundred and seventy-three, between His Majesty the King of Sweden and Norway, and the United States of North America, concerning the exchange of correspondence between the United States of North America and the United Kingdoms of Sweden and Norway, and the respective ratifications of the said convention having been carefully compared and found to agree exactly one with the other, and both with the original of the said convention, the exchange has this day been effected in the usual form.

In witness whereof the undersigned have signed the present certificate of exchange, and have affixed thereto the seals of their arms.

Done at Stockholm the 26th day of May, 1873.

C. C. ANDREWS.
O. M. BJORNSTJERNA. [SEAL.]

DETAILED REGULATIONS AGREED UPON BETWEEN THE POST-OFFICE OF THE UNITED STATES AND THE POSTAL ADMINISTRATION OF SWEDEN FOR THE EXECUTION OF THE CONVENTION OF THE 15TH OF MARCH, 1873, BETWEEN THE UNITED STATES OF AMERICA AND THE KINGDOMS OF SWEDEN AND NORWAY.

ARTICLE 1.

The American exchange-offices of New York and Chicago shall make up mails for the Swedish exchange-offices of Goteborg, the traveling post office, No. 1, between Goteborg and Stockholm, and the traveling post-office, No. 2, between Malmo and Falköping.

The latter shall make up mails for the exchange-offices of New York and Chicago.

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

ARTICLE 2.

Each mail exchanged between the respective offices shall be accompanied by a letter-bill, showing the postages and the charges of transit,

the fees, &c., accruing to each office, upon the different kinds of correspondence.

The form of this letter-bill shall follow the models B¹ and B², hereto annexed, and shall be consecutively numbered by the dispatching-office during each quarter of the calendar year.

The receiving-office shall acknowledge its receipt by the next dispatch.

ARTICLE 3.

The exchange-offices shall divide the correspondence which they dispatch into a suitable number of separate packages, according to the letter-bill. Each of these packages shall bear the proper etiquette and numbers corresponding to the letter-bill.

ARTICLE 4.

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

ARTICLE 5.

Registered correspondence shall be described in a register-list, following the models C¹ and C², hereto annexed.

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

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

ARTICLE 6.

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

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

ARTICLE 7.

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

ARTICLE 8.

All letters exchanged between the several offices shall indicate by stamp or writing thereon the office of origin; and the unpaid letters so exchanged shall also be stamped with the name of the dispatching-office of exchange.

Correspondence fully paid to destination shall be stamped in the United States "*Paid all*," and in Sweden "*Franko*."

Registered letters shall be stamped "*Registered*" in the United States, and "*Rekommenderas*" in Sweden.

Correspondence insufficiently paid shall be stamped in the United States "*Insufficiently paid*," and in Sweden "*Offullstandigt frankerad*," and the amount of deficient postage expressed in figures (black) on the face.

Correspondence dispatched by a direct line between the respective countries shall be stamped "*Direct service*," or "*Service direct*."

When dispatched via England or via Germany and Denmark, it shall be stamped to indicate British or German and Danish transit.

ARTICLE 9.

The respective postal administrations are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amount thereof, must be absolutely prepaid or can be left unpaid, and until such lists are furnished, neither country is to mail to the other any correspondence for foreign countries beyond the country to which the mail is sent.

Such lists shall also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the several offices, and the conditions thereof.

ARTICLE 10.

The respective exchange-offices shall mark, *in red ink*, in the upper corner of the address, at the right hand, of prepaid letters sent for transit in the open mail, the amount of the extra national postage due to the country through which the same are forwarded; and in the same manner and place, but in *black ink*, shall mark the amount of the extra national postage due to the forwarding country upon the unpaid letters sent in transit.

ARTICLE 11.

Articles under band, which do not conform to the condition mentioned in Article 11 of the convention, or which are in no part prepaid, shall be retained by the administration of origin, and shall remain subject to its disposal.

ARTICLE 12.

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

ARTICLE 13.

Letters and all registered articles not deliverable shall be respectively returned to the dispatching administration at the end of every month. (See Exhibits D¹ and D².) But all other articles of correspondence, not registered, which from any cause cannot be delivered, shall be retained at the disposition of the receiving country.

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

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

The expense of transit of unpaid correspondence which has been transported by either administration in closed mails, and shall be returned to

the dispatching-office as not deliverable, shall be deducted from the original amount charged for transit upon a declaration of the amount by the office claiming the deduction. No charge shall be made by either administration for the transit of correspondence returned as not deliverable.

ARTICLE 14.

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

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

The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE 15.

The dispatching exchange-office shall state on the letter-bills (for the convenience of the transit account) the exact number of single rates and weight of letters, and the total weight of the other correspondence which shall be dispatched in closed mails by the British or by the German and Danish transit.

ARTICLE 16.

It is understood that the accounts between the two offices shall be established on the respective letter-bills in the proper money of the dispatching-office, but the international postages on the unpaid letters or insufficiently-paid letters shall be computed in the money of the receiving-office.

The reduction of these moneys shall be effected in the general accounts at the rate of 4 riksdaler, or 400 öre of Sweden, for one dollar of the United States.

In entering on the letter-bills the international postage on the partly-paid letters in the money of the receiving-office, and the foreign charges in the money of the dispatching-office, the cent of the United States shall be considered as the equivalent of 4 öre of Sweden.

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

ARTICLE 17.

The quarterly accounts mentioned in Article 13 of the convention shall be prepared by the respective postal administrations. They shall be based upon the acknowledgments of receipt, and shall respectively be prepared according to the models E¹ and E², hereto annexed.

A recapitulation of these accounts, showing the definitive result, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed and marked F; and shall then be transmitted with the quarterly accounts on which it is based, for the examination of the other office.

Done in duplicate and signed at Stockholm this 30th day of May, 1873, and at Washington this 24th day of June, 1873.

[SEAL.]

[SEAL OF P. O. DEPT.]

WILHELM ROOS.

JNO. A. J. CRESWELL.

TABLE A.—Showing the directions to be given to correspondence of all kinds exchanged between the United States and Sweden.

Mails of the Swedish office.			Mails of the United States office.		
Offices of exchange.		Destination of the correspondence to be comprised in the mails for the respective receiving offices.	Offices of exchange.		Destination of the correspondence to be comprised in the mails for the respective receiving offices.
Forwarding.	Receiving.		Forwarding.	Receiving.	
Goteborg	New York	The States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Kentucky, Indiana, Ohio, and the District of Columbia, and the foreign countries to which the United States serve as an intermediary. The States of Illinois, Michigan, Wisconsin, Minnesota, Missouri, Kansas, Nebraska, Nevada, California, and Oregon, and the Territories of Dakota, Colorado, New Mexico, Arizona, Utah, Wyoming, Idaho, Montana, Washington, and the Indian Territory.	New York	Goteborg	All of Sweden.
The Travelling Post-Office No. 1, Goteborg-Stockholm, and the Travelling Post-Office No. 2, Malmö-Falköping.	Chicago		Chicago	The Travelling Post-Office No. 1, Goteborg-Stockholm, and the Travelling Post-Office No. 2, Malmö-Falköping.	All of Sweden.

LETTER-BILL No. —.

For the mails dispatched from ——— to ——— via ———. Sent the ———, 187 ; arrived the ———, 187 .

No. of the items of account.	Nature of the correspondence.	Single weight.		Single rate.	Statement by the office dispatching.			Verification by the receiving office.											
		Grams.	Cts.		Single rates.	Amount.		Single rates.	Amounts.										
						No.	Dolls. Cts.		No.	Dolls. Cts.									
TABLE I.—INTERNATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)																			
1	Letters fully prepaid	15																	
2	Letters wholly unpaid	15																	
3	Letters insufficiently paid. {	15		No. of single rates.....															
4											Amount prepaid.....								
5																			
Total No. of single international rates																			
6	Journals, { Other prints, } Total amount of postage-stamps affixed to the correspondence																		
Samples. }																			
TABLE II.—EXTRANATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)																			
7	Letters originating in the United States for foreign countries beyond Sweden. {	Unpaid (wholly or in part). No. of international rates																	
8		Fully prepaid. {	No. of international rates																
9			Foreign postage to account for to Sweden.....																

10	Letters originating in foreign countries and passing in transit through the United States.	Addressed to Sweden.	Fully prepaid.	No. of international rates					
11			Unpaid wholly or in part.	No. of international rates					
12		Addressed to countries beyond Sweden.	Fully prepaid.	No. of international rates					
13				Foreign postage to account for to the United States					
14			Unpaid wholly or in part.	No. of international rates					
15				Foreign postage to account for to the United States					
16	Total number of single rates in transit								
17	Prepaid journals, other prints, samples, etc., originating in the United States addressed to countries beyond Sweden, or originating beyond the United States and addressed to Sweden or to countries beyond Sweden.	Total amount of the international postage							
18		Total amount of foreign postage to account for to Sweden							
19		Unpaid newspapers, prints, and patterns of merchandise originating in foreign countries and passing in transit through the United States.	Total amount of the international postage						
20			Total amount of the foreign postage to account for to the United States						
TABLE III.—OF REGISTER FEES.									
21	Total number of register fees and registered articles herewith								
22	Amount of supplementary fees on same, due to countries beyond Sweden to account for to Sweden								
TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.									
23	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their national address.	{	Prior postage unpaid, amount to account for to exclusive credit of United States						
24			Expense of returning the correspondence						
			No. of rates at — cents per single rate						
[Memo.—Articles mis sent or wrongly addressed. Note the number of articles —.]									
No. of registered articles by this mail.									
TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.									
25	Total number of single rates of letters sent by this mail								
					(See items 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24 of this letter-bill.)				
26	Total weight (net) of articles in this mail,	{	Letters						
27			Journals, etc., etc.						
					Grams.		Grams.		

LETTER-BILL No. —.

For the Mails dispatched from ——— to ——— via ———. Sent the ———, 187—; arrived the ———, 187—.

Nos. of the Items of account.	Nature of the correspondence.	Single weight.	Single rate.	Statement by the Dispatching Office.			Verification by the Receiving Office.				
		Grains.	Ore.	Single rates.	Amounts.		Single rates.	Amounts.			
				Nos.	Rks	Ore.	Nos.	Rks.	Ore.		
TABLE I.—INTERNATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)											
1	Letters fully prepaid.....	15	"		—	—		—	—		
2	Letters wholly unpaid.....				—	—		—	—		
3	Letters insufficiently prepaid. {			Number of single rates.....			—	—		—	—
4				Amount prepaid.....		—	Dolls.	Cts.	—	Dolls.	Cts.
5				Amount deficient.....		—			—		
Total number of single international rates.....											
6	Journals, { Other prints, } Total amount of postage-stamps affixed to the correspondence..... Samples. }				Rks.	Ore.		Rks.	Ore.		
TABLE II.—EXTRANATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)											
7	Letters originating in Swe- { Unpaid (wholly or in part.) Number of international rates..... den for countries beyond { Fully prepaid.. { Number of international rates..... the United States. { Foreign postage to account for to the United States.....				—	—		—	—		
8		Addressed to the { Fully prepaid. No. of international rates..... United States. { Unpaid (wholly or { Number of international rates..... in part.) { Foreign postage to account for to Sweden.....				—	—		—	—	
9			Fully prepaid.. { Number of international rates..... Foreign postage to account for to United States.....					—	—		
10	Letters originating { Addressed to coun- { Fully prepaid.. { Number of international rates..... in foreign coun- tries beyond the { Foreign postage to account for to United States..... tries in transit through Sweden.				—	—		—	—		
11		Addressed to coun- { Fully prepaid.. { Number of international rates..... tries beyond the { Foreign postage to account for to United States.....				—	—		—	—	
12			Fully prepaid.. { Number of international rates..... Foreign postage to account for to United States.....					—	—		
13											
14											

15	{	United States.	{	Unpaid (wholly or in part.)	{	Number of international rates	_____	_____	_____	_____	_____	_____	
16							_____	_____	_____	_____	_____		
Total number of single rates in transit.....							_____	_____	_____	_____	_____	_____	
17	}	Prepaid journals, other prints, samples, &c., originating in Sweden for countries beyond the United States, or originating in countries beyond Sweden for the United States or countries beyond the United States.	{	Total amount of international postage	_____	_____	_____	_____	_____	_____	_____	_____	
18					Foreign postage to account for to United States.....	_____	_____	_____	_____	_____			
19						Total amount of international postage	_____	_____	_____	_____	_____		
20	Unpaid journals, other prints, and samples originating in foreign countries and in transit through Sweden.	{	Total amount of the foreign postage to account for to Sweden	_____	_____		_____	_____	_____	_____	_____	_____	
TABLE III.—OF REGISTER FEES.							_____	_____	_____	_____	_____		
21	Total number of register fees and registered articles herewith.....							_____	_____	_____	_____	_____	
22	Amount of supplementary fees on same, due to countries beyond the United States, to account for to the United States.....							_____	_____	_____	_____	_____	
TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.													
23	}	Letters prepaid and unpaid, of whatever origin, forwarded to persons who have changed their residence.	{	Prior postage unpaid, amount to account for to exclusive credit of Sweden	_____	_____	_____	_____	_____	_____	_____	_____	
24					Expense of returning the correspondence.	_____	_____	_____	_____	_____			
No. of rates at — ore per single rate.....						_____	_____	_____	_____	_____	_____	_____	
[Memo.—No. of articles missent or wrongly addressed.....]							_____	_____	_____	_____	_____	_____	
No. of registered articles by this mail:							_____	_____	_____	_____	_____	_____	
TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.							Statement by the Dispatching Office.		Verification by the Receiving Office.				
							Total No. of rates by this mail.	Amounts.		Total No. of rates by this mail.	Amounts.		
								Rdr.	Ore.		Rdr.	Ore.	
25	Total number of single rates of letters sent by this mail, (see items 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24 of this letter-bill).....							_____	_____	_____	_____	_____	_____
26	}	Total weight (net) of articles in this mail	{	Letters.....	_____	_____	_____	_____	_____	_____	_____	_____	
27					Journals, &c., &c.	_____	_____	_____	_____	_____			
							Grams.		Grams.				

Statement by the Dispatching Office.			Verification by the Receiving Office.		
Total No. of rates by this mail.	Amounts.		Total No. of rates by this mail.	Amounts.	
	Rdr.	Ore.		Rdr.	Ore.
Grams.			Grams.		

POST-OFFICE DEPARTMENT }
OF
THE UNITED STATES. }

C¹.

{ CORRESPONDENCE
WITH
SWEDEN. }

Descriptive list of the letters and other registered articles contained in the mail sent by the United States office of exchange of ——— to the Swedish office of exchange of ———, the ———, 187—.

Number.	Nature of the registered articles. (Whether letters, newspapers, &c.)	Origin.	To whom addressed.	Destination.	Amount of supplementary register fees to pay to Sweden, on registered articles destined for foreign countries.	
					Dollars.	Cents.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
Total number of the registered articles to be carried to Article 21 of the letter-bill.						
Total amount to be carried to Article 22 of the letter-bill					\$	

Verified by ———.

Certified by ———.

GENERAL POST-OFFICE }
OF }
SWEDEN. }

C².

{ CORRESPONDENCE
WITH THE
{ UNITED STATES.

Descriptive list of the letters and other registered articles contained in the mail sent by the Swedish office of exchange of ———, to the United States office of exchange of ———, the ——— 187—.

Number.	Nature of the registered articles. (Whether letters, newspapers, &c.)	Origin.	To whom addressed.	Destination.	Amount of supplementary register fees to pay to the United States on registered articles destined for foreign countries.	
					Rdr.	Ore.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
Total number of the registered articles to be carried to Article 21 of the letter-bill.					_____	_____
Total amount to be carried to Article 22 of the letter-bill Am't..					_____	_____

Verified by _____.

Certified by _____.

10 P M

DEAD-LETTER BILL.

Of the correspondence returned from the United States to Sweden as not deliverable, for the month of —, 187—.

Number of the items of account.	Nature of the correspondence.	By what route received.	Statement by the United States office.			Verification by the Swedish office.		
			Number of rates.	Amount.		Number of rates.	Amount.	
				Dollars.	Cents.		Dollars.	Cents.
TABLE I.—INTERNATIONAL CORRESPONDENCE.								
1	Prepaid letters No.	} Via England Via direct Via Denmark and Germany Via England Via direct Via Denmark and Germany	_____	_____	_____	_____	_____	
2	Unpaid letters		_____	_____	_____	_____		
3	Insufficiently paid letters		_____	_____	_____	_____		
4			_____	_____	_____	_____		
5			_____	_____	_____	_____		
		Amount of deficient postage.....	_____	_____	_____	_____		
TABLE II.—EXTRANATIONAL CORRESPONDENCE.								
7	Letters from Sweden for countries beyond United States.....	} Unpaid.....	_____	_____	_____	_____		
9			Prepaid No.....	_____	_____	_____	_____	
10	Letters from foreign countries for the United States.....	} Prepaid No.....	_____	_____	_____	_____		
11			Unpaid.....	_____	_____	_____	_____	
12				Foreign rates reclaimed by United States	_____	Rdr.	Öre.	_____
13		Letters from foreign countries for countries beyond the United States.....	} Prepaid No.....	_____	_____	_____	_____	
15	Unpaid.....			_____	_____	_____	_____	
16			Foreign rates reclaimed by United States	_____	Rdr.	Öre.	_____	Rdr.	Öre.

TABLE III.—REGISTERED CORRESPONDENCE. (See list on back hereof.)

19	Registered articles returned.....	{ Letters No	_____	_____	_____	_____	_____	_____
		{ Prints No	_____	_____	_____	_____	_____	_____
TABLE V.—TRANSIT ACCOUNT.								
25	Total rates and net weight of letters returned to be deducted from transit account. { See items 2, 3, 7, 11, 12, 15, and 16.....	{	Via England.....	_____	_____	Grammes.		Grammes.
26			Via direct	_____	_____			
			Via Denmark and Germany.	_____	_____			

WASHINGTON, D. C., _____, 187-.

SIR: I have the honor, by direction of the Postmaster-General, herewith to send to your address a bag containing the letters designated by the foregoing account, and to request the verification of the same, and early return of the accompanying duplicate.

I am, very respectfully, your obedient servant,
The DIRECTOR-GENERAL OF POSTS, &c., Stockholm, Sweden.

_____, Third Assistant Postmaster-General.

List of registered articles returned, (see item 19.)

No.	Index number.	Addresses.	No.	Index number.	Addresses.
1			14		
2			15		
3			16		
4			17		
5			18		
6			19		
7			20		
8			21		
9			22		
10			23		
11			24		
12			25		
13					

DEAD-LETTER BILL

Of the correspondence returned from Sweden to the United States as not deliverable, for the month of —, 187—.

REPORT OF THE POSTMASTER-GENERAL.

Number of the items of account.	Nature of the correspondence.	By what route received.	Statement by the Swedish office.			Verification by the United States office.		
			Number of rates.	Amount.		Number of rates.	Amount.	
				Rdr.	Öre.		Rdr.	Öre.
TABLE I.—INTERNATIONAL CORRESPONDENCE.								
1	Prepaid letters No.....	Via England.....	_____	_____	_____	_____	_____	
2	Unpaid letters.....	Via direct.....	_____	_____	_____	_____	_____	
3	Insufficiently-paid letters . . . }	Via Germany and Denmark.....	_____	_____	_____	_____	_____	
4		Via England.....	_____	_____	_____	_____	_____	
5		Via direct.....	_____	_____	_____	_____	_____	
	Amount of deficient postage.....	Via Germany and Denmark.....	_____	_____	_____	_____	_____	
TABLE II.—EXTRANATIONAL CORRESPONDENCE.								
7	Letters from the United States for countries beyond Sweden....	Unpaid.....	Via England.....	_____	_____	_____	_____	
8			Via direct.....	_____	_____	_____	_____	
9			Via Germany and Denmark.....	_____	_____	_____	_____	
	Prepaid No.....	_____	_____	_____	_____	_____	_____	
10	Letters from foreign countries for Sweden	Prepaid No.....	_____	_____	_____	_____	_____	
11		Unpaid.....	Via England.....	_____	_____	_____	_____	
12			Via direct.....	_____	_____	_____	_____	
		Via Germany and Denmark.....	_____	_____	_____	_____	_____	
13	Foreign rates reclaimed by Sweden.....	_____	_____	_____	_____	_____	_____	
14	Prepaid No.....	_____	_____	_____	_____	_____	_____	
15	Letters from foreign countries for countries beyond Sweden.....	Unpaid.....	Via England.....	_____	_____	_____	_____	
16			Via direct.....	_____	_____	_____	_____	
			Via Germany and Denmark.....	_____	_____	_____	_____	
	Foreign rates reclaimed by Sweden.....	_____	_____	_____	_____	_____	_____	

TABLE III.—REGISTERED CORRESPONDENCE. (See list on back hereof.)

TABLE III.—REGISTERED CORRESPONDENCE. (See list on back hereof.)									
19	Registered articles returned.....	{ Letters No.....	_____	_____	_____	_____	_____	_____	_____
		{ Prints No.....	_____	_____	_____	_____	_____	_____	_____
TABLE V.—Transit account.									
25	Total rates and net weight of letters returned, to be deducted from transit account. (See items 2, 3, 7, 11, 12, 15, and 16.)	{	Via England.....	Grammes.			Grammes.		
26			Via direct.....						
			Via Germany and Denmark.						

STOCKHOLM, _____, 187-.

SIR: I have the honor, by direction of the Postmaster-General, herewith to send to your address a bag containing the letters designated by the foregoing account, and to request the verification of the same, and early return of the accompanying duplicate.

I am, very respectfully, your obedient servant,

Assistant Postmaster-General.

The POSTMASTER-GENERAL, &c., &c., &c., Washington.

List of registered articles returned, (see item 19.)

No.	Index number.	Addresses.	No.	Index number.	Addresses.
1			14		
2			15		
3			16		
4			17		
5			18		
6			19		
7			20		
8			21		
9			22		
10			23		
11			24		
12			25		
13					

REPORT OF THE POSTMASTER-GENERAL.

Summary of the within account.

Sums for which the United States must account to Sweden.					Sums for which Sweden must account to the United States.				
For items of the account.	Nos.	Sums to be divided.	Sums wholly due to Sweden.		For items of the account.	Nos.	Sums to be divided.	Sums wholly due to U. S.	
	1		—	—		2		—	—
	4		—	—		5		—	—
	6		—	—		7		—	—
	8		—	—		11		—	—
	9	—	—	—		12	—	—	—
	10		—	—		15		—	—
	13		—	—		16	—	—	—
	14	—	—	—		19		—	—
	17		—	—		20	—	—	—
	18	—	—	—		23	—	—	—
	21		—	—		24		—	—
	22	—	—	—					
Totals					Totals				
					One-half (½) to United States is.....				
					Total amount due United States....				
Deduct inter-mediate transit charges.									
Letters. 25, 26		Dolls.	cts.						
Journals, &c. 27									
Balance to be divided is.....									
One-half (½) to Sweden is									
Total amount due Sweden.....									
Total amount due to United States.									
Balance due to Sweden.....									

QUARTERLY

Of the mails sent by the Swedish Exchange Office of — to the United States

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Summary of the within account.

Sums for which Sweden must account to the United States.				Sums for which the United States must account to Sweden.			
For items of the account.	Nos.	Sums to be divided.	Sums wholly due to U.S.	For items of the account.	Nos.	Sums to be divided.	Sums wholly due to Sweden.
	1				2		
	4				5		
	6				7		
	8				11		
	9				12		
	10				15		
	13				16		
	14				19		
	17				20		
	18				23		
	21				24		
	22						
Totals				Totals			
Deduct } Letters, 25, 26... inter- } mediate } transit } charges. } Journals, &c., 27...				One-half ($\frac{1}{2}$) to Sweden is ...			
Balance to be divided is.....				Total amount due to Sweden			
One-half ($\frac{1}{2}$) to United States is							
Total amount due to United States							
Total amount due to Sweden.							
Balance due to the United States							

Dated at ——— this ——— day of ———, 187-.

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

F.

{ CORRESPONDENCE WITH
SWEDEN. }

RECAPITULATION.

For the quarter ending ———, 187–.

Quarterly account.	Mails sent by the way of—	Net balance in favor of the United States of- fice.		Net balance in favor of the Swed- ish office.	
EAST.					
New York to Goteborg.....	England				
Chicago to Goteborg.....	do				
New York to Goteborg.....	Direct				
Chicago to Goteborg.....	do				
New York to ———.....	Germany and Denmark ..				
Chicago to ———.....	do				
WEST.					
Goteborg to New York	England				
Goteborg to Chicago.....	do				
Goteborg to New York.....	Direct				
Goteborg to Chicago.....	do				
—— to New York	Denmark and Germany ..				
—— to Chicago.....	do				
Totals.....					
Balance in favor of ——— is.....					
Final balance in favor of ——— is					

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, ———, 187–.

DETAILED REGULATIONS AGREED UPON BETWEEN THE POST-OFFICE OF THE UNITED STATES AND THE POSTAL ADMINISTRATION OF NORWAY FOR THE EXECUTION OF THE POSTAL CONVENTION OF THE 15TH OF MARCH, 1873, BETWEEN THE UNITED STATES OF AMERICA AND THE KINGDOMS OF SWEDEN AND NORWAY.

ARTICLE I.

The American exchange offices of New York and Chicago shall make up mails for the Norwegian exchange offices of Christianssand, Christiania, Bergen, and the sea post-office on the steamboat line between Hammerfest and Hamburg.

The latter shall make up mails for the exchange offices of New York and Chicago.

ARTICLE II.

Each mail exchanged between the two countries shall be accompanied by a letter-bill, showing the postages on each class of correspondence, the number of register fees, total weight of correspondence, &c.

The form of this letter-bill shall follow the models A¹ and A², hereto annexed, and shall be consecutively numbered by the dispatching office during each quarter of the calendar year.

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

ARTICLE III.

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

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

ARTICLE IV.

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

ARTICLE V.

Registered correspondence shall be described in a register-list, following the models B¹ and B² hereto annexed.

All registered letters and the register-list shall be enveloped together in strong paper and securely fastened, and the packet plainly inscribed with the word "Registered" or "Registreret," and placed in the mail.

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

ARTICLE VI.

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

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

ARTICLE VII.

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

ARTICLE VIII.

All letters exchanged between the two countries shall indicate by stamp or writing thereon the office of origin; and the unpaid letters so exchanged shall also be stamped with the name of the dispatching office of exchange.

Correspondence fully paid to destination shall be stamped in the United States "Paid all," and in Norway "Franco."

Registered articles shall be stamped "Registered" in the United States, and "Anbefalet" in Norway.

Correspondence insufficiently paid shall be stamped in the United States, "Insufficiently paid," and in Norway, "Utilstrækkeligt frankeret," and the amount of deficient postage expressed in figures (black) on the face.

Correspondence dispatched by a direct line between the respective countries shall be stamped "Direct service" or "Service direct."

When dispatched via England or via Germany, it shall be stamped to indicate British or German transit.

ARTICLE IX.

The respective postal administrations are mutually to furnish each other with lists stating the foreign countries to which the foreign postage, and the amount thereof, must be absolutely prepaid or can be left unpaid; and until such lists are furnished neither country is to mail to the other any correspondence for foreign countries beyond the country to which the mail is sent.

Such lists shall also indicate the foreign countries with which registered correspondence may be exchanged in the open mails between the several offices and the conditions thereof.

ARTICLE X.

The respective exchange offices shall mark in red ink in the upper corner of the address at the right hand of prepaid letters sent for transit in the open mail the amount of the extranational postage due to the country through which the same are forwarded; and in the same manner and place, but in black ink, shall mark the amount of the extranational postage due to the forwarding country upon the unpaid letters sent in transit.

ARTICLE XI.

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

ARTICLE XII.

Letters originating in or destined for foreign countries, sent in the open mail for transit through the United States or through Norway, and

which are insufficiently paid shall be transmitted as wholly unpaid and no account taken between the respective administrations of the amount prepaid.

ARTICLE XIII.

Letters and all registered articles not deliverable shall be respectively returned to the dispatching administration at the end of every month. (See Exhibits C¹ and C².) But all other articles of correspondence not registered which, from any cause cannot be delivered, shall be retained at the disposition of the receiving country.

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

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

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

ARTICLE XIV.

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

The receiving office shall also correct accordingly in the column of verification the original entries of the letter-bill relating to such correspondence. The articles of a like nature addressed to persons who have changed their residence shall be mutually forwarded or returned, charged with the rate that would have been paid at the first destination.

ARTICLE XV.

The dispatching exchange office shall state on the letter-bills (for the convenience of the transit account) the exact number of single rates and weight of letters and the total weight of the other correspondence which shall be dispatched in closed mails by the British or by the German transit.

ARTICLE XVI.

It is understood that the accounts between the two offices shall be established on the respective letter-bills, in the proper money of the dispatching office, but the international postages on the unpaid letters or insufficiently paid letters shall be computed in the money of the receiving office.

The reduction of these moneys shall be effected in the general accounts at the rate of 112 skillings of Norway for one dollar of the United States.

In entering on the letter-bills the international postages on the partly paid letters in the money of the receiving office and the foreign charges in the money of the dispatching office, the cent of the United States shall be considered as the equivalent of $1\frac{1}{2}$ skilling of Norway.

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

ARTICLE XVII.

The quarterly accounts mentioned in Article XIII of the convention shall be prepared by the respective postal administrations. They shall be based upon the acknowledgments of receipts, and shall respectively be prepared according to the models D¹ and D² hereto annexed.

A recapitulation of these accounts, showing the definitive results, alike for the debit and the credit, shall be prepared by the United States office according to the form hereto annexed and marked E; and shall then be transmitted with the quarterly accounts on which it is based, for the examination of the other office.

Done in duplicate and signed at Washington the 26th of June, 1873, and at Christiania the 31st May, 1873.

JNO. A. J. CRESWELL,
Postmaster-General.

W. JOHANSEN,
Oppen.

11 P M

LETTER-BILL NO. _____

For the Mails dispatched from _____ to _____ via _____. Sent the _____, 187-; arrived the _____, 187-.

No. of the items of account.	Nature of the correspondence.	Single weight.		Single rate.		Statement by the Despatching Office.			Verification by the Receiving Office.		
		Grams.	Cts.	Single rates.	Amounts.		Single rates.	Amounts.			
					Number.	Dolls. Cts.		Number.	Dolls. Cts.		
TABLE I.—INTERNATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)											
1	Letters fully prepaid.....		15								
2	Letters wholly unpaid.....		15								
3	Letters insufficiently paid. { No. of single rates..... Amount prepaid..... Amount deficient.....		15								
4											
5											
Total No. of single international rates.....											
6	Journals, } Other prints, } Total amount of postage-stamps affixed to the correspondence..... Samples, }										
TABLE II.—EXTRANATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)											
7	Letters originating in the { Unpaid (wholly or in part.) No. of international rates.....										
8	United States for foreign { Fully prepaid. { No. of international rates.....										
9	countries beyond Norway. { Foreign postage to account for to Norway.....										
10	Letters originating { Addressed to { Fully prepaid. { No. of international rates.....										
11		in foreign countries { Norway. { Unpaid wholly { No. of international rates.....									
12			or in part. { Foreign postage to account for to United States.....								
13	in foreign countries { Addressed to { Fully prepaid. { No. of international rates.....										
14		and passing through { countries { Foreign postage to account for to United States.....									
15			beyond Nor- way. { Unpaid wholly { No. of international rates.....								
16	the United States. { or in part. { Foreign postage to account for to United States.....										

LETTER-BILL NO. ———.

For the mails dispatched from ——— to ———, via ———. Sent the ———, 187—; arrived the ———, 187—.

Nos. of the items of account.	Nature of the correspondence.	Single weight.		Statement by the Norwegian Office.			Verification by the United States Office.			
		Grams.	Single rate. Sk.	Single rates.	Amounts.		Single rates.	Amounts.		
				No.	Spd.	Sk.	No.	Spd.	Sk.	
TABLE I.—INTERNATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)										
1	Letters fully prepaid.....	15								
2	Letters wholly unpaid.....	15								
3	Letters insufficiently prepaid..	15		Number of single rates.....						
4				Amount prepaid.....						
5				Amount deficient.....						
				Total number of single international rates.....						
6	Journals, Other prints, Samples, } Total amount of postage-stamps affixed to the correspondence.....	50								
TABLE II.—EXTRANATIONAL CORRESPONDENCE. (Including Registered Articles—Postage only.)										
7	Letters originating in Norway for countries beyond the United States.	{ Unpaid (wholly or in part.)	{ Number of international rates.....							
8				{ Fully prepaid..	{ Foreign postage to account for to the United States.....					
9										

10	Letters originating in foreign countries in transit through Norway.	Addressed to the United States.	Fully prepaid.	Number of international rates.....						
11			Unpaid, wholly or in part.	Number of international rates.....						
12		Addressed to countries beyond the United States.	Fully prepaid..	Foreign postage to account for to Norway						
13				Number of international rates						
14			Unpaid, wholly or in part.	Foreign postage to account for to United States.....						
15				Number of international rates						
16			Foreign postage to account for to Norway							
Total number of single rates in transit										
17	Prepaid journals, other prints, samples, &c., originating in Norway for countries beyond the United States, or originating in countries beyond Norway for the United States and countries beyond the United States.				Total amount of international postage.....					
18					Foreign postage to account for to United States..					
19	Unpaid journals, other prints, and samples originating in foreign countries and in transit through Norway.				Total amount of international postage.....					
20					Foreign postage to account for to Norway.....					
TABLE III.—OF REGISTER FEES.										
21	Total number of the register fees and registered articles herewith									
22	Amount of supplementary fees on same, due to countries beyond the United States, to account for to the United States.....									
TABLE IV.—LETTERS FORWARDED FOR CHANGE OF RESIDENCE.										
23	Letters, prepaid and unpaid, of whatever origin, forwarded to persons who have changed their residence.				Prior postage unpaid to account for to Norway.....					
24					Expense of returning the correspondence. No. of rates at — skill. per single rate.					
[Memo.—No. of articles missent or wrongly addressed					]					
Number of registered articles by this mail :										
TABLE V.—FOR ACCOUNTING FOR INTERMEDIATE TRANSIT.										
25	Total number of single rates of letters sent by this mail.....									
(See items 1, 2, 3, 7, 8, 10, 11, 13, 15, and 24 of Letter-Bill.)										
26	Net weight of articles in this mail. { Letters									
27											Journals, &c.....
					Grams.			Grams.		

POST-OFFICE DEPARTMENT
OF
THE UNITED STATES. }

B¹.

{ CORRESPONDENCE
WITH
NORWAY.

DESCRIPTIVE LIST

Of the Letters and other Registered Articles contained in the mail sent by the United States Office of Exchange of ——— to the Norwegian Office of Exchange of ———, the ———, 187—.

Numbers.	Nature of the Registered Articles, (whether letters, newspapers, &c.)	Origin.	To whom addressed.	Destination.	Amount of Supplementary Register Fees to pay to Norway on Registered Articles destined for Foreign Countries.	
					Dollars.	Cents.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
Total number of the Registered Articles to be carried to Article 21 of the Letter-Bill is						
Total amount to be carried to Article 22 of the Letter-Bill					\$	

Verified by ———.

Certified by ———.

THE NORWEGIAN MARINE }
AND
POST DEPARTMENT. }

B².

{ CORRESPONDENCE
WITH THE
UNITED STATES.

DESCRIPTIVE LIST

Of the Letters and other Registered Articles contained in the mail sent by the Norwegian Office of Exchange of ———, to the United States Office of Exchange of ———, the ———, 187—.

Numbers.	Nature of the Registered Articles.	Origin.	To whom addressed.	Destination.	Amount of Supplementary Register Fees to pay to the United States Office on Registered Articles destined for Foreign Countries.	
					Spd.	Skill.
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
Total number of the Registered Articles to be carried to Article 21 of the Letter-Bill						
Total amount to be carried to Article 22 of the Letter-Bill						

Verified by ———.

Certified by ———.

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

C¹.

} CORRESPONDENCE
WITH
NORWAY.

DEAD-LETTER BILL

Of the correspondence returned from the United States to Norway as not deliverable, for the month ———, 187–.

List of the items of account.	Nature of the correspondence.	By what route received.	Statement by the United States Office.			Verification by the Norwegian Office.			
			No. of rates.	Amount.		No. of rates.	Amount.		
				Dolls.	Cts.		Dolls.	Cts.	
TABLE I.									
International correspondence.									
1	Prepaid letters, No.....	} via England. Direct..... via Germany. via England. Direct..... via Germany.	—	—	—	—	—	—	
2	Unpaid letters.....		—	—	—	—	—	—	
3	Insufficiently-paid letters. {		—	—	—	—	—	—	
4			—	—	—	—	—	—	
5			—	—	—	—	—	—	
		Amount of deficient postage.	—	—	—	—	—	—	
TABLE II.									
Extranational correspondence.									
7	Letters from Norway for countries beyond the United States. {	} Unpaid..... {	via England.	—	—	—	—	—	
9			} Prepaid, No. {	Direct.....	—	—	—	—	—
10				Prepaid, No. {	via Germany.	—	—	—	—
11	Letters from foreign countries for the United States. {	} Unpaid..... {	via England.	—	—	—	—	—	
12			} Foreign rates reclaimed by United States.	Direct.....	—	—	—	—	—
13				Prepaid, No. {	via Germany.	—	—	—	—
15	Letters from foreign countries for countries beyond the United States. {	} Unpaid..... {	via England.	—	—	—	—	—	
16			} Foreign rates reclaimed by United States.	Direct.....	—	—	—	—	—
				Prepaid, No. {	via Germany.	—	—	—	—
			Spd.	Skill.	—	Spd.	Skill.	—	
			—	—	—	—	—	—	
TABLE III.									
Registered correspondence. (See list on back hereof.)									
19	Registered articles returned. {	Letters, No..	—	—	—	—	—	—	
		Prints, No..	—	—	—	—	—	—	
TABLE V.									
Transit account.				Grammes.		Grammes.			
25	Total rates, net weight of letters returned, to be deducted from transit account. {	} via England.	Direct.....						
26									See items 2, 3, 7, 11, 12, 15, and 16.. }

List of Registered Articles returned. (See item 19.)

	Index number.	Addresses.
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

THE NORWEGIAN MARINE }
AND
POST DEPARTMENT. }

C².

{ CORRESPONDENCE
WITH THE
UNITED STATES. }

DEAD-LETTER BILL

Of the correspondence returned from Norway to the United States as not deliverable, for the month of _____, 187-.

List of the items of account.	Nature of the correspondence.	By what route received.	Statement by the Norwegian Office.			Verification by the United States Office.		
			No. of rates.	Amount.		No. of rates.	Amount.	
				Spd.	Sk.		Spd.	Sk.
TABLE I.								
International correspondence.								
1	Prepaid letters, No.	} via England. Direct via Germany. via England. Direct via Germany.	—	—	—	—	—	—
2	Unpaid letters		—	—	—	—	—	
3	Insufficiently paid letters. {		—	—	—	—	—	
4			Direct	—	—	—	—	
5			Amount of deficient postage.	—	—	—	—	
TABLE II.								
Extranational correspondence.								
7	Letters from the United States for countries beyond Norway. {	} Unpaid {	via England.	—	—	—	—	—
9			Prepaid, No.	Direct	—	—	—	—
			Prepaid, No.	via Germany.	—	—	—	—
10	Letters from foreign countries for Norway. {	} Unpaid {	via England.	—	—	—	—	—
11			Direct	—	—	—	—	
12			via Germany.	—	—	—	—	
	Letters from foreign countries for countries beyond Norway. {	} Foreign rates reclaimed by Norway.	—	Dolls.	Cts.	—	Dolls.	Cts.
13			Prepaid, No.	—	—	—	—	—
15			Unpaid {	via England.	—	—	—	—
16	Direct	—		—	—	—		
	Foreign rates reclaimed by Norway.	via Germany.	Dolls.	Cts.	Dolls.	Cts.		
		—	—	—	—	—		
TABLE III.								
Registered correspondence. (See list on back hereof.)								
19	Registered articles returned. {	Letters, No.	—	—	—	—	—	—
		Prints, No.	—	—	—	—	—	—
TABLE V.								
Transit account.								
25	Total rates net weight of letters returned to be deducted from transit account.	}	via England.	Grammes.		Grammes.		
26			Direct					
	(See items 2, 3, 7, 11, and 15)		via Germany.					

List of Registered Articles returned. (See item 19.)

Index number.	Addresses.
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	

D¹.

QUARTERLY ACCOUNT

Of the mails sent by the United States Exchange Office of ——— to the Norwegian Exchange Office of ———, during the quarter ending ———, 187–, via ———.

Numbers of the letter-bills.	1	2	4	5	6	7	8	9
	I. INTERNATIONAL CORRESPONDENCE.					II. EXTRANATIONAL CORRESPONDENCE.		
	Prepaid letters.	Unpaid letters.	Letters insufficiently paid.		Journals, &c.	Letters originating in the United States for transit to countries beyond Norway.		
	Number of rates.	Number of rates.	Total amount prepaid.		Total amount prepaid.	Unpaid.	Prepaid.	
			Spd.	Skill.		Number of rates.	Number of rates.	Amount of foreign postage to account for to Norway.
			Spd.	Skill.	Dolls.	Cts.	Dolls.	Cts.
Totals.....								
Aggregate of dead matter returned to United States.	—		—	—	—	—	—	—
Net totals.....			—	—	—	—	—	—
At rate of.....	10 c | 6 c	18 sk. | 10 sk.	—	—	—	—	18 sk. | 10 sk.	10 c | 6 c
Sums.....			—	—	—	—	—	—

D¹.

QUARTERLY ACCOUNT

Of the mails sent by the United States Exchange Office of _____ to the Norwegian Exchange Office of _____, during the quarter ending _____, 187-, via _____—Continued.

II. EXTRANATIONAL CORRESPONDENCE.												10	11	12	13	14	15	16	17	18	19	20
Number of the letter-bills.	Letters originating outside of the United States, and forwarded in the United States mail.																					
	Addressed to Norway.					Addressed to countries beyond Norway.					Prepaid journals, prints, samples, &c., originating in the United States and addressed to countries beyond Norway, or coming from countries outside of the United States and addressed to Norway or to countries beyond.											
	Prepaid.		Unpaid.			Prepaid.		Unpaid.			Unpaid journals, prints, and patterns of merchandise originating in foreign countries and passing in transit through the United States.											
	Number of rates.		Number of rates.			Amount of foreign postage to account for to United States.		Amount of foreign postage to account for to United States.			Number of rates.		Amount of foreign postage to account for to United States.			Amount of the international postage.		Amount of the foreign postage to account for to the United States.				
						Dolls.	Cts.					Dolls.	Cts.									

QUARTERLY ACCOUNTS

Of the mails sent by the United States Exchange Office of ——— to the Norwegian Exchange Office of ———, during the quarter ending ———, 187—, via ——— —Continued.

[illegible]

Summary of the within account.

Sums for which the United States must account for to Norway.					Sums for which Norway must account for to the United States.				
For items of the account, Nos.		Sums to be divided.		Sums wholly due to Norway.	For items of the account, Nos.		Sums to be divided.		Sums wholly due to the United States.
1				—	2				—
4				—	5				—
6				—	7				—
8				—	11				—
9		—	—		12	—	—		
10				—	15				—
13				—	16	—	—		
14		—	—		19				—
17				—	20	—	—		
18		—	—		23	—	—		
21				—	24				—
22		—	—						
Totals					Totals				
Deduct intermediate transit charges.	Letters, 25, 26.	Dolls	Cts		One-half ($\frac{1}{2}$) to United States is				
	Journals, &c., 27.								
Balance to be divided is					Total amount due United States is				
One-half ($\frac{1}{2}$) to Norway is									
Total amount due to Norway									
Total amount due to United States									
Balance due to Norway									

Dated at —, this — day of —, 187—.

D.²

Quarterly account of the mails sent by the Norwegian Exchange Office of _____ to the United States Exchange Office of _____, during the quarter ending _____, 187—, via _____.

Numbers of the letter-bills.	1.	2	4	5	6	7	8	9
	I. INTERNATIONAL CORRESPONDENCE.					II. EXTRANATIONAL CORRESPONDENCE.		
	Prepaid letters.	Unpaid letters.	Letters insufficiently paid.		Journals, &c.	Letters originating in Norway for transit to countries beyond the United States.		
	Number of rates.	Number of rates.	Total amount prepaid.	Total amount deficient.	Total amount prepaid.	Unpaid.	Prepaid.	
						Number of rates.	Number of rates.	Amount of foreign postage to account for.
			Dolls.	Cts.	Dolls.	Cts.	Spd.	Skil.
Totals								
Aggregate of dead matter returned to Norway. }	_____		—	—			—	—
Net totals			—	—	—	—	—	—
At rate of	12 sk. 7 sk.	15 c. 9 c.	—	—	—	—	15 c. 9 c.	12 sk. 7 sk.
Sums			—	—	—	—	—	—

D².

Quarterly account of the mails sent by the Norwegian Exchange Office of _____ to the United States Exchange Office of _____, during the quarter ending _____, 187-, via _____—Continued.

	10	11	12	13	14	15	16	17	18	19	20
II. EXTRANATIONAL CORRESPONDENCE.											
Numbers of the letter-bills.	Letters originating outside of Norway and forwarded in the Norwegian mails.										
	Addressed to the United States.		Addressed to countries beyond Norway.								
	Prepaid.	Unpaid.	Prepaid.	Unpaid.							
	Number of rates.		Number of rates.								
	Amount of foreign postage to account for to Norway.		Amount of foreign postage to account for to United States.								
	Spd.		Spd.								
	Skill.		Skill.								
	Number of rates.		Number of rates.								
	Amount of foreign postage to account for to Norway.		Amount of foreign postage to account for to Norway.								
	Spd.		Spd.								
Skill.		Skill.									
Amount of the international postage.		Amount of the foreign postage to account for to the United States for countries beyond.									
Spd.		Spd.									
Skill.		Skill.									
Amount of the international postage.		Amount of the foreign postage to be accounted for to Norway.									
Spd.		Spd.									
Skill.		Skill.									
Totals											
Aggregate of dead matter returned to Norway.											
Net totals											
At rate of											
Summs											

12 P M

D².

Quarterly account of the mails sent by the Norwegian Exchange Office of _____ to the United States Exchange Office of _____, during the quarter ending _____, 187—, via _____—Continued.

	21	22	23	24	25—26	27
Numbers of the letter-bills.	III. REGISTER FEES.		IV. LETTERS RESENT.		V. INTERNATIONAL TRANSIT.	
	Number of the register fees received on the registered article sent.	Amount of the supplementary register fees to account for to the United States for the countries beyond.	Letters unpaid and prepaid, wherever originating, forwarded to persons who have changed their national residence.		Via ———.	
			Prior postage unpaid.	Expense of return.	Letters.	Journals, &c.
			Amount to account for to exclusive credit of Norway.	Number of rates. Amount.		
		Spd. Skill.	Spd. Skill.		Spd. Skill.	
Totals						
Aggregate of dead matter returned to Norway.	}	—	—	—	—	—
Net totals.....		—	—	—	—	—
At rate of.....	8 skill.	—	—	—	—	—
Sums						

D².

Summary of the within account.

Sums for which Norway must account for to the United States.				Sums for which the United States must account for to Norway.			
For items of the account, Nos.	Sums to be divided.	Sums wholly due to the United States.		For items of the account, Nos.	Sums to be divided.	Sums wholly due to Norway.	
1				2			
4				5			
6				7			
8	—	—	—	11			
9	—	—	—	12	—	—	
10		—	—	15			—
13		—	—	16	—	—	
14	—	—		19			—
17		—	—	20	—	—	
18	—	—		23	—	—	
21		—	—	24			—
22	—	—					
Totals.....				Totals.....			
Deduct intermediate transit charges. { Let rs 25-26..				One-half ($\frac{1}{2}$) to Norway, is			
Journals, &c. 27				Total amount due to Norway, is.			
Balance to be divided is.....							
One-half ($\frac{1}{2}$) to United States, is ..							
Total amount due to United States							
Total amount due to Norway.....							
Balance due to the United States							

Dated at _____, this _____ day of _____, 187—.

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

E.

{ CORRESPONDENCE WITH
NORWAY.

RECAPITULATION.

For the quarter ending ———, 187—.

Quarterly account.	Mails sent by the way of—	Net balance in favor of the United States.		Net balance in favor of Norway.	
EAST.					
New York to Christiania.....	England				
Chicago to Christiania	do				
New York to Christiania	Direct				
Chicago to Christiania	do				
New York to Christiania	Germany				
Chicago to Christiania	do				
Etc.					
WEST.					
Christiania to New York	England				
Christiania to Chicago	do				
Christiania to New York	Direct				
Christiania to Chicago	do				
Christiania to New York	Germany				
Christiania to Chicago	do				
Etc.					
Totals.					
Balance in favor of —— is					
Final balance in favor of —— is					

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, ———, 187—.

ADDITIONAL ARTICLES OF AGREEMENT BETWEEN THE POST-OFFICE DEPARTMENTS OF THE UNITED STATES OF AMERICA AND OF THE DOMINION OF CANADA, ESTABLISHING AN EXCHANGE OF POSTAL CARDS BETWEEN THE TWO COUNTRIES.

ARTICLE 1.

For the purpose of providing additional facilities of mail communication between the United States and Canada, it is hereby mutually agreed that United States postal cards mailed at any post-office in the United States and addressed to Canada, and Canadian postal cards mailed at any post-office in Canada and addressed to the United States, when prepaid an additional postage of one cent by affixing thereto an ordinary one-cent postage-stamp of the country of origin in addition to the stamp printed or impressed on the card, shall be reciprocally forwarded and delivered in the country of destination free of charge. Postal cards not so prepaid will not be forwarded in the mails between the two countries.

ARTICLE 2.

The regulations and instructions governing the use and treatment of postal cards in the domestic mails of the United States and of Canada, respectively, shall apply equally to the postal cards mailed in either country and addressed to the other country.

ARTICLE 3.

Each country will retain to its own use the postage it collects at the prescribed rate on postal cards forwarded to the other country.

ARTICLE 4.

The present articles shall be considered additional to those agreed upon between the two offices on the 25th of March, A. D. 1851, and on the 25-28 of August, 1856, and shall come into operation on the 1st day of July, A. D. 1873.

In witness whereof the Postmaster-General of the United States of America and the Postmaster-General of the Dominion of Canada have hereto set their hands and affixed their seals, at the date set opposite to each, respectively.

{ Seal of
P. O. Dept.
U. S. }

JUNE 19, 1873.

{ Seal of
P. O. Dept.
Canada. }

JUNE 26, 1873.

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

A. CAMPBELL,
Postmaster-General of Canada.

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

U. S. GRANT.

By the President:

HAMILTON FISH,
Secretary of State.

WASHINGTON, June 19, 1873.

{ SEAL OF
U. S. }

ADDITIONAL ARTICLES OF AGREEMENT BETWEEN THE POST-OFFICE DEPARTMENTS OF THE UNITED STATES OF AMERICA AND OF NEWFOUNDLAND, ESTABLISHING AN EXCHANGE OF POSTAL CARDS BETWEEN THE TWO COUNTRIES.

ARTICLE I.

For the purpose of providing additional facilities of mail communication between the United States and Newfoundland, it is hereby mutually agreed that United States postal cards mailed at any post-office in the United States and addressed to Newfoundland, and Newfoundland postal cards mailed at any post-office in Newfoundland and addressed to the United States, when prepaid an additional postage of one cent, by affixing thereto an ordinary one-cent postage-stamp of the country of origin in addition to the stamp printed or impressed on the card, shall be reciprocally forwarded and delivered in the country of destination free of charge. Postal cards not so prepaid will not be forwarded in the mails between the two countries.

ARTICLE II.

The regulations and instructions governing the use and treatment of postal cards in the domestic mails of the United States and of Newfoundland, respectively, shall apply equally to the postal cards mailed in either country and addressed to the other country.

ARTICLE III.

Each country will retain to its own use the postage it collects at the prescribed rate on postal cards forwarded to the other country.

ARTICLE IV.

The present articles shall be considered additional to those agreed upon between the two offices on the 13-20 of November, A. D. 1872, and shall come into operation on the 1st of October, A. D. 1873.

In witness whereof the Postmaster-General of the United States of America and the Postmaster-General of Newfoundland have hereto set their hands and affixed their seals, at the date set opposite to each respectively.

[SEAL.]

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

AUGUST 21, 1873.

JOHN DELANEY,
Postmaster-General of Newfoundland.

SEPTEMBER 15, 1873.

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:

W. HUNTER,
Acting Secretary of State.

{ SEAL OF }
{ U. S. }

WASHINGTON, September 26, 1873.

ADDITIONAL ARTICLES OF AGREEMENT BETWEEN THE POST DEPARTMENT OF THE UNITED STATES OF AMERICA AND THE POST DEPARTMENT OF THE GERMAN EMPIRE, ESTABLISHING AN EXCHANGE OF POSTAL CARDS BETWEEN THE TWO COUNTRIES.

ARTICLE 1.

For the purpose of providing additional facilities of mail communication between the United States of America and the German Empire, it is hereby mutually agreed that United States postal cards mailed at any post-office in the United States and addressed to Germany, and German postal cards mailed at any post-office in Germany and addressed to the United States, the postage on which shall have been fully prepaid to destination, at the rates hereinafter stated, can henceforth be exchanged between the inhabitants of the United States and of Germany. But unpaid or insufficiently paid postal cards will not be forwarded in the mails between the two countries.

ARTICLE 2.

Postal cards shall be forwarded exclusively by means of such direct steamers as shall from time to time be employed in the transportation of the direct German-American mails.

Each of the two Post Departments shall pay the entire expenses of the sea transport for the postal cards which are sent from its territory.

For the purposes of this article, the charge for the sea transportation across the Atlantic of the postal cards sent by direct steamers from the United States to Germany is fixed at one cent an ounce, (avoirdupois,) net weight.

ARTICLE 3.

The postage on postal cards sent in each direction is fixed as follows:

1. At two cents, when sent from the United States of America.
2. At one silbergroschen, when sent from Germany.

Prepayment thereof to be made by affixing to each United States postal card an ordinary 1-cent postage-stamp in addition to the stamp printed or impressed on the card.

Each Department shall retain to its exclusive use the postage which it collects, at the prescribed rates, on the postal cards sent from its territory.

ARTICLE 4.

The regulations and instructions governing the use and treatment of postal cards in the domestic mails of the United States and of Germany, respectively, shall apply equally to the postal cards mailed in either country and addressed to the other country.

ARTICLE 5.

The regulations in the foregoing articles shall in like manner apply to the postal cards which are exchanged through the medium of the German mails between the United States of America on the one side, and the Empire of Austria, Hungary, and the Grand Duchy of Luxemburg on the other.

ARTICLE 6.

This agreement shall go into effect on the first of December, 1873, and shall have equal duration with the postal convention of 21st October, 1867, and with the additional conventions concluded thereto.

Done in duplicate and signed in Washington the 18th November, 1873, and in Berlin the 31st October, 1873.

JNO. A. J. CRESWELL, [L. S.]
Postmaster-General of the United States.
 STEPHAN, [L. S.]
Director-General of Posts of Germany.

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

[L. S.]

U. S. GRANT.

By the President:

HAMILTON FISH,

Secretary of State.

WASHINGTON, November 18, 1873.

Total operations of the Appointment Office for the year ended June 30, 1873.

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.....	94	42	4	3	116	34	8	298
Alaska.....		1						1
Arizona.....	10	4	2		3	1	1	21
Arkansas.....	110	50	7		95	35	8	305
California.....	59	21	6	3	76	23	6	191
Colorado.....	23	10	2	5	27	3		71
Connecticut.....	16	3	2		31	9	6	67
Dakota.....	27	5	7	3	25	6		70
Delaware.....	7	3	3	1	5	2	1	21
District of Columbia.....		2			3			5
Florida.....	25	8	2		43	13	4	95
Georgia.....	79	40	5	1	102	20	10	256
Idaho.....	15	4	1		8	2	1	31
Illinois.....	90	36	28	9	280	29	18	481
Indiana.....	64	37	7	3	279	39	16	442
Iowa.....	61	56	25	10	250	30	10	432
Kansas.....	178	52	41	24	214	26	6	517
Kentucky.....	81	57	9	4	138	49	10	344
Louisiana.....	54	5	3	2	61	34	6	163
Maine.....	15	8	8	4	58	8	11	108
Maryland.....	22	6	11	7	65	10	6	120
Massachusetts.....	11	14	5	2	43	5	11	89
Michigan.....	60	33	15	8	153	29	21	311
Minnesota.....	76	34	9	2	133	34	8	294
Mississippi.....	62	5	3	3	64	18	7	159
Missouri.....	104	86	17	5	248	55	16	526
Montana.....	8	3	1	1	19	4	2	37
Nebraska.....	80	23	16	10	81	14		214
Nevada.....	20	8	5	1	14	2		49
New Hampshire.....	15	8	3	1	44	8	11	89
New Jersey.....	28	2	7	1	56	10	3	106
New Mexico.....	8	7			2	3		21
New York.....	62	25	18	5	229	91	33	458
North Carolina.....	107	48	11	5	124	37	11	338
Ohio.....	71	39	25	9	295	36	23	489
Oregon.....	29	10	13	7	62	6	1	121
Pennsylvania.....	111	36	27	16	400	42	26	642
Rhode Island.....			1		10	1		12
South Carolina.....	52	23	4	2	57	15	5	156
Tennessee.....	78	61	10	4	177	32	17	375
Texas.....	136	41	9	6	150	42	8	386
Utah.....	15	2	7	4	15	6	1	46
Vermont.....	5	1			41	7	4	58
Virginia.....	135	50	19	6	225	36	29	494
Washington.....	24	7	2	1	16	1		50
West Virginia.....	73	35	8	6	95	16	4	231
Wisconsin.....	56	27	10	8	160	21	16	290
Wyoming.....	6	3	1	1	10	1		21
Total.....	2,462	1,081	425	193	4,802	945	386	10,101

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, 1875.

States and Territories.	Whole number of post-offices in the United States June 30, 1872.		Whole number of post-offices in the United States June 30, 1873.		Number of postmasters appointed by the President June 30, 1872.		Number of postmasters appointed by the President June 30, 1873.		Number of postmasters appointed by the Postmaster-General June 30, 1872.		Number of postmasters appointed by the Postmaster-General June 30, 1873.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Alabama.....	635	687	52	11	14	3	624	673	49	1	49	1
Alaska.....	4	3	1				4	3				
Arizona.....	31	37	6	1	1		30	36	6			
Arkansas.....	565	625	60	5	5		560	620	60			
California.....	592	630	38	20	23	3	572	607	35			
Colorado.....	132	145	13	7	9	2	125	136	11			
Connecticut.....	415	428	13	35	41	6	380	387	7			
Dakota.....	77	99	22	1	2	1	76	97	21			
Delaware.....	98	102	4	4	4		94	98	4			
Dist. of Columbia.....	7	5	2	2	2		5	3			2	
Florida.....	170	187	17	5	6	1	165	181	16			
Georgia.....	548	587	39	20	22	2	528	565	37			
Idaho.....	42	53	11	2	2		40	51	11			
Illinois.....	1,738	1,792	54	110	122	12	1,628	1,670	42			
Indiana.....	1,418	1,445	27	49	57	8	1,369	1,388	19			
Iowa.....	1,309	1,314	5	54	65	11	1,255	1,249	6			
Kansas.....	761	887	126	27	33	6	734	854	120			
Kentucky.....	985	1,009	24	22	24	2	963	985	22			
Louisiana.....	270	319	49	6	7	1	264	312	48			
Maine.....	838	845	7	23	24	1	815	821	6			
Maryland.....	553	569	16	9	12	3	544	557	13			
Massachusetts.....	702	699	3	82	102	20	620	597	23			
Michigan.....	1,101	1,128	27	56	63	7	1,045	1,065	20			
Minnesota.....	702	744	42	18	19	1	684	725	41			
Mississippi.....	443	500	57	17	22	5	426	478	52			
Missouri.....	1,436	1,454	18	37	44	7	1,399	1,410	11			
Montana.....	96	101	5	4	4		92	97	5			
Nebraska.....	372	429	57	7	8	1	365	421	56			
Nevada.....	70	82	12	7	8	1	63	74	11			
New Hampshire.....	414	421	7	19	24	5	395	397	2			
New Jersey.....	600	626	26	39	44	5	561	582	21			
New Mexico.....	47	48	1	2	2		45	46	1			
New York.....	2,757	2,794	37	146	152	6	2,611	2,642	31			
North Carolina.....	838	897	59	11	10	1	827	887	60			
Ohio.....	2,095	2,127	32	88	100	12	2,007	2,027	20			
Oregon.....	220	239	19	2	5	3	218	234	16			
Pennsylvania.....	2,964	3,039	75	106	116	10	2,858	2,923	65			
Rhode Island.....	107	107		10	10		97	97				
South Carolina.....	391	420	29	8	13	5	383	407	24			
Tennessee.....	930	947	17	14	17	3	916	930	14			
Texas.....	654	749	95	20	25	5	634	724	90			
Utah.....	155	168	13	3	3		152	165	13			
Vermont.....	471	475	4	18	19	1	453	456	3			
Virginia.....	1,185	1,270	85	20	21	1	1,165	1,249	84			
Washington.....	109	126	17	2	2		107	124	17			
West Virginia.....	658	696	38	5	8	3	653	688	35			
Wisconsin.....	1,128	1,157	29	43	45	2	1,085	1,112	27			
Wyoming.....	30	33	3	3	2	1	27	31	4			
Total.....	31,863	33,244	1,387	6	1,200	2	30,663	31,881	1,250	32		

Statement of the operations of the letter-carrier system for the year ending June 30, 1873.

Name of post-office.	State.	Number of carriers.	Delivered.			Collected.		Pieces handled.		Cost of service.			Amount of local postage.
			Mail letters.	Local letters.	Newspapers.	Letters.	Newspapers.	Aggregate.	Per carrier.	Aggregate, including incidentals.	Per piece.	Per carrier.	
Mills.													
Albany	New York	25	2,521,809	224,570	790,033	1,997,877	141,194	5,678,483	227,139	\$21,796 09	3.8	\$871 87	\$7,106 38
Allegheny	Pennsylvania	9	783,930	89,299	443,752	362,909	30,645	1,710,535	190,059	7,474 31	4.3	830 48	4,383 61
Baltimore	Maryland	59	5,028,389	694,075	1,210,477	4,292,833	181,401	11,407,175	193,342	58,403 95	5.3	989 90	20,220 08
Boston	Massachusetts	70	6,708,679	2,173,366	1,877,124	9,597,880	649,719	21,096,779	300,097	67,529 58	3.2	964 71	64,841 21
Brooklyn	New York	46	2,945,049	849,139	1,352,202	1,547,182	95,986	6,789,558	147,599	45,006 78	6.6	978 41	22,508 44
Buffalo	do	32	2,814,831	413,318	1,206,339	1,978,139	197,855	6,210,482	194,077	31,585 01	5.0	987 03	8,871 46
Cambridge	Massachusetts	4	542,333	46,180	113,803	143,359	7,911	855,786	213,946	3,921 50	4.5	980 37	963 80
Cambridgeport	do	4	420,075	25,366	190,348	192,817	4,312	832,918	208,229	3,250 65	3.9	812 66	581 40
Charlestown	do	5	560,254	26,141	228,904	284,748	19,957	1,120,004	224,001	4,461 41	3.9	892 28	679 04
Chicago	Illinois	111	14,420,442	2,473,265	3,193,490	19,923,270	5,128,431	45,138,898	406,656	108,873 28	2.4	980 60	47,793 74
Cincinnati	Ohio	50	4,732,360	845,277	1,061,410	3,571,425	262,231	10,472,703	209,454	51,245 81	4.8	1,024 91	26,109 12
Cleveland	do	26	2,885,763	352,235	1,029,247	2,248,725	190,668	6,706,638	257,944	24,130 38	3.2	928 09	8,487 02
Dayton	do	12	948,035	81,262	443,681	805,946	185,328	2,464,252	205,354	9,583 52	3.0	798 62	1,989 01
Detroit	Michigan	25	3,534,113	388,531	1,244,324	1,925,460	151,944	7,244,392	289,776	22,904 25	3.1	916 17	7,629 80
Erie	Pennsylvania	6	535,258	55,098	413,123	210,971	10,620	1,225,070	204,178	5,669 93	4.6	944 99	1,689 68
Harrisburgh	do	4	368,952	23,375	167,024	145,410	6,716	711,477	177,869	3,287 75	4.6	821 94	1,261 35
Hartford	Connecticut	11	878,700	112,504	348,743	449,787	21,395	1,814,132	164,921	8,329 40	4.0	757 21	5,513 23
Indianapolis	Indiana	19	2,022,143	208,680	635,026	1,439,981	238,226	4,544,066	239,161	15,708 97	3.4	826 79	3,963 70
Jersey City	New Jersey	6	684,543	65,321	164,037	282,282	33,241	1,229,424	204,904	5,500 00	4.4	916 66	1,652 86
Lancaster	Pennsylvania	5	407,520	23,819	179,876	185,808	8,199	748,282	149,656	4,212 75	5.6	842 55	569 07
Lawrence	Massachusetts	6	544,873	30,140	358,092	507,775	15,198	1,456,078	242,679	6,165 25	4.2	1,027 54	763 44
Louisville	Kentucky	26	2,987,639	330,860	739,116	2,005,848	185,512	6,248,975	240,345	25,561 99	4.0	983 11	6,900 40
Lowell	Massachusetts	6	642,603	38,680	259,427	699,049	49,861	1,689,680	281,613	4,462 00	2.6	733 66	1,082 69
Lynn	do	7	437,704	32,013	243,432	370,559	34,768	1,178,476	168,353	5,708 85	4.8	815 58	999 81
Manchester	New Hampshire	6	512,913	24,637	327,559	265,759	33,915	1,164,783	194,130	5,468 24	4.6	911 37	690 85
Memphis	Tennessee	12	1,413,791	123,237	329,232	905,104	52,915	2,824,879	235,406	9,112 32	3.2	759 36	1,531 12
Milwaukee	Wisconsin	22	2,414,200	166,762	603,324	1,406,842	131,238	4,722,366	214,653	21,257 75	4.5	966 26	5,195 00
Nashville	Tennessee	9	952,558	63,719	352,985	480,736	26,136	1,876,134	208,459	8,088 11	4.3	898 65	1,988 34
Newark	New Jersey	21	1,652,790	363,567	701,868	1,013,966	52,446	3,784,637	180,230	21,165 75	5.5	1,003 13	7,593 29
New Bedford	Massachusetts	5	451,948	21,552	222,229	229,073	13,703	968,595	193,719	4,321 23	4.4	864 25	1,062 42
New Haven	Connecticut	11	678,249	142,008	312,669	460,022	25,598	1,668,546	151,686	9,412 75	5.6	854 79	4,609 98
New Orleans	Louisiana	45	1,965,537	302,000	973,707	2,851,114	475,984	6,568,342	145,963	34,910 94	5.3	775 79	7,836 94
New York	New York	317	29,122,797	16,899,437	6,252,661	36,079,295	2,583,658	90,907,848	286,775	303,782 59	3.3	958 30	577,039 69
Philadelphia	Pennsylvania	177	14,226,773	7,428,836	5,580,860	18,014,644	2,374,764	47,625,817	267,942	184,761 95	3.8	1,043 85	166,200 00
Pittsburgh	do	24	1,964,624	296,827	744,769	1,574,644	81,592	4,662,446	194,268	19,290 40	4.1	803 76	9,808 05
Portland	Maine	10	578,924	39,140	384,861	743,191	47,721	1,793,843	179,384	8,299 80	4.6	829 98	2,259 45
Providence	Rhode Island	15	953,466	194,605	420,064	444,600	15,253	2,028,092	135,206	12,344 59	6.0	822 97	10,105 30
Reading	Pennsylvania	4	500,583	47,478	226,254	270,396	10,874	1,055,585	263,896	5,638 91	5.3	1,409 72	1,160 57
Richmond	Virginia	14	1,199,294	82,214	388,678	666,065	63,921	2,399,572	171,389	10,186 69	4.2	727 62	2,384 62
Rochester	New York	19	2,438,814	156,164	1,031,005	1,997,534	144,609	4,868,126	256,217	17,107 01	3.5	900 36	6,233 50

Saint Louis	Missouri	64	10,142,547	944,155	1,831,895	6,290,311	559,053	19,767,961	308,574	64,302 26	3.2	1,004 75	19,861 67
Salem	Massachusetts	6	335,803	37,603	203,727	279,129	13,531	869,793	144,905	4,910 46	5.6	818 41	882 13
San Francisco	California	24	1,290,201	277,355	466,261	2,079,732	236,795	4,350,344	181,264	25,095 94	5.7	1,045 66	10,163 48
Syracuse	New York	15	1,576,532	175,382	668,490	892,524	158,374	3,471,362	231,424	13,161 98	3.7	877 46	3,507 64
Trenton	New Jersey	4	447,201	37,900	182,777	283,714	12,821	964,413	241,103	3,457 08	3.5	864 27	1,180 64
Toledo	Ohio	10	1,026,829	63,563	423,505	953,843	140,903	2,608,643	260,864	9,124 20	3.4	912 42	2,042 26
Troy	New York	15	1,644,663	209,928	529,121	1,129,586	143,957	3,717,255	247,817	11,845 32	3.1	789 68	5,131 09
Utica	do	12	1,007,754	110,163	419,037	783,636	60,801	2,381,391	198,432	10,829 37	4.5	902 44	1,995 74
Washington	District of Columbia	30	1,968,668	312,949	874,034	1,463,268	184,258	4,803,157	160,105	29,332 58	6.1	977 75	7,216 92
Williamsburgh	New York	14	952,500	82,962	380,821	348,407	29,602	1,794,292	128,164	11,281 50	6.2	895 82	1,659 24
Wilmington	Delaware	10	711,523	85,650	280,977	353,877	16,874	1,448,901	144,890	8,278 57	5.7	827 86	3,052 08
Worcester	Massachusetts	10	611,334	75,096	294,865	341,237	11,746	1,334,278	133,427	8,081 33	6.0	808 13	3,508 16
Total			1,499,140,958,887	38,340,049	43,390,665	137,065,699	15,560,373	374,915,604		1,419,563 63			1,112,251 21
Salary of special agent of Post-Office Department paid out of the appropriation for letter-carriers										2,721 35			
Amount paid for letter-boxes at Des Moines, Iowa; Oswego, N. Y.; Scranton, Pa.; Wilkesbarre, Pa.; Quincy, Ill.; not included above.										211 50			
Total										1,422,495 48			

Comparative statistics of the different states of Europe.—Furnished by L. Curchord, director of telegraphs of Switzerland.

Object of the statistics.	Germany.	Austria.	Hungary.	Bavaria.	Belgium.	Denmark.	Spain.	France.	Great Britain.	Greece.
	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.	1872.	1871.
Length of lines.....kilometers.	28,485.38	18,864	12,550	6,735	4,602	2,393	11,754	43,811	38,512.8	1,740
Extent of the wires.....do.	98,080.43	61,681.1	42,474	21,805	17,656	6,175	26,728	122,652	161,157.8	1,970
Number of apparatus.....	3,293	1,139	1,081	1,007	910	196	408	1,984	7,542	70
Cost of lines and apparatus up to the year.....francs.	32,180,689.12	25,954	615.86	4,614,095.74	3,118,952.00	3,616,490.16	5,248,757.25	30,800,822.09	.....	1,389,135.00
Number of offices.....	3,058	1,512	764	714	522	163	215	3,271	5,474	41
Number of employés.....	5,569	2,141	1,405	297	1,520	353	1,826	5,129	10,576	248
Interior dispatches.....	6,783,533	2,344,995	2,016,001	438,782	1,589,344	228,287	1,021,751	4,371,952	15,535,789	117,516
International dispatches sent.....	1,443,972	582,952	82,995	259,844	310,261	98,924	93,528	805,964	1,092,216	10,418
International dispatches received.....	1,554,079	535,882	87,344	287,083	350,262	98,620	102,315	772,411	869,107	12,812
International dispatches in transit.....	354,739	463,406	170,522	309,247	157,496	113,524	37,049	1,254,643	.....	.....
Total international dispatches.....	3,352,790	1,582,240	340,861	856,174	818,019	311,128	232,892	1,578,375	1,871,323	23,230
Total interior and international dispatches.....	10,136,323	3,927,235	2,356,862	1,294,956	2,407,363	539,415	1,254,643	5,950,327	17,407,103	140,746
RECEIPTS.										
Product of interior dispatches, francs.....	6,521,869.00	3,029,755.00	2,493,213.80	437,787.50	867,448.25	219,292.50	1,032,235.00	4,494,823.55	19,929,125.00	182,672.00
Product of international and transit dispatches.....francs.	5,469,499.00	2,144,422.00	281,350.10	550,538.85	903,598.75	362,440.25	742,179.00	3,939,502.98	4,414,975.00	33,560.00
Total product of dispatches do.....	11,991,364.00	5,174,177.00	2,774,563.90	988,326.35	1,771,047.00	581,732.75	1,774,414.00	8,434,326.53	24,344,100.00	216,232.00
Sundries.....do.	127,781.00	1,120,242.00	127,540.96	9,645.00	2,184.90	3,468.50	.....	.....	1,097,550.00	.....
Total.....	12,119,145.00	6,294,419.00	2,902,104.86	997,971.35	1,773,231.90	585,201.25	1,774,414.00	8,434,326.53	25,441,650.00	216,232.00
EXPENSES.										
Salaries.....francs.	8,391,745.00	3,770,552.00	2,264,598.35	363,986.70	1,100,659.00	381,954.25	2,959,500.00	9,620,000.00	22,842,225.00	243,715.00
Maintenance and supplies do.....	3,534,713.00	3,316,548.00	2,414,398.52	235,900.00	759,300.00	153,419.00	529,880.00	2,950,000.00	.....	70,480.00
Total.....	11,926,458.00	7,087,100.00	4,678,996.87	602,886.70	1,859,959.00	535,373.25	3,489,380.00	12,570,000.00	22,842,225.00	324,195.00

TELEGRAPHS, 1.

Comparative statistics of different states of Europe, &c.—Continued.

Object of the statistics.	Italy.	Norway.	Netherlands.	Portugal.	Roumania.	Russia.	Sweden.	Switzerland.	Turkey.	Würtemberg.
	1871.	1871.	1872.	1871.	1870.	1872.	1872.	1872.	1870.	1871.
Length of lines.....kilometers	18,601	6,333.6	3,288	3,111.50	3,319	56,312	7,040	5,529.4	25,487	2,150.8
Extent of the wires.....do..	59,940	9,418.7	11,270	5,725	4,369	111,061	18,058	12,639.5	42,462	4,586.9
Number of apparatus.....	1,359	237	345	187	140	1,565	636	955	1,285	335
Cost of lines and apparatus up to the year.....frances		5,135,885.04	5,475,442.00	1,361,174.41		33,960,103.96	7,483,573.00	2,399,038.38		1,587,937.00
Number of offices.....	1,202	147	282	116	65	1,333	320	707	393	206
Number of employes.....	2,834	538	914	646	966	5,481	531	1,134	2,536	115
Interior dispatches.....	2,303,117	300,365	1,217,837	181,776	431,892	2,551,703	563,819	1,498,285	640,063	197,904
International dispatches sent..	298,930	78,595	274,728	28,373	73,885	246,030	111,783	251,707	80,563	138,969
International dispatches received.....	311,367	91,982	310,223	29,228	71,737	250,679	113,211	246,597	85,477	156,734
International dispatches in transit.....	154,223	22,247	215,885	49,856	14,240	27,577	62,601	150,158	19,290	55,837
Total international dispatches	764,580	192,824	800,836	107,457	159,862	524,266	287,595	648,462	185,330	351,540
Total interior and international dispatches.....	3,067,697	493,209	2,018,673	289,233	592,754	770,316	851,414	2,146,747	825,393	549,444
RECEIPTS.										
Product of interior dispatches, frances.....	3,198,061.75	498,014.00	790,613.41	185,958.25	805,266.10	13,883,353.18	827,440.00	1,569,605.31	4,800,231.90	170,845.00
Product of international and transit dispatches.....frances	1,897,729.65	346,883.24	560,355.41	138,634.00	259,862.00	2,958,745.60	641,313.00		1,250,690.00	209,320.00
Total product of dispatches do..	5,095,791.40	834,897.24	1,350,968.82	324,592.25	1,065,128.10	16,842,098.78	1,468,753.00	1,569,605.31	6,050,921.90	380,165.00
Sundries.....do..	120,176.06	10,336.41	11,299.02			278,110.40	308,156.00	105,572.06	57,806.00	19,279.00
Total.....	5,215,967.46	855,233.65	1,350,968.82	335,891.27	1,065,128.10	17,120,208.64	1,776,909.00	1,675,177.37	6,108,727.90	399,441.00
EXPENSES.										
Salaries.....frances	3,422,245.62	497,026.80	1,260,931.94	641,130.95	1,434,144.00	7,412,941.24	810,126.00	880,597.50	3,677,028.50	223,832.00
Maintenance and supplies do..	943,389.34	307,421.78	713,729.12	183,213.91	50,000.00	5,499,992.78	284,020.00	292,099.64	694,059.40	162,379.00
Total.....	4,365,634.96	804,448.58	1,974,661.06	824,344.86	1,484,144.00	12,912,934.02	1,094,146.00	1,172,697.14	4,371,087.90	386,211.00

TELEGRAPHS, 2.

Table showing, to the nearest thousand, the number of messages (exclusive of press and news messages) forwarded from postal-telegraph stations in the United Kingdom during each month of 1871 and 1872.

Month.	Number of messages.		Increase.
	1871.	1872.	
January.....	772,000	1,055,000	283,000
February.....	751,000	1,014,000	263,000
March.....	929,000	1,096,000	167,000
April.....	831,000	1,221,000	390,000
May.....	970,000	1,233,000	263,000
June.....	1,003,000	1,195,000	192,000
July.....	1,115,000	1,385,000	270,000
August.....	1,153,000	1,466,000	313,000
September.....	1,055,000	1,393,000	338,000
October.....	1,176,000	1,371,000	195,000
November.....	1,027,000	1,324,000	297,000
December.....	978,000	1,105,000	127,000
Total.....	11,760,000	14,858,000	3,098,000

TELEGRAPHS, 3.

ENGLAND.—POST-OFFICE TELEGRAPHS.

Statement (compiled from weekly statements of British post department) showing the total number of messages forwarded from postal-telegraph stations in the United Kingdom during the period commencing January 4, 1873, and ending September 27, 1873, and during the corresponding weeks of 1872.

Week ended—	Total No. of messages.	Week ended—	Total No. of messages.	Increase in the week of 1873 over that of 1872.	Total increase in the month of 1873 over that of 1872.	
					Month.	Increase.
Jan. 4, 1873	256,035	Jan. 6, 1872	217,518	38,517	January.....	172,322
11, 1873	275,341	13, 1872	239,424	35,917		
18, 1873	283,679	20, 1872	238,223	45,456		
25, 1873	289,173	27, 1872	236,741	52,432	February.....	193,459
Feb. 1, 1873	290,161	Feb. 3, 1872	246,332	43,829		
8, 1873	293,990	10, 1872	250,776	43,214		
15, 1873	292,447	17, 1872	240,694	51,753	March.....	311,579
22, 1873	297,679	24, 1872	243,016	54,663		
Mar. 1, 1873	301,131	Mar. 2, 1872	235,259	65,872		
8, 1873	315,669	9, 1872	251,004	64,665	April.....	172,506
15, 1873	312,147	16, 1872	252,432	59,715		
22, 1873	305,508	23, 1872	273,643	31,865	May.....	294,115
29, 1873	330,551	30, 1872	240,689	89,862		
April 5, 1873	326,563	April 6, 1872	257,819	68,744		
12, 1873*	292,506	13, 1872*	279,205	13,301	June.....	139,426
19, 1873†	311,323	20, 1872†	275,349	35,974		
26, 1873	325,327	27, 1872	270,840	54,487	July.....	204,094
May 3, 1873	327,890	May 4, 1872	276,493	51,397		
10, 1873	329,382	11, 1872	250,159	49,223	August.....	228,620
17, 1873	337,038	18, 1872	279,559	57,479		
24, 1873	330,936	25, 1872	246,761	84,175	September.....	172,743
31, 1873	340,241	June 1, 1872	288,400	51,841		
June 7, 1873‡	304,539	8, 1872‡	286,687	17,852		
14, 1873	339,772	15, 1872	298,957	40,815	October.....	172,743
21, 1873	341,551	22, 1872	304,289	37,262		
28, 1873	348,338	29, 1872	304,841	43,497	November.....	172,743
July 5, 1873	342,405	July 6, 1872	294,496	47,909		
12, 1873	351,252	13, 1872	308,746	42,506	December.....	172,743
19, 1873	361,789	20, 1872	304,853	56,936		
26, 1873	368,828	27, 1872	312,085	56,743		
Aug. 2, 1873	376,674	Aug. 3, 1872	330,590	46,084	January.....	172,743
9, 1873	369,451	10, 1872	320,555	48,896		
16, 1873	381,196	17, 1872	329,478	51,718	February.....	172,743
23, 1873	365,484	24, 1872	329,201	36,283		
30, 1873	366,559	31, 1872	320,920	45,639	March.....	172,743
Sept. 6, 1873	361,572	Sept. 7, 1872	322,806	38,766		
13, 1873	372,024	14, 1872	327,202	44,822	April.....	172,743
20, 1873	358,507	21, 1872	321,478	37,029		
27, 1873	366,346	28, 1872	314,220	52,126		
Total....	12,841,004	Total....	10,951,740	1,889,264	Total inc. in 9 mos.	1,889,264

* Good Friday this week.

† Easter holidays this week.

‡ Whitsuntide holidays.

TELEGRAPHS, 4.

Statement compiled from weekly reports of British post-office department, showing the total number of messages forwarded from postal-telegraph stations in the United Kingdom each month during the period commencing January 4, 1873, and ending September 27, 1873, and during the corresponding months of 1872.

Month.	In 1873.	In 1872.	Increase each month in 1873 over that of 1872.
	Total number of messages.	Total number of messages.	
January	1, 104, 228	931, 906	172, 322
February	1, 174, 277	980, 818	193, 459
March	1, 565, 006	1, 253, 027	311, 979
April	1, 255, 719	1, 083, 213	*172, 506
May	1, 665, 487	1, 371, 372	294, 115
June	1, 334, 200	1, 194, 774	†139, 426
July	1, 424, 274	1, 220, 180	204, 094
August	1, 859, 364	1, 630, 744	228, 620
September	1, 458, 449	1, 285, 706	172, 743
Total	12, 841, 004	10, 951, 740	1, 889, 264

* Good Friday and also the Easter holidays were in this month.

† Whitsuntide holidays were in this month.

NOTE.—The above remarks appear in reports of the British office as a reason, it is presumed, for the small increase in each month.

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

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
October 20, 1873.

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 ended June 30, 1873:

COLLECTION OF POST-OFFICE REVENUES.

The number of post-offices in operation during the year was 33,513, which are thus classified under the regulations adopted for the government of the Department, chapter 25, sections 352 to 368, inclusive.

The following-named offices, seventy-one 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. Smyth.	Milwaukee, Wis.....	S. C. West.
Atlanta, Ga.....	J. L. Dunning.	Mobile, Ala.....	M. D. Wickersham.
Bangor, Me.....	A. B. Farnham.	Montpelier, Vt.....	J. W. Clark.
Batavia, N. Y.....	William Tyrrell.	Nashville, Tenn.....	W. F. Prosser.
Binghamton, N. Y....	E. B. Stephens.	Newark, N. J.....	William Ward.
Buffalo, N. Y.....	J. M. Schermerhorn.	New Haven, Conn....	N. D. Sperry.
Cleveland, Ohio.....	John W. Allen.	Ogdensburgh, N. Y..	R. G. Pettibone.
Columbus, Ohio.....	James M. Comley.	Olean, N. Y.....	J. G. Johnson.
Concord, N. H.....	M. T. Willard.	Peoria, Ill.....	D. W. Magee.
Davenport, Iowa.....	Edward Russell.	Pittsburgh, Pa.....	J. H. Stewart.
Des Moines, Iowa....	J. S. Clarkson.	Plattsburgh, N. Y....	H. S. Ransom.
Detroit, Mich.....	F. W. Swift.	Portland, Me.....	C. W. Goddard.
Dover, Del.....	J. B. Smith.	Portsmouth, Ohio....	O. Wood.
Dubuque, Iowa.....	G. L. Torbert.	Providence, R. I.....	E. S. Jackson.
Easton, Pa.....	J. K. Dawes.	Quincy, Ills.....	M. Piggott.
Evansville, Ind.....	T. R. McFerson.	Raleigh, N. C.....	W. W. Holden.
Fort Wayne, Ind....	J. J. Kamm.	Richmond, Va.....	E. L. Van Lew.
Geneva, N. Y.....	Charles L. Heming.	Ripon, Wis.....	H. S. Town.
Grand Rapids, Mich.	A. B. Turner.	Rochester, N. Y.....	E. M. Smith.
Harrisburgh, Pa.....	George Bergner.	Rutland, Vt.....	J. B. Kilborn.
Hartford, Conn.....	John H. Burnham.	Sandusky, Ohio.....	A. C. Van Tine.
Huntsville, Ala.....	J. D. Sibley.	Scranton, Pa.....	J. S. Slocum.
Indianapolis, Ind....	W. R. Holloway.	Springfield, Ill....	J. L. Crane.
Kalamazoo, Mich....	J. A. Stone.	Springfield, Mass....	H. C. Lee.
Keene, N. H.....	H. C. Henderson.	Steubenville, Ohio....	J. M. Reede.
Knoxville, Tenn....	William Rule.	Saint Paul, Minn....	J. A. Wheelock.
Lafayette, Ind.....	J. L. Miller.	Syracuse, N. Y.....	D. H. Bruce.
Lancaster, N. H....	John W. Spalding.	Urbana, Ohio.....	D. C. Hilt.
Leavenworth, Kans..	J. Clark.	Utica, N. Y.....	C. H. Hopkins.
Lexington, Ky.....	S. W. Price.	Vincennes, Ind.....	W. N. Denny.
Lima, Ohio.....	C. Parmenter.	Wheeling, W. Va.....	C. J. Rawlings.
Louisville, Ky.....	L. M. Porter.	Williamsport, Pa....	Robert Hawley.
Lowell, Mass.....	J. A. Goodwin.	Wooster, Ohio.....	A. L. McClure.
Madison, Wis.....	E. W. Keyes.	Worcester, Mass....	Josiah Pickett.
Meadville, Pa.....	D. V. Derriekson.	Zanesville, Ohio.....	J. J. Douglas.
Memphis, Tenn.....	J. Deloach.		

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.	J. Cushman.....	Olympia, W. T.
E. W. Little.....	Santa Fé, N.M.	Thomas Steel.....	Pittsburgh, Pa.
J. P. Luce.....	Louisville, Ky.	C. H. Lorde.....	Tucson, Ariz

ASSISTANT TREASURERS.

Thomas Hillhouse.....	New York, N. Y.	J. D. Geddings.....	Charleston, S. C.
George Eyster.....	Philadelphia, Pa.	W. E. Davis.....	Cincinnati, Ohio.
Peter Negley.....	Baltimore, Md.	J. D. Webster.....	Chicago, Ill.
F. Haven, jr.....	Boston, Mass.	A. G. Edwards.....	Saint Louis, Mo.
B. F. Flanders.....	New Orleans, La.	William Sherman.....	San Francisco, Cal.

One hundred and eighty-seven post-offices are draft-offices, and during the year paid 18,898 drafts issued by the Postmaster-General, countersigned, entered, and sent out by the Auditor, for sums in the aggregate of.....	\$2, 754, 891 63
Thirty-seven hundred and two 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.....	4, 339, 628 21
The remaining deposit-offices deposited with the depositaries named above, the sum of \$820,086.67, which is embraced in the \$2,754,891.63 paid on the drafts of the Department by said depositaries and draft-offices.	
Twenty-seven thousand nine hundred and twenty-one offices are collection offices, and paid on collection orders issued to mail-contractors the sum of.....	3, 013, 962 99
Forty-seven hundred and seventy-two offices are special and mail-messenger offices, and derive their mail supplies by the payment of the revenue of their offices therefor, amounting to.....	514, 116 08
The amount paid into the Treasury by postmasters for the use and purposes of the Post-Office Department during the fiscal year was.....	10, 622, 598 91

Revenue account of the Post-Office Department.

The receipts of the Department for the fiscal year ended June 30, 1873, were.....	\$22, 996, 741 57
The amount placed in the Treasury for the service of the Department for the fiscal year, being grants in aid of the revenue under the following acts of Congress, were:	
Under the third section of the act approved June 1, 1872, for mail-steamship service between San Francisco, Japan and China.....	\$500, 000 00
Under the third section of the act approved June 1, 1872, for mail-steamship service between the United States and Brazil.....	150, 000 00
Under the third section of the act approved June 1, 1872, 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 ended June 30, 1870.....	152, 225 00
Under the first section of the act approved March 3, 1871, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1871.....	978, 000 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 ended June 30, 1872.....	533, 000 00

Under the fourth section of the act approved June 1, 1872, for supplying deficiency in the revenue of the Post-Office Department for the fiscal year ended June 30, 1873.....

\$3,600,250 00

\$5,990,475 00

Aggregate of revenue and grants.....

28,987,216 57

The expenditures of the Department for the fiscal year ended June 30, 1873, were.....

29,084,945 67

Excess of expenditures.....

97,729 10

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 expenses of their offices, was:

For the quarter ended September, 30, 1872..... \$3,158,463 32

For the quarter ended December 31, 1872..... 3,397,009 59

For the quarter ended March 31, 1873..... 3,618,911 48

For the quarter ended June 30, 1873..... 3,529,552 66

Total 13,703,937 05

The amount of newspaper and pamphlet postage paid in money, was:

For the quarter ended September 30, 1872 \$264,722 72

For the quarter ended December 31, 1872 264,149 53

For the quarter ended March 31, 1873..... 276,113 22

For the quarter ended June 30, 1873..... 268,012 72

Total 1,072,998 19

The amount of letter-postage paid in money, was

For the quarter ended September 30, 1872 \$81,861 94

For the quarter ended December 31, 1872 88,132 10

For the quarter ended March 31, 1873..... 95,658 47

For the quarter ended June 30, 1873 83,196 98

Total 348,849 49

The amount of stamps, stamped envelopes, and postal cards sold, was:

For the quarter ended September 30, 1872 \$4,783,224 94

For the quarter ended December 31, 1872 5,004,483 06

For the quarter ended March 31, 1873..... 5,310,054 35

For the quarter ended June 30, 1873..... 5,227,055 15

Total 20,324,817 50

The number of quarterly returns of postmasters received and audited, on which the sum of \$13,703,937.05 was found due the United States, was:

For the quarter ended September 30, 1872..... 31,012

For the quarter ended December 31, 1872..... 31,548

For the quarter ended March 31, 1873..... 31,818

For the quarter ended June 30, 1873..... 31,754

Total 126,132

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..... \$13,501,520 42

For the supply of special and mail-messenger offices 563,386 46

For the salaries of postal-railway clerks, route and other agents..... 1,830,894 38

For the salaries and per diem of the assistant superintendents of the postal-railway service 46,626 96

15,942,428 22

Foreign mail transportation.

San Francisco and Hong-Kong, China	\$500,000 00	
San Francisco and the Hawaiian Islands	75,000 00	
United States and Brazil	150,000 00	
New York, Queenstown, and Liverpool	120,703 96	
New York and England, France, Hamburg, and Bremen ..	94,483 25	
New York and Havana, and New York and Vera Cruz	47,557 74	
New York and the West Indies	11,248 10	
New York, Panama, and San Francisco	21,610 95	
New York and Rio de Janeiro	482 72	
Portland, Detroit, Chicago, and England	6,065 12	
Boston and England	4,977 38	
Boston, Nova Scotia, and Prince Edward Island	970 88	
Baltimore and Havana, and New Orleans and Havana	4,101 58	
New York and Stettin	12 07	
Baltimore and Bremen	51 27	
Portland and Nova Scotia	1,678 20	
New Orleans, Bremen, France, and Spain	451 70	
New Orleans, New York, and Havana, and Philadelphia and Havana	1,934 52	
New Orleans and Belize	1 89	
San Francisco, Japan, and China	3,502 87	
San Francisco, New Zealand, and Australia	5,869 85	
Expenses of Government mail-agent at Aspinwall	889 99	
Expenses of Government mail-agent at Havana	800 00	
Expenses of Government mail-agent at Panama	1,659 85	
		\$1,054,053 89
		16,996,482 11
The amount credited to transportation accrued and charged to contractors for over-credits was	11,601 24	
Fines imposed on contractors	2,297 05	
Deductions from their pay	65,643 75	
		79,542 04
Net amount to the credit of mail-contractors and others		16,916,940 07
The amount actually paid and credited during the year, was		\$16,833,682 58

Statement of collecting division showing balances collected from late postmasters.

During the year this division has had charge of accounts of 24,517 late postmasters during the period from July 1, 1870, to June 30, 1873.

Amounts collected on balances due from late postmasters who went out of office prior to July 1, 1872.

Collected by draft	\$77,770 16	
Collected by suit	26,097 93	
Credited on vouchers	42,653 93	
Charged to suspense	1 32	
Charged to bad debts	24,415 31	
Total	170,938 65	
Amount collected by draft from contractors		\$10,007 49
Number of changes of postmasters reported by appointment office during the fiscal year, was 8,930; and the balances due the United States upon the accounts of said late postmasters amount to		424,506 47
Of which there has been collected by draft	\$79,292 71	
Charged to suspense	195 16	
Charged to bad debts	40 57	
Credited on vouchers	2 73	
		79,531 17
Total remaining due		344,975 30
Of which there remains in suit	\$4,558 19	
Of which there remains not in suit	340,417 11	
		344,975 30

Amounts due late postmasters in fiscal year 1873.....	\$42,704 81
Amounts paid late postmasters on all accounts prior to July 1, 1873.....	27,067 11
Amounts due by late postmasters, for which suits were instituted during the fiscal year.....	55,714 56
Amount collected by suit during the fiscal year.....	51,435 34

The subjoined tables, numbered from 1 to 52, 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. JNO. A. J. CRESWELL,
Postmaster-General.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, during the fiscal year ended June 30, 1873.

Receipts.	Quarter ended September 30, 1872.	Quarter ended December 31, 1872.	Quarter ended March 31, 1873.	Quarter ended June 30, 1873.	Aggregate.
Letter-postage	\$81,861 94	\$88,132 10	\$95,658 47	\$83,196 98	\$348,849 49
Newspapers and pamphlets ..	264,722 72	264,149 53	276,113 22	268,012 72	1,072,998 19
Fines	1,036 65	328 28	850 67	1,701 79	3,917 39
Emoluments	287,906 22	283,605 96	284,110 51	294,419 69	1,150,042 38
Postage-stamps, stamped envelopes, and postal cards	4,783,224 94	5,004,483 06	5,310,054 35	5,227,055 15	20,324,817 50
Dead letters	1,960 00	2,035 00	1,096 00	1,117 00	6,208 00
Revenue from money-order business.....				68,584 00	68,584 00
Miscellaneous	5,422 23	4,451 72	4,850 37	6,600 30	21,324 62
Total	5,426,134 70	5,647,185 65	5,972,733 59	5,950,687 63	22,996,741 57

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1873.

Expenditures.	Quarter ended September 30, 1872.	Quarter ended December 31, 1872.	Quarter ended March 31, 1873.	Quarter ended June 30, 1873.	Aggregate.
Compensation to postmasters...	\$1,436,300 32	\$1,425,081 66	\$1,440,526 55	\$1,423,559 59	\$5,725,468 12
Ship, steamboat, and way letters	1,309 25	1,112 62	801 31	1,034 78	4,257 96
Transportation of the mails	3,932,695 00	4,097,944 19	4,241,513 12	4,561,530 27	16,833,682 58
Wrapping-paper	4,600 00	5,199 00	2,150 00	11,545 49	23,494 49
Office-furniture	2,423 35	1,471 15	1,006 15	1,467 92	6,368 57
Advertising	18,462 59	50,752 17	8,114 16	4,083 68	81,412 60
Mail bags and catchers	39,495 84	46,311 19	55,375 85	29,044 32	170,227 20
Blank agents and assistants	2,500 00	2,500 00	2,500 00		7,500 00
Mail locks, keys, and stamps	2,729 13	3,496 22	4,731 71	27,420 24	38,377 30
Mail depredations and special agents.....	41,645 01	38,721 29	38,457 16	39,139 80	157,963 26
Clerks for offices	721,095 62	735,881 46	738,782 26	782,854 90	2,978,614 24
Postage-stamps, stamped envelopes, and postal cards.....	142,227 40	176,590 56	178,660 84	156,442 96	653,921 76
Compensation to letter-carriers.....	354,872 75	360,078 61	353,563 93	354,475 40	1,422,990 69
Miscellaneous	139,994 51	164,867 01	162,012 61	203,016 57	669,890 70
MISCELLANEOUS ACCOUNTS.					
British mails		34,518 22	10,438 96		44,957 18
North German Union mails.....	107,461 22	60,876 24	31,870 67	38,661 16	238,869 29
Belgian mails	4,386 95	2,254 85	2,928 55	2,662 78	11,533 13
Danish mails			2,388 98	1,292 47	3,681 45
Repairs of Post-Office building.....	11,735 15				11,735 15
Total	6,963,934 09	7,207,656 44	7,275,122 81	7,638,232 33	29,084,945 67

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 3.—Statement of the postal receipts and expenditures of

States and Territories.	Letter postage.	Newspaper-post- age.	Waste paper and twine.	Stamps sold.	Emoluments.	Total receipts.
Maine.....	\$4,534 52	\$25,687 34	\$118 82	\$335,005 69	\$20,354 62	\$385,700 99
New Hampshire.....	1,758 60	16,971 31	135 19	210,457 24	9,908 55	239,330 89
Vermont.....	1,544 58	15,815 26	68 89	199,687 41	7,461 16	224,577 30
Massachusetts.....	21,590 83	56,916 44	601 11	1,612,131 91	91,416 72	1,782,657 01
Rhode Island.....	2,119 20	7,188 68	51 78	177,179 40	17,341 71	203,880 77
Connecticut.....	4,450 62	25,503 15	201 54	476,033 34	32,632 98	538,821 63
New York.....	119,410 76	145,089 66	1,589 48	4,395,807 86	173,757 03	4,835,654 79
New Jersey.....	7,563 80	23,313 95	143 75	426,446 32	23,868 32	481,336 14
Pennsylvania.....	27,938 40	90,698 35	933 94	2,099,042 56	77,039 52	2,295,652 73
Delaware.....	505 60	2,987 44	4 80	58,809 75	838 19	63,145 78
Maryland.....	8,544 62	16,208 45	97 36	400,363 49	8,432 54	433,646 46
Virginia.....	2,237 56	20,376 80	68 03	319,141 17	11,403 37	353,226 93
West Virginia.....	714 86	8,691 29	53 12	106,404 16	4,213 81	120,077 24
North Carolina.....	891 99	11,910 65	10 13	147,577 51	5,900 44	166,290 72
South Carolina.....	1,207 62	8,429 35	23 79	125,731 89	8,340 07	143,732 72
Georgia.....	2,294 91	16,959 30	108 73	263,474 08	23,229 45	306,065 95
Florida.....	1,581 01	2,350 96	1 85	43,579 56	3,541 87	51,055 25
Ohio.....	14,268 77	83,694 35	768 29	1,359,288 80	68,508 62	1,526,528 83
Michigan.....	21,856 23	49,665 49	328 80	671,552 19	50,060 05	793,462 76
Indiana.....	3,230 55	47,412 17	208 90	562,637 56	41,606 99	655,096 25
Illinois.....	24,568 77	83,272 89	1,760 78	1,625,741 90	91,133 40	1,826,477 74
Wisconsin.....	8,891 10	34,225 25	223 23	466,378 32	33,838 15	543,556 05
Iowa.....	5,705 20	40,794 06	148 43	541,196 61	42,606 46	636,450 76
Missouri.....	7,729 33	44,649 63	230 49	726,126 01	34,271 20	813,006 66
Kentucky.....	2,692 75	21,224 40	147 81	326,634 56	14,748 46	365,447 98
Tennessee.....	2,003 01	16,910 54	167 06	274,137 07	10,033 14	303,250 82
Alabama.....	1,301 66	10,296 19	46 34	157,454 82	14,986 85	184,085 86
Mississippi.....	852 39	10,074 91	27 68	137,346 81	11,922 06	160,223 85
Arkansas.....	675 66	6,029 22	5 91	77,545 77	6,796 37	91,052 93
Louisiana.....	9,092 48	8,572 63	20 15	196,288 52	21,324 18	235,357 96
Texas.....	4,681 89	19,679 51	46 71	249,287 11	26,110 02	299,805 24
California.....	13,044 47	30,082 88	150 90	494,489 43	43,426 36	581,194 04
Oregon.....	306 64	5,385 35	15 00	49,014 62	7,100 82	61,822 43
Minnesota.....	8,610 14	19,017 49	152 37	230,953 85	21,737 73	280,471 58
Kansas.....	1,616 97	16,337 46	24 78	243,983 83	24,857 82	286,820 86
Nebraska.....	1,311 58	6,804 01	17 32	151,438 13	9,756 13	169,327 17
Nevada.....	453 60	5,167 36	1 00	42,706 62	7,840 01	56,168 59
Colorado.....	517 69	3,908 36	12 00	62,838 18	14,584 78	81,861 01
Utah.....	547 53	4,205 90	29 20	41,086 50	5,483 57	52,252 70
New Mexico.....	27 99	474 75	4 25	11,629 68	1,012 75	13,149 42
Washington.....	152 23	1,931 89	4 25	15,217 26	1,754 27	19,059 90
Dakota.....	293 04	884 17	.....	12,322 69	814 12	14,314 02
Arizona.....	41 41	279 19	.....	7,389 78	543 75	8,256 13
Idaho.....	76 46	934 20	1 50	7,868 22	1,560 00	10,440 38
Wyoming.....	134 59	925 04	1 25	17,015 99	1,942 98	20,019 85
Montana.....	141 97	1,858 96	25	17,738 49	5,314 26	25,053 93
Alaska.....	10 89	8 98	.....	36 00	.....	55 87
District of Columbia.....	3,079 08	4,096 65	193 88	128,384 89	7,076 33	142,830 83
Deduct miscellaneous items.....	346,807 05	1,073,902 26	8,950 92	20,303,503 51	1,148,491 98	22,881,655 72
Add miscellaneous items.....	2,042 44	904 07	.....	21,313 99	1,550 40	24,002 76
Total.....	348,849 49	1,072,998 19	8,950 92	20,324,817 50	1,150,042 38	22,905,658 48

NOTE.—The following items of expenditure and revenue, being of a general nature, are not embraced

Amount paid for foreign mails and expenses of government agents.....	\$1,054,053 89
Foreign postage collected and returned to foreign governments.....	299,041 05
Ship, steamboat, and way letters.....	4,257 96
Wrapping-paper.....	23,494 49
Office-furniture.....	2,352 61
Advertising.....	74,579 10
Mail-bags.....	92,778 36
Blank-agents and assistants.....	7,500 00
Mail locks, keys, and stamps.....	38,377 30
Mail depredations and special agents.....	157,963 26
Expenses of postage-stamps and stamped envelopes.....	653,921 76
Salaries and per diem of assistant superintendents of postal-railway service.....	46,626 96
Miscellaneous payments.....	171,099 38
Repairs to Post-Office building.....	11,735 15
Excess of expenditures brought down.....	3,704,305 45

6,342,026 72

the United States for the fiscal year ended June 30, 1873.

Compensation of postmasters.	Incidental expenses of post-offices.	Compensation to letter-carriers.	Compensation of route-agents, postal-railway clerks, mail-messengers, and supply of special offices.	Transportation by States.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
\$146,695 78	\$47,638 56	\$8,299 80	\$33,177 12	\$168,164 54	\$403,975 80	\$18,274 81	.....
101,331 42	15,323 10	5,468 24	16,817 89	70,306 41	209,247 06	.....	\$29,983 83
105,939 99	13,910 41	.....	16,149 79	119,532 07	255,532 26	30,954 96	.....
333,586 78	285,666 02	112,752 26	131,536 25	277,255 43	1,140,796 74	.....	641,860 27
36,731 13	19,230 75	12,344 59	6,469 11	24,512 15	99,287 73	.....	104,593 04
155,878 00	62,336 92	17,742 15	38,643 80	141,577 79	416,178 66	.....	122,642 97
666,144 33	1,014,318 70	466,458 99	361,810 15	934,396 73	3,443,128 20	.....	1,392,526 59
157,884 89	35,924 58	30,122 83	23,600 34	131,745 44	379,278 08	.....	2,058 06
492,961 55	313,230 27	230,378 46	165,715 65	694,918 26	1,897,202 19	.....	398,448 54
19,823 66	6,301 23	8,278 57	7,189 45	23,853 24	65,446 15	2,300 37	.....
70,074 21	82,091 18	58,403 95	36,885 43	289,049 75	536,504 52	102,858 06	.....
117,938 16	47,731 29	10,186 69	34,782 81	361,046 79	571,945 74	218,718 81	.....
48,999 75	18,085 56	.....	18,419 61	94,649 23	180,154 15	60,076 91	.....
66,901 78	13,927 90	.....	33,414 85	169,694 72	283,939 25	117,648 53	.....
44,859 61	11,555 02	.....	15,808 53	151,508 30	223,731 46	79,998 74	.....
88,101 98	43,417 74	.....	44,274 23	214,514 92	390,308 87	84,242 90	.....
22,410 93	5,297 15	.....	6,841 46	182,565 31	217,114 85	166,059 60	.....
397,922 35	177,751 29	94,083 91	151,570 81	929,949 58	1,751,277 94	224,749 11	.....
249,868 39	95,472 49	22,904 25	57,941 17	479,280 11	905,466 41	112,003 65	.....
233,300 36	92,896 78	15,708 97	87,458 01	371,236 96	800,601 08	145,504 83	.....
443,779 54	343,268 24	108,939 28	305,924 42	825,448 85	2,027,360 33	200,882 59	.....
194,505 86	50,139 72	21,257 75	59,466 36	295,745 12	621,114 81	77,758 76	.....
256,013 26	55,542 90	41 00	121,934 63	432,943 56	866,475 35	230,024 59	.....
194,031 91	49,218 47	64,302 26	130,410 36	569,802 22	1,077,765 22	264,758 56	.....
110,830 73	119,078 99	25,561 99	41,567 57	287,461 22	494,500 50	129,052 52	.....
86,264 89	50,168 79	17,200 43	67,663 87	218,383 65	439,681 63	136,430 81	.....
61,383 69	25,874 86	.....	31,104 03	239,361 88	357,724 46	173,738 60	.....
74,879 21	12,402 50	.....	22,327 83	206,202 29	315,811 83	155,587 98	.....
42,306 31	52,133 51	.....	8,249 58	300,713 54	363,402 94	272,350 01	.....
33,552 05	55,468 76	34,910 94	15,651 87	241,257 55	380,841 17	145,483 21	.....
102,155 00	39,227 53	.....	20,439 02	616,808 79	778,630 34	478,825 10	.....
110,490 61	91,551 90	25,095 94	53,100 92	888,467 95	1,168,707 32	587,513 28	.....
25,406 82	9,593 12	.....	2,346 70	90,876 15	128,222 79	66,400 36	.....
102,217 30	31,490 41	.....	46,771 88	225,994 67	406,474 26	126,002 68	.....
131,527 60	26,711 81	.....	44,886 42	333,162 72	536,288 55	249,467 69	.....
41,121 07	16,133 31	.....	69,799 26	351,599 32	478,652 96	309,325 79	.....
22,392 99	10,637 47	.....	2,638 51	165,547 06	201,216 03	145,047 44	.....
27,559 40	12,389 83	.....	6,208 41	177,293 96	223,451 60	141,590 59	.....
18,098 02	9,054 85	.....	916 24	370,772 24	398,841 35	346,588 65	.....
8,752 10	411 15	.....	7 67	316,919 72	326,090 64	312,941 22	.....
9,195 93	954 50	.....	686 12	170,965 71	181,802 26	162,742 36	.....
6,972 11	1,134 50	.....	290 00	26,378 82	34,775 43	20,461 41	.....
4,343 94	205 00	.....	.....	74,143 26	78,694 20	70,438 07	.....
6,679 02	1,029 25	.....	94 00	103,190 71	110,992 98	100,552 60	.....
10,860 76	2,687 26	.....	.....	11,225 10	24,773 12	4,753 27	.....
14,061 74	4,868 50	.....	.....	122,872 00	141,802 24	116,748 31	.....
262 25	.....	.....	.....	.....	262 25	206 38	.....
6,977 61	115,545 54	29,332 58	53,288 71	.....	205,144 44	62,313 61	.....
5,703,978 77	3,549,029 61	1,419,775 13	2,394,280 84	13,473,555 79	26,540,620 14	6,452,277 72	2,692,113 30
21,489 35	16,674 25	3,215 56	.....	27,964 63	69,343 79	69,343 79	24,002 76
5,725,468 12	3,565,703 86	1,422,990 69	2,394,280 84	13,501,520 42	26,609,963 93	6,521,621 51	2,716,116 06

in the above statement, viz :

Receipts on account of dead-letters	\$6,208 00
Receipts on account of fines	3,917 39
Receipts on account of miscellaneous	12,373 70
Receipts on account of money-order business	68,584 00
Excess of transportation accrued	162,799 53
Total excess of expenditures over receipts	6,088,204 10

No. 4.—Table exhibiting the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1873.

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, 657 00	4, 890, 383 27	4, 499, 527 61
1842.....	4, 546, 849 65	.....	4, 546, 849 65	5, 674, 751 80
1843.....	4, 296, 225 43	.....	4, 296, 225 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, 320, 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, 253, 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, 920, 821 66	3, 748, 881 56	10, 669, 703 22	10, 405, 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
1872.....	21, 915, 426 37	4, 993, 750 00	26, 909, 176 37	26, 658, 192 31
1873.....	22, 996, 741 57	5, 990, 475 00	28, 987, 216 57	29, 084, 945 67
Total.....	333, 889, 966 04	82, 772, 593 87	416, 662, 559 91	415, 028, 565 64

J. J. MARTIN,
Auditor.OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department for the fiscal year ended June 30, 1873, exhibiting the sums placed to the credit of postmasters and others, and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1872. Nov. 6	G. F. Seward	United States consul-general, Shanghai, China, for messenger, labor, rent, and miscellaneous items from July 1 to December 31, 1871.	\$510 89
6	C. O. Shepard.....	United States consul and postal agent, Kanagawa, Japan, for rent of office and miscellaneous items in the 1st and 2d quarters, 1872.	780 02
6	W. P. Mangum	United States consul and postal agent, Nagasaki, Japan, for printing and other miscellaneous items to June 30, 1872.	15 75
Dec. 4	A. C. Fouts.....	Late postmaster, Belknap, Iowa, for expenses incurred in taking charge of the post-office at Brown's Mills, Iowa.	4 00
18	P. Pursell.....	Late postmaster, Wilkesbarre, Pa., for light, fuel, and rent in the 3d and 4th quarters, 1868, and 1st quarter, 1869.	169 25
24	W. F. Prosser.....	Postmaster, Nashville, Tenn., for stationery in the 3d quarter, 1872.	63 00

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

Date.	To whom allowed.	For what object.	Amount.
1872. Dec. 27	T. B. Rickey	Postmaster, Salem, Oreg., for fuel and rent in the 3d quarter, 1872.	\$112 50
1873. Jan. 3	W. K. Hall	Postmaster, Columbus, Ky., for amount paid for telegraphing in reference to registered matter on November 29 and December 23, 1872.	1 70
8	Ellen Sanderson	Postmaster, Springfield, Ohio, for rent of office in the 3d quarter, 1872.	50 00
16	C. O. Shepard	United States consul and postal agent, Kanagawa, Japan, for messenger hire, rent of office, and miscellaneous items in the 3d quarter, 1872.	294 23
23	D. W. Magee	Postmaster, Peoria, Ill., for rent of office for the month of January, 1872.	83 33
27	H. A. Bruner	Postmaster, Albion, N. Y., for advertising arrival and departure of mails in the 3d quarter, 1872.	8 00
27	H. A. Jarvis	Postmaster, Cortland Village, N. Y., for advertising arrival and departure of mails in the 3d quarter, 1872.	6 00
Mar. 3	E. Frank	Postmaster, Emporia, Kans., for rent of office in the 4th quarter, 1872.	125 00
5	James Low, jr	Postmaster, Suspension Bridge, N. Y., for miscellaneous items in the 4th quarter, 1872.	7 50
7	C. O. Shepard	United States consul and postal agent, Kanagawa, Japan, for messenger hire, rent, and miscellaneous items in the 4th quarter, 1872.	453 79
10	W. T. Clark	Postmaster, Galveston, Tex., for miscellaneous items in the 4th quarter, 1872.	154 20
11	E. J. Castello	Postmaster, Natchez, Miss., for light, fuel, and miscellaneous items in the 3d and 4th quarters, 1869, and the 1st and 2d quarters, 1870.	16 20
6	W. Wallace	Postmaster, Battle Creek, Mich., for light, fuel, and miscellaneous items in the 4th quarter, 1872.	44 57
15	J. B. Stover	Postmaster, Akron, Ohio, for rent in the 4th quarter, 1872.	50 00
20	C. E. Carr	Postmaster, Galesburgh, Ill., for light, fuel, and miscellaneous items in 3d and 4th quarters, 1872.	107 57
20	G. Hugunin	Postmaster, Oswego, N. Y., for printing in the 3d and miscellaneous items in the 4th quarter, 1872.	138 30
21	J. Rathbun	Postmaster, Elkton, Ky., for expenses incurred in taking charge of and closing the post-office at Pilot Knob, Ky.	4 00
28	J. H. Shimmmons	Postmaster, Lawrence, Kans., for light and rent in the 3d and 4th quarters, 1872.	237 73
28	David Brown	Postmaster, Nebraska City, Nebr., for fuel, rent, and miscellaneous items in the 3d and 4th quarters, 1872.	72 15
31	L. M. Haverstick	Postmaster, Rock Island, Ill., for rent in the 4th quarter, 1872.	99 92
31	G. E. Goodrich	Postmaster, Fitchburgh, Mass., for rent in the 4th quarter, 1872.	87 82
31	J. C. Douglass	Postmaster, Zanesville, Ohio, for rent in the 3d and 4th quarters, 1872.	138 46
May 16	R. Peysert	Postmaster, Bethlehem, Pa., for light, fuel, rent, and miscellaneous items in the 3d and 4th quarters, 1872, and 1st quarter, 1873.	161 59
19	C. J. Rogers	Postmaster, Raleigh, N. C. for light, fuel, and miscellaneous items in the 4th quarter, 1872, and 1st quarter, 1873.	72 15
23	S. P. Barber	Postmaster, Danville, Ky., for light, fuel, and rent in the first quarter, 1873.	60 00
28	S. P. Gambia	Postmaster, San Antonio, Tex., for advertising arrival and departure of mails in the 1st quarter, 1873.	15 00
June 6	S. O. Dunbar	Late postmaster, Taunton, Mass., for light and fuel in the 1st quarter, 1873.	29 50
10	J. B. Howe	Postmaster, Oil City, Pa., for miscellaneous items in the 1st quarter, 1873.	29 50
11	G. F. Seward	United States consul-general and postal agent, Shanghai, China, for messenger hire, rent of office, and miscellaneous items from January 1 to June 30, 1872.	460 23
23	D. Wells	Postmaster, Paterson, N. J., for light in the 4th quarter, 1872, and 1st quarter, 1873.	33 60
July 1	Rebecca Frailey	Postmaster, Fort Madison, Iowa, for rent in the 1st quarter, 1873.	16 66
7	J. H. Shimmmons	Postmaster, Lawrence, Kans., for light and rent in the 1st quarter, 1873.	131 00
10	J. G. Tracy	Postmaster, Houston, Tex., for light, fuel, and miscellaneous items in the 4th quarter, 1872, and 1st quarter, 1873.	159 45

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

Date.	To whom allowed.	For what object.	Amount.
1873.			
July 17	C. D. McDougall	Late postmaster, Auburn, N. Y., for light in the 4th quarter, 1872, and 1st quarter, 1873.	\$64 56
17	G. E. Paine.....	Late postmaster, Painesville, Ohio, for miscellaneous items in the 3d and 4th quarters, 1872.	9 50
25	S. N. Sherman.....	Late postmaster, Ogdensburgh, N. Y., for stationery in the 1st quarter, 1873.	11 97
Aug. 2	H. Chickering.....	Postmaster, Pittsfield, Mass., for stationery in the 4th quarter, 1872, and 1st and 2d quarters, 1873.	63 25
6	C. R. Tyler.....	Late postmaster, Green Bay, Wis., for miscellaneous items in the 3d quarter, 1872.	6 50
13	C. H. Prince.....	Postmaster, Augusta, Ga., for light, fuel, rent, and miscellaneous items in the 3d and 4th quarters, 1872, and 1st and 2d quarters, 1873.	317 20
16	W. P. Mangum.....	Late United States vice-consul-general, Shanghai, China, for messenger hire, advertising and printing, rent of office, fuel, light, stationery, and miscellaneous items from August 1, 1867, to March 15, 1868.	1, 451 04
27	Ellen H. Hager	Postmaster, Lancaster, Pa., for light, rent, and miscellaneous items in the 1st and 2d quarters, 1873.	219 42
Sept. 3	R. W. Clarke.....	Postmaster, Brattleborough, Vt., for fuel in 4th quarter, 1872, and 1st and 2d quarters, 1873, and for light in the 2d quarter, 1873.	46 00
8	do	Postmaster, Brattleborough, Vt., for light and rent in the 3d and 4th quarters, 1872, and 1st and 2d quarters, 1873, and for fuel and stationery in the 3d quarter, 1872.	79 43
12	J. W. Hoysradt	Late postmaster, Hudson, N. Y., for light and fuel in the 3d and 4th quarters, 1872, and 2d quarter, 1873.	59 21
17	H. H. Hamlin	Postmaster, Augusta, Me., for light in the 2d quarter, 1873.	24 98
30	W. A. Whitney	Late postmaster, Adrian, Mich., for light and fuel from April 1 to May 19, 1873.	4 00
30	C. O. Shepard	United States consul and postal agent, Kanagawa, Japan, for messenger hire, rent of office, and miscellaneous items in the 1st quarter, 1873.	370 85
30	do	United States consul and postal agent, Kanagawa, Japan, for messenger hire, rent of office, and miscellaneous items in the 2d quarter, 1873.	362 41
Total.....			8, 094 88

Amounts paid by the Department on warrants, and charged to miscellaneous account.

1872.			
Oct. 7	George H. Reay.....	New York, N. Y., for dead-letter envelopes furnished the Department during the 3d quarter, 1872.	\$396 00
7	James White	Attorney of George F. Nesbitt, New York, N. Y., for official envelopes furnished the Department during the 3d quarter, 1872.	7, 099 14
8	William D. Dounton.....	Nicetown, Philadelphia, Pa., for 5,000 pounds hemptwine furnished the Department, October 1, 1872.	824 00
8	National Bank-Note Company.	New York, N. Y., for printing, numbering, paper, and binding 2,500 impressions of warrants during the 3d quarter, 1872.	304 38
15	G. D. Chenoweth	Washington, D. C., for advances disbursed in payment of salaries of clerks and others in the topographical division Post-Office Department, for the half month ended October 15, 1872.	535 00
16	Morgan Envelope Company.	Springfield, Mass., for registered package envelopes furnished the Department in the 3d quarter, 1872.	8, 652 00
21	D. McClelland.....	Washington, D. C., for engraving copper plates and printing from copper sheets of post-route maps.	2, 148 04
26	O. Humason	Attorney at law, The Dalles, Oreg., for services in one post-office case.	500 00
29	G. D. Chenoweth.....	Washington, D. C., for this amount to reimburse him for amount advanced to pay for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer, for the month of October, 1872.	724 94
29	Austin Drake.....	Clerk United States circuit court, Saint Louis, Mo., for fee in one post-office case.	4 15
Nov. 15	G. D. Chenoweth.....	Washington, D. C., for advances to pay salaries of assistants to the topographer, for the half month ended November 15, 1872.	535 00

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

Date.	To whom allowed.	For what object.	Amount.
1872.			
Nov. 22	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine [furnished the Department during the 4th quarter, 1872.	\$2,986 00
23	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in the 4th quarter, 1872.	824 00
23	J. P. Southworth	United States attorney, Mobile, Ala., for fee in one post-office case.	10 00
26	G. D. Chenoweth	Washington, D. C., for advances to pay salaries of assistants to the topographer for November, 1872.	662 68
Dec. 4	R. B. Lines	Washington, D. C., for expenses incurred in traveling from Washington to New York and return, by order Postmaster-General.	54 00
9	Morrison & Farmer	Monroe, La., for fee as attorney in two post-office cases.	200 00
9	R. W. Wishard and J. W. Toomer	Dardanelle, Ark., for fee as attorneys in two post-office cases.	200 00
9	W. D. Frazee	Okolona, Miss., for fee as attorney in one post-office case.	35 00
11	G. D. Chenoweth	Washington, D. C., for advances to pay salaries of assistants to the topographer for the half month ended December 15, 1872.	535 00
19	do	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for December, 1872.	1,383 05
23	R. W. Hughes	United States attorney, western district of Virginia, for fees in three post-office cases.	60 00
27	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department during the 4th quarter, 1872.	824 00
27	Fairbanks & Co.	New York, N. Y., for 100 letter-balances furnished the Department in 4th quarter, 1872.	385 00
27	C. A. Newcomb	United States marshal, St. Louis, Mo., for fee in one post-office case.	16 08
27	A. S. Krekel	Clerk United States district court, Jefferson City, Mo., for fee in one post-office case.	14 30
1873.			
Jan. 2	J. S. Botsford	United States attorney, Mo., for fee in one post-office case.	20 00
3	H. Bisbee, jr	United States district attorney, Jacksonville, Fla., for fees in four post-office cases.	80 00
4	National Bank-Note Company	New York, N. Y., for printing, numbering, and binding blanks for drafts.	570 00
11	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended January 15, 1873.	597 01
16	E. P. Jacobson	United States district attorney, Jackson, Miss., for fees in sundry post-office cases.	85 00
16	S. Conant	United States marshal, Jacksonville, Fla., for fees in six post-office cases.	121 13
16	E. W. Wells	Clerk United States district court, Arizona, for fee in one case.	8 65
16	J. H. Pierce	United States marshal, Oxford, Miss., for fees in sundry post-office cases.	328 53
21	G. F. Nesbitt	New York, N. Y., for official envelopes furnished the Department in the 4th quarter, 1872.	6,720 87
21	G. H. Reay	New York, N. Y., for dead-letter envelopes furnished the Department during the 4th quarter, 1872.	492 80
21	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department during January, 1873.	824 00
21	Thomas F. Purnell	United States marshal, Tyler, Tex., for fees in sundry post-office cases.	184 06
29	S. B. Sawyer	Clerk United States circuit court, San Francisco, Cal., for fees in sundry post-office cases.	16 50
29	L. D. Latimer	United States district attorney, San Francisco, Cal., for fees in three post-office cases.	50 00
29	Theodore Muffy	Clerk United States district court, Montana, for fee in one post-office case.	1 70
28	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of January, 1873.	871 63
31	Morrison & Farmer	Monroe, La., for services as attorneys in one post-office case.	150 00
Feb. 4	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine furnished the Department in January, 1873.	2,986 00
13	C. A. Newcomb	United States marshal, Saint Louis, Mo., for fees in three post-office cases.	49 50
13	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended February 15, 1873.	572 00

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

Date.	To whom allowed.	For what object.	Amount.
1873.			
Feb. 25	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for February, 1873.	\$1,045 61
25	Wells & Wilbur	Boston, Mass., 5,088 pounds cotton twine furnished the Department during the 1st quarter, 1873.	1,519 42
Mar. 10	D. H. Starbuck.....	United States district attorney, North Carolina, for fees in two post-office cases.	40 00
11	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in the 1st quarter, 1873.	824 00
12	G. D. Chenoweth.....	Washington, D. C., for salaries of assistants to the topographer for the half month ended March 15, 1873.	560 00
17	D. McClelland	Washington, D. C., for engraving plates for post-route maps.	2,788 32
26	G. D. Chenoweth.....	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for March, 1873.	959 67
27	William Patrick.....	United States district attorney, Saint Louis, Mo., for fees in two post-office cases.	20 00
April 10	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in April, 1873.	724 00
11	G. H. Reay.....	New York, N. Y., for dead-letter envelopes furnished the Department in the 1st quarter, 1873.	454 96
12	G. D. Chenoweth.....	Washington, D. C., for salaries of the assistants to the topographer for the half month ended April 15, 1873.	560 00
15	James White	Attorney for George F. Nesbitt, New York, N. Y., for official envelopes furnished the Department during the 1st quarter, 1873.	10,371 25
24	Fairbanks & Co.....	New York, N. Y., for 600 letter-balances furnished the Department in April, 1873.	1,080 00
26	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of April, 1873.	776 47
May 3	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds hemp twine furnished the Department in the 2d quarter, 1873.	724 00
13	G. D. Chenoweth.....	Washington, D. C., for salaries of assistants to the topographer for the half month ended May 15, 1873.	560 00
17	G. T. Swann.....	Clerk United States circuit court, Jackson, Miss., for fees in sundry post-office cases.	22 40
22	National Bank-Note Company.	New York, N. Y., for paper, printing, numbering, and binding warrants.	160 00
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistants to the topographer for the month of May, 1873.	889 31
28	William Billings.....	Deputy United States marshal, Washington Territory, for fee in one case.	61 62
31	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department in May, 1873.	724 00
June 12	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended June 15, 1873.	572 00
13	A. S. Gray.....	United States marshal, Harrisonburgh, Va., for fee in one case.	16 18
16	L. O. Sterns.....	Attorney at law, Baker City, Oreg., for fee in sundry post-offices cases.	550 00
16	John A. Moore.....	Attorney at law, North Carolina, for fee in one post-office case.	231 00
16	J. D. Haines.....	Attorney at law, Baker City, Oreg., for fee in one post-office case.	100 00
16	F. L. Withaup.....	Attorney at law, Richland, Mo., for-fee in one post-office case.	25 00
25	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for the month of June, 1873.	672 64
30	National Bank Note Company.	New York, N. Y., for paper and printing 5,100 impressions and numbering and binding 5,000 impressions of drafts in 20 books.	587 50
July 2	George H. Reay.....	New York, N. Y., for dead-letter envelopes furnished the Department in the 2d quarter, 1873.	555 46
8	H. P. Farron.....	United States district attorney, Savannah, Ga., for fees in sundry post-office cases.	80 00
14	Gould, Pearce & Co.....	Cincinnati, Ohio, for 7,146 pounds cotton twine furnished the Department during the 2d quarter, 1873.	2,064 48

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

Date.	To whom allowed.	For what object.	Amount.
1873. July 14	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended July 15, 1873.	\$650 00
14	John Pratt	United States marshal, Santa Fé, N. Mex., for fees in one post-office case.	35 11
14	A. H. Horton	United States attorney, Atchison, Kans., for fees in sundry post-office cases.	180 00
14	J. R. Beckwith	United States attorney, New Orleans, La., for fees in sundry post-office cases.	100 00
15	George F. Nesbitt	New York, N. Y., for official envelopes furnished the Department during the 2d quarter, 1873.	7,646 49
17	Morgan Envelope Company.	Springfield, Mass., for 606,000 registered package envelopes furnished the Department during the quarter ended June 30, 1873.	8,484 00
22	D. McClelland	Washington, D. C., for engraving copper-plate, and printing from copper sheets of post-route maps.	2,183 84
24	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department.	724 00
25	J. T. Pope	Attorney at law, Hartville, Mo., for fees in one post-office case.	10 00
25	Charles P. Redmond	Attorney at law, Little Rock, Ark., for fees in two post-office cases.	400 00
28	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including salaries of assistant draughtsmen to the topographer for July, 1873.	994 14
30	G. D. Chenoweth	Washington, D. C., for expenses incurred in the preparation and publication of post-route maps.	585 12
Aug. 1	Gould, Pearce & Co.	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished the Department during the 2d quarter, 1873.	2,889 00
1	Gould, Pearce & Co.	Cincinnati, Ohio, for 12,854 pounds of cotton twine furnished the Department.	3,713 52
7	W. E. Parker	Late United States marshal, Galveston, Texas, for fees in sundry post-office cases.	414 27
8	F. M. Cowgill	Attorney at law, Cassville, Mo., for fees in one post-office case.	25 00
13	G. H. Reay	New York, N. Y., for official stamped envelopes furnished the Department during the 2d quarter, 1873.	13,611 26
13	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department during the 3d quarter, 1873.	724 00
13	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended August 15, 1873.	650 00
28	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistant draughtsmen to the topographer for August, 1873.	807 18
Sept. 1	Fletcher White	Attorney at law, Macon, Mo., for fees in one post-office case.	10 00
12	Gould, Pearce & Co.	Cincinnati, Ohio, for 10,000 pounds of cotton twine furnished the Department.	2,889 00
15	G. D. Chenoweth	Washington, D. C., for salaries of assistants to the topographer for the half month ended September 15, 1873.	650 00
19	E. Y. Goldsborough	United States marshal, Baltimore, Md., for fees in one post-office case.	12 00
19	R. J. Palen	Clerk United States district court, Santa Fé, N. Mex., for fees in two post-office cases.	7 50
19	George T. Swann	Clerk United States circuit court, Jackson, Miss., for fees in sundry post-office cases.	4 15
22	W. D. Dounton	Philadelphia, Pa., for 5,000 pounds of hemp twine furnished the Department.	724 00
26	Fairbanks & Co.	New York, N. Y., for letter-balances furnished the Department.	839 24
27	G. D. Chenoweth	Washington, D. C., for incidental expenses incurred in the preparation and publication of post-route maps, including the salaries of assistants to the topographer for September, 1873.	699 70

Amounts paid by the Department on drafts and charged to miscellaneous account.

Date.	To whom allowed.	For what object.	Amount.
1872.			
Oct. 12	Warner M. Bateman.....	United States attorney, Cincinnati, Ohio, for fees in two post-office cases.	\$25 00
26	N. J. Riddick	Clerk United States circuit court, Raleigh, N. C., for fee in one post-office case.	6 20
Nov. 21	A. S. Mitchell	Clerk United States district court, Elizabeth, N. J., for fee in one post-office case.	8 95
22	H. H. Wells	United States attorney, Richmond, Va., for fees in sundry post-office cases.	65 00
22	S. R. Harrington	United States attorney, Little Rock, Ark., for fees in two post-office cases.	20 00
Dec. 2	William Spence.....	United States marshal, Nashville, Tenn., for fees in two post-office cases.	30 70
1873.			
Jan. 2	Wells & Wilbur	Boston, Mass., for 10,000 pounds cotton twine furnished the Department.	2,986 00
2	H. H. Harrison.....	United States attorney, Nashville, Tenn., for fees in four post-office cases.	65 00
16	E. R. Campbell.....	Clerk United States courts, Nashville, Tenn., for fees in three post-office cases.	16 90
16	M. F. Pleasants	Clerk United States circuit court, Richmond, Va., for fees in sundry post-office cases.	75 04
22	Morgan Envelope Company.	Springfield, Mass., for registered package envelopes furnished the Department during the 4th quarter, 1872.	5,040 00
24	Isaac C. Mills	United States marshal, Little Rock, Ark., for fees in two post-office cases.	48 52
24	J. H. Pierce	United States marshal, Oxford, Miss., for fee in one post-office case.	35 63
31	W. A. E. Tisdale.....	Clerk United States district court, Fort Smith, Ark., for fee in one post-office case.	15 95
Feb. 4	Frank E. Wright	Clerk United States court, Little Rock, Ark., for fees in two post-office cases.	13 70
13	W. F. Sapp	United States district attorney, Council Bluffs, Iowa, for fees in sundry post-office cases.	105 00
13	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in sundry post-office cases.	49 11
13	G. W. Wells	United States district attorney, Holly Springs, Miss., for fees in three post-office cases.	45 00
20	J. A. Minnis	United States attorney, Middle Alabama, for fees in sundry post-office cases.	40 00
25	Gould, Pearce & Co	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished the Department during the 1st quarter, 1873.	2,889 00
Mar. 10	Nelson Trusler.....	United States attorney, Indiana, for fees in two post-office cases.	25 00
17	J. E. Townsend.....	Clerk United States district court, Jacksonville, Fla., for fees in sundry post-office cases.	46 20
20	George Andrews.....	United States district attorney, Knoxville, Tenn., for fee in one case.	5 00
25	Bluford Wilson	United States district attorney, Springfield, Ill., for fees in sundry post-office cases.	150 00
27	Morgan Envelope Company.	Hartford, Conn., for registered package envelopes furnished the Department.	11,053 02
Apr. 1	Gould, Pearce & Co	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished the Department during the 1st quarter, 1873.	2,889 00
7	Morgan Envelope Company.	Springfield, Mass., for registered package envelopes furnished the Department during the 1st quarter, 1873.	8,652 00
15	A. Murdock.....	Late United States marshal, Pittsburgh, Pa., for fees in two post-office cases.	49 33
22	H. H. Wells, jr	United States attorney, Richmond, Va., for fees in sundry post-office cases.	75 00
26	Z. E. Thomas.....	United States marshal, Huntsville, Ala., for fee in one post-office case.	9 40
May 9	J. P. Southworth	United States district attorney for Alabama, for fee in one case.	40 00
13	Gould, Pearce & Co	Cincinnati, Ohio, for 10,000 pounds cotton twine furnished the Department during the 2d quarter, 1873.	2,889 00
13	J. Riddick.....	Clerk United States circuit court, Raleigh, N. C., for fees in two post-office cases.	16 75
13	H. P. Farrow	United States district attorney, Atlanta, Ga., for fees in three post-office cases.	60 00
June 9	D. W. Houston	Late United States marshal, Leavenworth, Kans., for fees in sundry post-office cases.	369 20
16	A. J. Hess.....	Attorney at law, Columbus, Ky., for prosecuting case of United States vs. Robert Shevels, postal clerk.	10 00
July 14	M. F. Pleasants	Clerk United States circuit court, Richmond, Va., for fees in sundry post-office cases.	82 25

Amounts paid by the Department on drafts, &c.—Continued.

Date.	To whom allowed.	For what object.	Amount.
1873.			
July 14	G. R. Hill	Clerk United States district court, Oxford, Miss., for fees in sundry post-office cases.	\$57 29
14	A. M. Hughes	United States attorney, Tenn., for fees in two post-office cases.	40 00
14	J. H. Pierce	United States marshal, Oxford, Miss., for fees in sundry post-office cases.	74 86
17	J. M. Tomeny	Late United States marshal, Tenn., for fees in case of United States <i>vs.</i> M. C. Galloway, late postmaster at Memphis, Tenn.	158 00
18	A. Sterling, jr.	United States attorney, Maryland, for fees in the case of United States <i>vs.</i> William J. Norris, late postmaster at Great Mills, Md.	20 00
26	N. Trusler	United States district attorney, Indiana, for fees in sundry post-office cases.	30 00
Aug. 20	E. W. Barber	Washington, D. C., for expenses incurred while traveling on business for the Post-Office Department.	32 50
Sept. 19	E. R. Campbell	Clerk United States circuit court, Nashville, Tenn., for fees in sundry post-office cases.	17 95

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, 1872.....	\$108,271 32
Fourth quarter, 1872.....	118,525 56
First quarter, 1873.....	126,617 33
Second quarter, 1873.....	145,377 11
Total	498,791 32
Amount paid to postmasters and others.....	8,094 88
Amount paid by warrants	125,622 95
Amount paid by drafts.....	38,432 45
Total	670,941 60
Deduct amounts charged to postmasters for over-credits	1,050 90
Amount actually paid and charged to miscellaneous account	669,890 70

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 6.—Statement showing the transactions of the money-order office of the United States for the fiscal year ending June 30, 1873.

States and Territories	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.		Drafts and deposits received.	Balance due post-masters.	Transferred from—			
				Total fees received.	Premiums.			Postage fund.	Swiss fund.	British fund.	German fund.
Alabama	42,983	\$18,018 53	\$902,608 75	\$5,319 45	\$72 93	\$382,746 19		\$2,350 53	\$652 25	\$1,885 89	\$2,545 77
Arizona Territory	3,902	8,995 75	156,422 80	807 95				52 00		806 24	127 00
Arkansas	35,273	31,187 38	958,601 02	5,302 72		503,373 00	\$31 04	885 03		2,476 87	1,180 63
California	54,920	14,087 30	1,391,863 89	7,791 40		1,136,525 00	48 34	5,907 06	1,366 00	37,297 00	30,131 75
Colorado Territory	20,626	11,271 63	476,224 60	2,700 95		296,650 73	32 59	863 00	119 00	18,732 00	4,491 00
Connecticut	61,581	6,821 95	938,384 72	5,974 75		413,774 00		17,550 87	400 00	40,486 16	4,247 00
Dakota Territory	2,584	519 95	52,600 17	393 35				75 00		53 00	137 25
Delaware	8,631	1,278 37	132,043 83	838 05		10,025 00	2 87	2,370 00	116 00	2,965 58	120 00
District of Columbia	23,178	12,982 58	460,335 65	2,663 70		1,168,327 13			1,447 00	6,977 00	6,754 00
Florida	25,368	15,032 63	731,766 87	4,003 25		87,512 00		10 00	73 00	6,282 00	936 00
Georgia	48,541	46,455 15	864,719 13	5,299 20		921,535 43	24 28	441 00	15 00	5,516 52	4,292 25
Idaho Territory	4,287	6,051 96	143,330 00	761 25				512 00		7,100 00	311 50
Illinois	365,053	106,379 20	5,410,188 97	34,848 20		4,938,960 70	156 01	46,951 75	4,970 96	115,242 49	24,039 79
Indiana	190,732	34,146 17	2,823,974 04	18,155 15		1,009,312 29	68 48	14,282 07	1,039 00	20,737 07	5,383 48
Iowa	210,340	34,643 59	3,112,493 49	20,210 15		1,102,829 96	71 35	11,509 97	661 22	8,570 87	5,655 69
Kansas	81,165	19,836 88	1,423,662 88	8,782 70	01	494,461 19	144 19	11,566 34	153 00	3,205 35	1,751 00
Kentucky	62,835	11,651 92	1,023,829 33	6,430 15		685,897 31	67 15	16,030 00	998 25	6,669 25	3,232 69
Louisiana	30,681	42,885 77	744,336 07	4,192 25		1,237,255 52	18 63	309 63	424 00	9,854 00	1,934 00
Maine	52,549	9,133 56	1,061,246 09	6,291 60		497,539 00	75 88	8,691 18		101,879 15	713 00
Maryland	42,707	7,062 18	756,323 33	4,608 50		994,371 00	46 13	4,801 96	324 00	8,169 73	12,989 71
Massachusetts	121,918	21,990 20	2,176,362 89	13,146 00		1,663,493 54	225 26	38,774 68	1,207 50	149,370 70	14,069 33
Michigan	178,731	43,117 70	2,924,096 50	18,238 10		1,538,593 50	118 81	24,641 15	1,952 00	35,291 93	7,578 98
Minnesota	77,628	21,517 96	1,276,850 08	7,984 20		543,232 00	2 99	4,517 44	455 46	4,633 00	2,177 93
Mississippi	54,968	15,747 13	1,097,461 06	6,562 10	6 42	1,000 00		553 95		2,486 17	701 10
Missouri	141,426	29,485 95	2,370,110 23	14,707 05		2,448,729 41	70 75	27,642 36	1,883 00	14,908 12	4,349 06
Montana Territory	5,918	8,578 97	148,109 33	835 00				314 52		2,077 00	1,374 63
Nebraska	37,317	18,444 73	685,668 09	4,151 65		917,020 01	28 88	14,571 67	87 00	4,744 32	633 80
Nevada	7,458	3,261 63	234,658 61	1,258 25					436 00	10,359 76	1,395 00
New Hampshire	38,996	5,536 52	626,335 13	3,951 00		76,475 00	27 38	7,733 45		16,933 49	1,314 95
New Jersey	45,318	7,874 45	766,259 42	4,713 50		92,825 00	468 85	22,242 41	1,400 00	72,349 68	8,332 00
New Mexico Territory	1,978	790 20	67,597 56	357 90				104 00		79 58	
New York	258,991	229,463 63	4,110,020 02	25,729 60		14,737,963 42	425 00	112,923 43	46,052 23	207,221 21	77,619 63
North Carolina	43,373	10,860 24	907,005 16	5,369 70		132,811 00	11 99	4,814 00	6 00	938 97	2,159 14
Ohio	279,486	43,397 81	3,985,519 38	26,012 15		2,778,020 84	688 32	49,316 36	2,048 00	75,757 30	22,745 79
Oregon	14,753	20,527 43	325,954 04	1,902 10		232,486 00	5 37	1,576 61	622 00	5,045 21	2,796 00
Pennsylvania	191,767	32,879 53	2,990,513 07	18,855 15	10 26	2,044,800 49	280 74	51,409 22	2,532 00	114,962 72	13,856 47
Rhode Island	18,926	2,119 89	330,688 85	2,005 85		129,952 00		1,139 00	268 00	39,848 13	1,168 00

M P I	South Carolina.....	30,087	6,773 24	524,888 92	3,241 40	124 79	326,894 26	10 98	150 00		1,286 00	824 00
	Tennessee.....	75,979	34,948 30	1,530,137 56	9,058 15		1,739,418 76	17 53	2,989 54	3,477 00	6,658 00	1,957 00
	Texas.....	45,954	21,971 74	1,080,105 60	6,153 80		19,886 00		8,678 61	469 75	9,157 18	6,661 01
	Utah Territory.....	7,323	4,548 43	205,465 55	1,117 30		1,900 00	22 10	936 00	1,864 00	8,049 00	592 00
	Vermont.....	39,335	6,000 30	628,887 53	3,982 50		88,250 00	50 66	7,831 13		6,936 30	286 00
	Virginia.....	57,914	18,422 88	1,163,518 81	6,860 85		1,453,360 00		7,554 76	916 15	15,427 00	2,536 00
	Washington Territory.....	5,436	3,799 75	149,627 17	825 45		8,192 00	4 33	597 19		1,596 00	389 00
	West Virginia.....	25,561	5,506 78	431,052 18	2,661 35		52,700 00		1,481 00	41 00	3,782 29	1,127 00
	Wisconsin.....	175,827	41,249 93	3,060,672 24	18,831 45		1,980,733 00	221 15	10,004 76	1,566 50	17,263 85	11,631 85
	Wyoming Territory.....	5,550	686 86	145,434 09	806 00						948 00	86 00
	Total.....	3,355,686	1,098,535 63	57,516,214 69	354,602 25	214 41	48,889,851 68	3,468 03	547,657 23	80,022 27	1,233,037 08	295,335 18

No. 6.—Statement showing the transactions of the money-order office of the United States for the fiscal year ending June 30, 1873—Continued.

States and Territories.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to—				Deposited.	Expenses.	Commissions and clerk hire.	Balance due the United States.	Miscellaneous items.
				Postage fund.	Swiss fund.	British fund.	German fund.					
Alabama.....	17,598	\$396,196 03	\$5,081 74	\$600 00	.....	\$534 91	\$512 12	\$892,384 93	\$614 34	\$2,691 74	\$17,584 48	.....
Arizona Territory.....	469	19,370 61	926 05	.....	.....	333 37	.....	133,028 70	.....	317 58	13,185 43	.....
Arkansas.....	11,079	325,578 92	7,958 99	44,219 00	.....	224 47	614 00	1,093,222 00	1,601 52	2,223 94	27,394 83	.....
California.....	26,014	857,956 59	9,489 56	203 00	\$267 00	909 54	2,278 85	1,730,881 00	573 90	7,876 73	14,570 28	\$11 89
Colorado Territory.....	9,790	276,232 03	3,852 93	.....	.....	934 00	70 00	502,858 73	117 70	1,704 24	21,248 36	17 51
Connecticut.....	54,847	882,518 30	5,534 40	.....	132 09	1,037 86	1,640 10	523,858 79	24 43	3,900 16	8,983 95	9 37
Dakota Territory.....	322	12,354 30	541 40	.....	.....	105 56	572 16	39,191 96	223 54	131 96	823 16	4 63
Delaware.....	5,603	104,193 74	738 52	229 00	.....	106 00	8 86	41,203 00	144 97	539 71	2,598 02	6 28
District of Columbia.....	29,161	533,174 94	3,170 91	.....	115 00	.....	541 00	1,102,858 00	3,263 48	4,327 75	12,035 98	.....
Florida.....	7,515	209,222 50	3,819 06	700 09	1 00	59 00	232 00	600,447 05	1,013 03	1,857 33	28,264 78	.....
Georgia.....	35,362	715,268 33	5,545 59	894 00	.....	211 00	209 12	1,070,835 80	1,008 41	2,849 49	51,309 71	76 51
Idaho Territory.....	579	22,693 44	472 75	4,351 00	1 00	2 00	32	122,886 00	3,360 37	310 42	6,989 41	.....
Illinois.....	429,681	6,315,932 75	37,710 16	4,781 05	663 85	4,754 70	19,101 43	4,192,409 00	3,336 66	21,771 41	81,086 61	181 45
Indiana.....	92,392	1,772,769 49	17,565 79	3,196 34	221 05	1,981 41	6,669 13	2,068,861 26	105 80	9,404 77	45,038 67	134 04
Iowa.....	124,905	2,318,741 13	20,944 15	715 69	616 00	2,531 61	12,663 17	1,823,459 10	106 80	11,720 22	45,057 75	90 67
Kansas.....	52,095	1,230,463 39	9,678 46	203 48	146 22	5,486 86	5,766 77	680,129 02	71 40	5,717 77	25,662 79	237 38
Kentucky.....	64,633	1,176,679 47	7,266 28	7,700 00	571 00	564 06	1,412 59	544,883 25	59 32	3,618 04	12,011 03	30 11
Louisiana.....	32,543	911,434 30	5,182 99	.....	539 00	102 00	2,278 00	1,087,560 78	30 80	4,125 94	29,956 06	.....
Maine.....	40,038	945,425 52	4,473 90	94 55	.....	987 65	180 00	706,217 19	126 26	4,354 38	22,858 92	851 09
Maryland.....	67,178	1,493,682 60	4,363 53	.....	21 45	573 01	582 73	275,234 66	75	4,469 24	10,358 01	10 56
Massachusetts.....	201,459	3,074,891 38	13,665 09	700 00	2 18	1,299 28	1,154 93	936,168 72	238 13	12,288 41	37,913 24	347 84
Michigan.....	118,525	2,185,824 69	22,749 24	594 00	247 10	2,725 44	7,030 52	2,309,313 50	25 21	11,183 77	53,774 75	159 85
Minnesota.....	41,426	885,401 42	9,916 91	50 00	356 17	1,393 10	12,768 15	923,401 00	22 00	4,329 86	23,696 29	76 16
Mississippi.....	12,258	255,977 13	6,891 93	.....	15 05	664 43	49 10	841,944 74	1,200 40	2,576 81	15,198 34	.....
Missouri.....	180,110	3,672,525 89	17,426 51	228 89	693 04	2,751 73	16,330 10	1,154,498 20	136 35	12,446 81	34,776 86	71 55
Montana Territory.....	1,505	46,125 42	1,045 09	.....	.....	.....	.....	100,425 00	7 00	441 20	4,245 74	.....
Nebraska.....	33,667	606,355 59	5,195 91	2 00	266 00	3,555 00	7,160 49	1,003,255 01	305 76	2,902 72	16,303 87	47 89
Nevada.....	1,087	38,719 70	1,800 15	.....	87 00	27 57	.....	207,078 00	8 50	557 77	3,080 56	.....
New Hampshire.....	28,243	484,167 09	2,903 23	266 59	.....	582 76	9 00	241,667 03	19 30	2,527 00	6,023 71	141 21
New Jersey.....	38,150	692,503 41	4,305 42	.....	155 00	1,026 06	7,023 19	259,597 57	28 75	2,994 70	8,005 34	135 87
New Mexico Territory.....	407	14,598 14	64 05	.....	.....	.....	.....	52,215 00	.....	153 78	1,806 26	.....
New York.....	639,448	8,903,233 12	35,475 65	632,560 36	53,430 48	1,151,789 80	59,985 96	8,421,723 02	7,434 27	45,337 65	236,063 48	383 78
North Carolina.....	16,060	338,570 73	3,978 22	6,437 00	.....	474 00	125 05	698,180 00	15 25	2,636 05	13,541 15	18 75
Ohio.....	308,186	4,800,010 44	27,465 37	14,939 70	1,282 00	3,324 45	5,701 68	2,058,791 14	238 13	16,600 42	54,204 13	948 49
Oregon.....	5,254	180,536 05	3,288 96	.....	11 00	85 07	131 00	395,778 00	3 61	1,357 60	9,723 47	.....
Pennsylvania.....	242,997	3,619,870 15	25,156 41	4,250 00	290 00	3,830 82	13,451 41	1,550,769 04	2,371 29	13,772 28	44,339 13	379 12
Rhode Island.....	11,908	244,126 91	1,852 26	.....	170 00	176 00	101 59	256,679 00	7 00	1,157 76	2,919 20	.....

South Carolina.....	17,636	333,664 36	2,853 49			131 00	23 00	516,193 26	5 50	1,815 78	9,507 20	
Tennessee.....	57,750	1,217,014 36	8,539 37	942 33	1,830 00	588 00	2,411 00	2,052,566 00	2,965 92	5,460 46	36,269 36	55 04
Texas.....	15,986	449,776 24	8,275 20	21 84	1,192 04	742 31	2,979 21	644,467 83	19 25	2,430 11	43,179 66	
Utah Territory.....	2,752	85,957 29	734 00			420 00	781 78	132,910 00		402 50	3,288 81	
Vermont.....	25,254	456,623 71	3,471 05	285 00		394 78	102 85	271,032 40		2,468 73	7,777 65	68 25
Virginia.....	46,864	1,044,067 67	5,736 04	42 25		2,610 00	1,342 00	1,589,300 45	57 74	4,495 59	20,928 25	16 46
Washington Territory.....	1,916	71,893 56	1,488 20			320 44	140 00	88,954 00	7 75	454 85	1,772 09	
West Virginia.....	11,735	234,053 77	2,594 09	1 00	140 00	136 41	511 00	253,417 55	126 53	1,230 35	6,000 88	50 02
Wisconsin.....	119,331	2,420,117 06	22,174 23	1,173 78	2,896 61	6,349 07	28,044 93	2,592,943 00	186 96	11,642 54	56,322 68	123 87
Wyoming Territory.....	895	23,857 66	1,206 91			5 60	19 44	119,824 00		328 26	2,719 08	
Total.....	3,314,818	56,900,351 23	394,661 04	730,373 45	67,028 33	1,207,542 13	222,679 73	48,974,503 28	28,364 08	257,928 58	1,230,880 91	4,685 69

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

J. J. MARTIN, *Auditor.*

No. 7.—*Statement of the receipts and disbursements of the money-order office for the fiscal year ended June 30, 1873.*

RECEIPTS.

Balance in hands of postmasters June 30, 1872	\$1, 098, 535 63
Amount received for money-orders issued	57, 516, 214 69
Amount received for fees	354, 602 25
Amount received for premiums, &c	214 41
Amount received for deposits and drafts	48, 889, 851 68
Amount due postmasters	3, 468 03
Amount transferred from postage-fund	547, 657 23
Amount transferred from Swiss fund	80, 022 27
Amount transferred from British fund	1, 233, 037 08
Amount transferred from German fund	295, 335 18
	110, 018, 938 45

DISBURSEMENTS.

Amount of money-orders paid	\$56, 900, 351 23
Amount of money-orders repaid	394, 661 04
Amount transferred to postage-fund	730, 373 45
Amount transferred to Swiss fund	67, 028 33
Amount transferred to British fund	1, 207, 542 13
Amount transferred to German fund	222, 679 73
Amount deposited at first-class offices	48, 974, 503 28
Amount paid for incidental expenses	28, 304 08
Amount paid for clerk-hire and commissions	257, 928 58
Miscellaneous items	4, 685 69
Balance in hands of postmasters June 30, 1873	1, 230, 880 91
	110, 018, 938 45

J. J. MARTIN,

*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*No. 8.—*Statement of revenue accrued to the money-order office for the fiscal year ended June 30, 1873.*

Total amount of fees received	\$354, 602 25
Total amount of premiums, &c	214 41
	354, 816 66
Commissions and clerk-hire	\$257, 928 58
Lost remittances	4, 345 56
Bad debts	957 20
Incidental expenses	23, 001 32
Net revenue	68, 584 00
	354, 816 66

J. J. MARTIN,

*Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 9.—Statement showing the transactions of the money-order office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1873.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Balance due post-masters.	Transferred from domestic money-order funds.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order funds.	Amount paid United Kingdom.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Total fees received.											
Alabama	97	\$2 18	\$1,958 11	\$55 25	\$0 74	\$534 91	29	\$603 25		\$1,885 89			\$1 61	\$0 24	\$0 20
Arizona Territory	20	25	737 25	19 00	2 02	383 37	11	282 93		806 24			2 53	50 19	
Arkansas	95	49 66	9 497 25	68 50		224 47	14	311 06		476 87			1 23	50 72	
California	1,747	428 37	38,196 19	1,117 00	3 44	909 54	153	2,960 69	\$158 83	37,297 00			43 52	192 16	2 34
Colorado Territory	740	73 89	19,238 40	524 00	5 20	984 00	61	1,975 65	10 00	18,732 00			26 35	74 08	7 41
Connecticut	2,687	166 11	42,324 03	1,337 75	5 41	1,037 66	195	3,683 92	146 15	40,486 16			50 59	499 46	4 88
Dakota Territory	1	49 77	20 00	50		105 56	3	72 24		53 00			22	50 37	
Delaware	225		3,620 21	111 75	3 16	106 00	42	858 61	2 68	2,965 58			11 17		3 08
District of Columbia	383	99	7,279 82	221 50			38	473 90	50 99	6,977 00				42	
Florida	181	24 28	6,225 25	162 50	2 65	59 00	5	133 69		6,282 00			15 86	41 27	86
Georgia	251	5 20	5,621 61	156 25		211 00	23	478 40		5,516 52			08	58 60	46
Idaho Territory	216		6,975 45	189 50	29	2 00				7,100 00			17 43	47 52	1 29
Illinois	6,031	866 35	125,862 39	3,649 00	7 13	4,754 70	894	18,064 23	523 51	115,242 49			79 59	1,223 17	6 58
Indiana	1,086	329 57	22,369 37	647 50	81	1,981 41	134	2,943 09	29 00	20,737 07			29 13	1,590 37	
Iowa	578	230 23	9,816 60	299 00	1 03	2,531 61	175	3,716 83	37 75	8,570 87			18 43	527 79	5 80
Kansas	268	79 22	4,751 91	141 50	91	5,486 86	277	6,889 08	18 00	3,205 35			21 30	325 25	1 42
Kentucky	352	53	7,333 87	215 75	13 33	564 06	55	1,942 91	31 00	6,669 25			11 82	172 01	55
Louisiana	434	55 86	11,020 45	302 00		102 00	77	1,576 58		9,854 00			1 70	48 03	
Maine	2,761	210 05	100,205 07	2,579 00	55 41	987 65	59	1,432 48	40 00	101,879 15			244 07	405 89	35 59
Maryland	574	38 43	9,630 91	296 75	4 28	573 01	117	2,141 35	192 50	8,169 73			15 23	21 85	2 72
Massachusetts	2,625	174 85	163,637 72	4,935 75	10 20	1,299 28	947	18,137 96	463 69	149,370 70	\$595 00		138 41	1,336 52	5 52
Michigan	2,046	294 44	39,225 16	1,153 25	6 79	2,725 44	307	6,502 14	115 55	35,291 93			72 69	1,415 58	7 19
Minnesota	273	159 31	5,211 82	153 75	7 29	1,393 10	82	1,969 89	3 75	4,653 00			9 73	287 66	1 24
Mississippi	124	366 75	2,367 67	67 75	17	664 43	35	798 26	106 00	2,486 17			6 11	68 93	1 30
Missouri	1,086	339 63	20,319 63	596 75	70	2,751 73	388	8,255 63	51 00	14,908 12			13 51	779 35	83
Montana Territory	61	92	2,036 35	53 25			1	11 10		2,077 00			1 12	1 30	
Nebraska	260	109 65	5,560 05	157 25	45	3,555 00	181	4,483 09		4,744 32			19 15	135 69	15
Nevada	430	49 17	10,192 66	298 00	2 15	27 57	5	147 43		10,359 76			11 09	50 41	86
New Hampshire	859	169 29	17,568 17	514 00	5 98	582 76	58	1,229 98	6 00	16,933 49			46 83	622 76	1 14
New Jersey	4,943	104 56	78,739 35	2,496 75	13 63	1,626 06	510	10,015 02	204 04	72,349 68			108 63	280 22	24 76
New Mexico Territory	4		88 00	2 75	15		1	11 02		79 58			24		
New York	14,316	637 67	255,781 70	7,871 00	23 66	1,151,789 80	3,375	59,932 56	1,039 32	207,221 21	\$1,131,684	34 40	13,334 98	2,854 46	2 90
North Carolina	47	1 15	1,086 99	30 75		474 00	25	618 97	22 50	938 97			4 23	7 60	
Ohio	4,350	274 07	82,761 00	2,478 50	6 74	3,324 45	537	11,092 24	196 32	75,757 30			95 08	1,699 33	4 49
Oregon	186	47 80	5,055 68	140 00	1 40	85 07	12	225 89		5,045 21			7 64	51 21	
Pennsylvania	7,539	546 32	132,639 17	4,040 25	10 92	3,830 82	1,157	22,789 33	277 07	114,962 72			252 49	2,772 02	13 85

No. 9.—Statement showing the transactions of the money-order office with the United Kingdom of Great Britain and Ireland, &c.—Continued.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue.	Balance due post-masters.	Transferred from domestic money-order funds.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order funds.	Amount paid United Kingdom.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
				Total fees received.											
Rhode Island.....	2,008	\$0 51	\$40,417 34	\$1,217 25	\$10 14	\$176 00	102	\$1,791 12	\$74 58	\$39,848 13	.....	.....	\$53 43	\$48 68	\$5 30
South Carolina.....	44	113 80	1,200 00	33 25	.....	131 00	12	192 62	.....	1,286 00	.....	.....	2 38	67	1 38
Tennessee.....	383	61 26	7,728 59	226 25	73	588 00	92	1,830 11	.....	6,658 00	.....	.....	3 70	113 02	.....
Texas.....	402	1 02	9,685 50	270 00	26 75	742 31	66	1,457 11	65 90	9,157 18	.....	.....	4 39	40 47	1 13
Utah Territory.....	612	65 27	10,129 70	308 75	.....	420 00	108	2,767 85	95 75	8,649 00	.....	.....	.....	11 12	.....
Vermont.....	412	145 70	7,624 10	233 25	42	394 78	27	661 17	247 00	6,936 30	.....	.....	20 64	532 06	1 08
Virginia.....	589	2 18	16,349 46	443 50	1 21	2,610 00	161	3,840 28	55 50	15,427 00	.....	.....	13 45	69 71	41
Washington Territory	53	36	1,690 88	45 25	.....	320 44	15	431 34	.....	1,596 00	.....	.....	5 30	23 39	90
West Virginia.....	211	2 55	3,736 53	114 00	98	136 41	13	1,201 72	.....	3,782 29	.....	.....	4 59	78	1 09
Wisconsin.....	875	188 75	16,985 20	502 25	4 97	6,349 07	245	5,787 14	71 25	17,263 85	.....	.....	32 79	872 40	2 81
Wyoming Territory..	37	73	923 76	25 75	08	5 60	1	5 60	.....	948 00	.....	.....	2 32	.....	.....
Total.....	69,592	6,474 25	1,364,476 32	40,504 25	241 32	1,207,542 13	10,845	215,087 61	4,335 63	1,233,037 08	\$1,131,684	\$629 40	14,857 78	19,454 73	152 04

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 10.—*Statement of receipts and disbursements of the money-order office with the United Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1873.*

RECEIPTS.

Balance in hands of postmasters June 30, 1872.....	\$6,474 25
Amount of orders issued.....	1,364,476 32
Amount of fees received	40,504 25
Amount transferred to domestic fund.....	1,207,542 13
Balance due postmasters.....	241 32
	2,619,238 27

DISBURSEMENTS.

Amount of orders paid.....	\$215,087 61
Amount of orders repaid.....	4,335 63
Amount transferred to domestic fund.....	1,233,037 08
Amount paid United Kingdom.....	1,131,684 00
Amount paid for incidental expenses	629 40
Amount paid for commissions and clerk-hire	14,857 78
Miscellaneous items	152 04
Balance in hands of postmasters June 30, 1873	19,454 73
	2,619,238 27

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 11.—*Statement of revenue accrued on money-order transactions with the Kingdom of Great Britain and Ireland for the fiscal year ended June 30, 1873.*

Balance in hands of postmasters June 30, 1872.....	\$6,474 25
Excess of transfers to domestic money-order fund.....	142,787 87
	149,262 12
Amounts paid London office—	
July 9, 1872.....	\$35,551 98
July 25, 1872.....	35,981 99
August 29, 1872.....	16,459 68
December 23, 1872.....	37,946 55
	125,940 20
Net revenue.....	23,321 92
	149,262 12

J. J. MARTIN,
Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

NOTE.—The excess of \$10,686.93 in revenue over the fees received on orders issued, after deducting expenses, is the gain resulting from the purchase of bills of exchange.

States and Territories.	Number of orders issued.	Balance from last year.	Amount of orders issued.	Revenue, total fees received.	Balance due post-masters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid Switzerland.	Expenses.	Commissions and clerk-hire.	Balance due the United States.	Miscellaneous items.
Alabama	14	\$0 85	\$637 00	\$16 00						\$652 25			\$0 02	\$1 52	
Arkansas															
California	63	25 46	1,303 85	39 50		\$367 00	11	\$266 98		1,366 00			86	1 97	
Colorado Territory	6		115 75	3 50						119 00				25	
Connecticut	13	85	389 20	10 50		132 09	4	132 58		400 00				06	
Delaware	6	39	112 50	3 25	\$0 14					116 00			28		
District of Columbia	47	01	1,646 39	43 25		115 00	15	357 57		1,447 00				08	
Florida	3	55 50	71 00	2 00		1 00				73 00			18	56 32	
Georgia	1	37	15 00	50						15 00				87	
Idaho Territory						1 00								97	\$0 03
Illinois	163	43 75	5,030 72	137 50		663 85	36	902 75		4,970 96			34	1 74	03
Indiana	51	80 41	1,041 10	29 75		281 05	11	296 13		1,039 00			09	97 09	
Iowa	33	2 69	653 75	19 50		616 00	21	627 78		661 22			58	2 33	03
Kansas	4	97	180 00	4 50	30	146 22	7	146 44		153 00			30	32 14	11
Kentucky	39	85	971 30	26 75		571 00	19	576 53		988 25				5 12	
Louisiana	19	45	455 00	12 75		539 00	17	560 80		424 00			06	87	21 47
Maine		50 00												50 00	
Maryland	19	44	357 92	10 00		21 45	1	43 60		324 00				76	21 45
Massachusetts	47	10	1,181 41	32 25		2 18	1	2 18		1,207 50				6 26	
Michigan	75	35 49	1,940 90	53 50		247 10	11	320 87		1,952 00			45	3 67	
Minnesota	15	14 89	430 00	11 75	10	356 17	12	356 04		455 46			98	43	
Mississippi		89			04	15 05	1	15 94					04		
Missouri	73	13 18	2,021 85	54 50	02	693 04	32	894 34		1,883 00			91	2 02	2 32
Montana Territory															
Nebraska	3	60	85 00	2 25		266 00	8	266 67		87 00				18	
Nevada	16	47	423 85	12 50		87 00	2	87 76		436 00				06	
New Hampshire		07												07	
New Jersey	62	1 33	1,386 27	38 25		155 00	7	177 44		1,400 00			49	2 92	
New York	1,594	2,050 65	44,842 17	1,248 00		53,430 48	116	2,829 46	\$63 39	46,052 23	\$52,558 38	\$5 50	1 03	61 31	
North Carolina	1	1 87	5 00	25						6 00				1 11	
Ohio	98	54 79	2,385 90	67 75		1,282 00	58	1,652 35	20 00	2,048 00			82	69 05	22
Oregon	15	10	607 00	15 50		11 00	1	11 02		622 00				58	
Pennsylvania	91	25 46	2,551 20	70 50		900 00	31	973 25	4 39	2,522 00			66	56 86	
Rhode Island	15	70	282 65	8 00		170 00	8	193 08		268 00				27	
South Carolina															
Tennessee	100	51 17	3,443 76	90 75	31	1,830 00	87	1,837 12		3,477 00			6 80	95 07	
Texas	12		478 00	12 25		1,192 04	35	1,211 75		469 75				46	33

Utah Territory.....	45	18	1,818 00	46 50						1,864 00				68	
Vermont.....		17												17	
Virginia.....	23	51 76	851 84	22 25	14		1	7 85		916 15			35	1 64	
West Virginia.....	4	10	39 85	1 50			4	139 06		41 00			01	1 30	08
Wisconsin.....	31	31 52	558 80	16 50	63	2,896 61	63	1,922 24	10 00	1,566 50			4 10	1 16	06
Wyoming Territory.....															
Total.....	2,801	2,608 48	78,313 93	2,164 00	1 68	67,028 33	600	16,809 58	97 78	80,022 27	52,558 38	5 50	19 36	557 42	46 13

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

J. J. MARTIN, Auditor.

No. 13.—*Statement of receipts and disbursements of the money-order office with Switzerland for the fiscal year ended June 30, 1873.*

RECEIPTS.

Balance in hands of postmasters June 30, 1872.....	\$2,608 48
Amount of orders issued.....	78,313 93
Amount of fees received.....	2,164 00
Amount transferred from domestic fund.....	67,028 33
Amount due postmasters.....	1 68
	150,116 42

DISBURSEMENTS.

Amount of orders paid.....	\$16,809 58
Amount of orders repaid.....	97 78
Amount transferred to domestic fund.....	80,022 27
Amount paid Switzerland.....	52,558 38
Amount incidental expenses.....	5 50
Amount allowed for commissions and clerk-hire.....	19 36
Miscellaneous items.....	46 13
Balance in hands of postmasters June 30, 1873.....	557 42
	150,116 42

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 14.—*Statement of revenue accrued on money-order transactions with Switzerland for the fiscal year ended June 30, 1873.*

Balance in hands of postmasters June 30, 1873.....	\$557 42
Excess of transfers to domestic money-order fund.....	12,993 94
	13,551 36
Amounts paid Switzerland:	
July 15, 1873.....	\$19,387 74
August 19, 1873.....	13,797 57
August 29, 1873.....	10,157 71
October 2, 1873.....	565 10
	43,908 12
* Deduct payment of October 1, 1872.....	35,509 52
	8,398 60
Net revenue.....	5,152 76
	13,551 36

* Included in statement for fiscal year ended June 30, 1872.

NOTE.—The excess of \$3,013.62 in revenue over the fees received on orders issued, after deducting expenses, is the gain resulting from the purchase of bills of exchange.

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 15.—Statement showing the transactions of the money-order office with the German Empire from October 1, 1872, to June 30, 1873.

States and Territories.	Number of orders issued.	Amount of orders issued.	Revenue—total fees received.	Balance due post-masters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid German Empire.	Expenses.	Commissions and clerk-hire.	Balance due the United States.
Alabama	101	\$2,671 20	\$72 05		\$512 12	21	\$708 96		\$2,545 77				\$0 64
Arizona Territory	4	124 25	3 50						127 00			\$0 31	44
Arkansas	52	1,393 25	37 40		614 00	24	729 80		1,180 03			2 56	131 60
California	1,137	32,831 13	893 90	\$2 59	2,278 85	202	5,705 41	\$36 00	30,131 75		\$0 25	24 53	108 51
Colorado Territory	21	573 50	15 40		70 00	4	94 69		491 00			13	73 08
Connecticut	231	5,419 00	147 85	68	1,640 10	111	2,941 30		4,217 00			4 92	14 41
Dakota Territory	7	140 00	3 55		572 16	18	492 75		137 25			1 58	84 13
Delaware	16	214 08	6 45	02	8 86	4	87 65		120 00			76	21 00
District of Columbia	220	8,306 48	218 40		541 00	83	2,311 52		6,754 00				36
Florida	30	915 00	24 15	19	232 00	8	231 35		936 00			2 86	1 13
Georgia	144	4,274 53	113 60		209 12	11	251 23	50 00	4,292 25		1 25		2 52
Idaho Territory	12	304 00	8 25			32			311 50			75	32
Illinois	2,223	45,345 28	1,260 60	8 28	19,101 43	1,521	40,981 83	281 60	24,039 79		1 25	67 76	343 36
Indiana	380	6,430 71	185 35	61 26	6,609 13	278	7,631 72	75 00	5,383 48			11 42	244 83
Iowa	401	7,153 36	200 65	5 69	12,663 17	497	13,691 23	29 00	5,655 69		25	31 46	615 24
Kansas	98	2,234 00	60 90	1 87	5,766 77	221	6,246 95		1,751 00			8 40	57 19
Kentucky	216	4,708 30	128 35	96	1,412 59	99	2,884 84		3,232 69			6 92	125 75
Louisiana	148	3,233 45	89 00		2,278 00	135	3,566 59		1,934 00			2 39	97 47
Maine	29	700 75	18 25		120 00	7	184 61		713 00			08	1 31
Maryland	925	17,369 85	485 80	84	582 73	232	5,446 38		12,989 71			2 23	90
Massachusetts	576	15,657 84	421 30	91	1,124 93	118	2,985 71	23 75	14,069 33		75	3 59	121 85
Michigan	622	12,472 23	343 75	2 47	7,030 52	432	12,062 43	70 50	7,578 98		25	23 30	113 51
Minnesota	206	3,894 60	106 75	4 88	12,768 15	491	14,322 76		2,177 93			28 76	244 93
Mississippi	31	706 25	19 00	14	49 10	2	66 51		701 10			1 26	6 52
Missouri	509	9,652 55	266 80	3 44	16,330 10	800	21,598 15	56 00	4,349 06		65	23 83	225 30
Montana Territory	41	1,396 00	35 65			2	56 12		1,374 63			12	78
Nebraska	53	884 55	25 45	4 01	7,160 49	254	7,398 73	8 00	633 80			16 80	17 17
Nevada	49	1,359 68	36 70						1,395 00			78	60
New Hampshire	57	1,290 00	34 95	1 53	9 00	2	16 37		1,314 95			3 26	90
New Jersey	684	12,464 53	350 60	1 24	7,023 19	443	11,359 41	38 00	8,332 00		15	20 47	89 53
New Mexico Territory				59 53		2	59 38					15	
New York	5,599	124,835 61	3,506 20	1 62	59,985 96	2,655	66,682 87	193 89	77,619 63	\$42,512 67	299 75	906 44	114 14
North Carolina	67	2,140 34	56 10	2 97	125 05	5	138 51	18 00	2,159 14			5 68	3 13
Ohio	1,605	31,728 97	881 75	9 15	5,701 68	550	14,904 72	230 40	22,745 79			36 04	404 60
Oregon	108	2,783 27	77 00		131 00	6	193 38		2,796 00			53	1 36
Pennsylvania	1,174	29,046 01	611 75	8 81	13,451 41	858	21,972 18	42 00	13,856 47		1 90	47 62	197 81
Rhode Island	63	1,210 68	34 80		101 59	8	178 33		1,168 00				74
South Carolina	34	823 65	22 00		23 00	2	44 04		824 00			45	76

No. 15.—Statement showing the transactions of the money-order office with the German Empire, &c.—Continued.

States and Territories.	Number of orders issued.	Amount of orders issued.	Revenue—total fees received.	Balance due post-masters.	Transferred from domestic money-order fund.	Number of orders paid.	Amount of orders paid.	Amount of orders repaid.	Transferred to domestic money-order fund.	Amount paid German Empire.	Expenses.	Commissions and clerical hire.	Balance due the United States.
Tennessee.....	96	\$2,230 61	\$62 90	\$0 08	\$2,411 00	97	\$2,701 36	.....	\$1,957 00	.....	.....	\$4 25	\$41 98
Texas.....	313	8,236 37	221 15	3 86	2,979 21	164	4,580 20	\$122 00	6,661 01	.....	\$3 15	14 49	59 74
Utah Territory.....	21	580 50	15 40	16	781 78	27	769 27	15 00	592 00	.....	.....	60	97
Vermont.....	8	278 75	7 40	26	102 85	3	102 25	.....	286 00	.....	.....	96	05
Virginia.....	149	3,006 15	84 35	32	1,342 00	65	1,812 64	5 40	2,536 00	.....	25	2 48	76 05
Washington Territory.....	15	385 00	10 15	.....	140 00	5	144 43	.....	389 00	.....	.....	1 31	41
West Virginia.....	88	1,273 41	36 45	.....	511 00	22	667 35	18 25	1,127 00	.....	6 30	96	1 00
Wisconsin.....	827	14,957 45	417 05	9 02	28,044 93	1,123	31,082 24	108 50	11,631 85	.....	.....	64 04	541 82
Wyoming Territory.....	4	85 00	2 50	.....	19 44	1	20 05	.....	86 00	.....	.....	25	64
Total.....	19,454	420,722 12	11,662 80	196 78	232,679 73	11,613	310,108 26	1,421 29	295,335 18	42,512 67	316 15	1,377 50	4,190 38

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 16.—*Statement of the receipts and disbursements of the money-order office with the German Empire for the fractional year ended June 30, 1873.*

RECEIPTS.

Amount of orders issued.....	\$420,722 12
Amount of fees received.....	11,662 80
Amount transferred from domestic fund.....	222,679 73
Balance due postmasters.....	196 78
	<u>655,261 43</u>

DISBURSEMENTS.

Amount of orders paid.....	\$310,108 26
Amount of orders repaid.....	1,421 29
Amount transferred to domestic fund.....	295,335 18
Amount paid German Empire.....	42,512 67
Amount allowed for commissions and clerk-hire.....	1,377 50
Amount allowed for incidental expenses.....	316 15
Balance in hands of postmasters June 30, 1873.....	4,190 38
	<u>655,261 43</u>

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 17.—*Amount of letter-postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$14,346 49	\$18,430 83	.....	\$146,992 61	\$179,769 93
Dale, or Inman line.....	8,879 64	12,708 69	.....	97,882 82	119,471 15
North German Lloyd, of Bremen.....	6,733 53	10,461 91	.....	50,912 92	68,108 36
Canadian line.....	1 99	11	.....	126 98	129 08
White Star line.....	152 52	8 14	.....	280 34	441 00
Liverpool and Great Western Steam Company.....	20 74	16	.....	5 14	26 04
Transient steamers.....	101 36	5 16	.....	2 08	108 60
Total.....	<u>30,236 27</u>	<u>41,615 00</u>	.....	<u>296,202 89</u>	<u>368,054 16</u>
Amount received.....	71,851 27	.....	\$296,202 89	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	.....	\$13,800 38	.....	\$503 42	\$14,303 80
Dale, or Inman line.....	.....	27,311 12	.....	1,902 57	29,213 69
Liverpool and Great Western Steam Company.....	\$538 30	162,689 67	.....	9,750 72	172,978 69
Hamburg-American Packet Company.....	.....	60,522 36	\$1,147 73	5,455 22	67,125 31
Canadian line.....	.....	15,147 06	.....	556 16	15,703 22
White Star line.....	697 37	77,001 99	.....	4,277 31	81,976 67
North German Lloyd, of Bremen.....	886 98	18,830 23	.....	913 65	20,630 86
National line.....	.....	898 24	.....	46 64	944 88
Total.....	<u>2,122 65</u>	<u>376,201 05</u>	<u>1,147 73</u>	<u>23,405 69</u>	<u>402,877 12</u>
Amount sent.....	379,471 43	.....	.....	23,405 69	.....

Amount collected in the United States.....\$451,322 70
Amount collected in the United Kingdom.....319,608 58

Total.....770,931 28

Excess collected in the United States.....131,714 12
Increase compared with last fiscal year.....79,823 45

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

J. J. MARTIN, *Auditor.*

No. 18.—*Amount of letter-postage on German Union mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England	\$2, 451 09	\$16, 506 68	.....	\$12, 102 83	\$31, 060 60
Dale line, via England	3, 504 40	21, 441 56	.....	13, 290 13	38, 236 09
North German Lloyd, of Bremen, via England	3, 189 18	23, 508 68	.....	15, 183 66	41, 881 52
Hamburg-American Packet Company, via France	1, 681 33	9, 844 34	.....	4, 697 26	16, 222 93
North German Lloyd, of Bremen, direct.	2, 258 83	5, 646 63	.....	40, 453 24	48, 358 70
Hamburg-American Packet Company, direct	2, 984 42	8, 415 51	.....	46, 564 59	57, 964 52
Baltic Lloyd, direct from Stettin	1 68	3 48	.....	9 62	14 78
Total	16, 070 93	85, 366 88	.....	132, 301 33	233, 739 14
Amount received	101, 437 81	.....	\$132, 301 33	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line, via England .....	.....	\$518 54	.....	\$3 08	\$521 62
Dale line, via England .....	.....	5, 923 19	.....	543 61	6, 466 80
Liverpool and Great Western Steam Company, via England	\$8 54	36, 300 42	.....	5, 350 50	41, 659 46
North German Lloyd, of Bremen, via England .....	.....	20, 650 29	.....	751 08	21, 401 37
Hamburg-American Packet Company, via England	41 81	14, 224 44	.....	629 01	14, 895 26
White Star line, via England	17 14	314 21	.....	.....	331 35
North German Lloyd, of Bremen, direct.	18 42	60, 138 17	.....	9, 592 03	69, 748 62
Hamburg-American Packet Company, direct .....	.....	78, 584 43	\$51 66	9, 788 81	88, 424 90
Baltic Lloyd, direct to Stettin .....	.....	7 38	.....	48	7 86
Total	85 91	216, 661 07	51 66	26, 658 60	243, 457 24
Amount sent	216, 798 64	.....	.....	26, 658 60	.....

Amount collected in the United States

Amount collected in the German Union

Total

Excess collected in the United States

Decrease compared with the last fiscal year

J. J. MARTIN, *Auditor.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

No. 19.—*Amount of letter-postage collected on French mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company	\$1,640 80	\$2,148 80	.....	.....	\$3,789 60
North German Lloyd, of Bremen	60 40	100 80	.....	.....	161 20
French Steamship Company	3,040 90	3,406 80	.....	.....	6,447 70
Baltic Lloyd	11 00	33 10	.....	.....	44 10
Total	4,753 10	5,689 50	.....	.....	10,442 60
Amount received	10,442 60	.....	.....	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company		\$4,117 30	\$181 80	.....	\$4,299 10
French Steamship Company		2,600 70	.....	.....	2,600 70
Baltic Lloyd		10	.....	.....	10
Total		6,718 10	181 80	.....	6,899 90
Amount sent	\$6,899 90	.....	.....	.....	.....

Amount collected in the United States

Amount collected in France

\$17,342 50

Unknown.

Total collected in the United States

17,342 50

Decrease compared with last fiscal year

5,334 60

No postal convention in operation with France during the fiscal year.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 20.—*Amount of letter-postage collected on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$136 67	\$221 42	.....	\$2,487 36	\$2,845 45
Dale, or Inman line	125 34	155 75	.....	1,754 01	2,035 10
North German Lloyd, of Bremen	131 93	170 50	.....	1,730 50	2,032 93
Red Star line .....	.....	.....	.....	4 90	4 90
Total	393 94	547 67	.....	5,976 77	6,918 38
Amount received	941 61	.....	\$5,976 77	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale, or Inman Line	\$503 18	.....	.....	\$109 84	\$613 02
Liverpool and Great Western Steam Company	2,582 07	.....	.....	525 01	3,107 08
Hamburg-American Packet Company	1,332 06	.....	.....	330 30	1,662 36
White Star line	30 30	.....	.....	.....	30 30
Cunard line	137 32	.....	.....	13 90	151 22
North German Lloyd, of Bremen	1,779 11	.....	.....	349 19	2,128 30
Red Star line	9 80	.....	.....	2 40	12 20
Total	6,373 84	.....	.....	1,330 64	7,704 48
Amount sent	6,373 84	.....	.....	1,330 64	.....

Amount collected in the United States	\$7,315 45
Amount collected in Belgium	7,307 41
Total	14,622 85
Excess collected in the United States	8 04
Increase compared with last fiscal year	378 75

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 21.—Amount of letter-postage on Netherlands mails received in and sent from the United States during the fiscal year ended June 30, 1873.

RECEIVED.

Lines.	Unpaid distributed.	Unpaid.	Paid.	Paid distributed.	Total.
Cunard line	\$692 85	\$76 83	.....	\$2,300 47	\$3,070 15
Dale, or Inman line	1,209 73	93 51	.....	2,525 26	3,828 50
North German Lloyd, of Bremen	905 25	71 97	.....	2,161 04	3,138 26
Total	2,807 83	242 31	.....	6,986 77	10,036 91
Amount received .....	.....	3,050 14	.....	6,986 77	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale, or Inman line		\$1,067 60	.....	\$105 48	\$1,173 03
Liverpool and Great Western Steam Company		4,235 70	.....	586 80	4,822 50
Cunard line		52 40	.....	6 90	59 30
North German Lloyd, of Bremen		2,600 80	.....	353 10	2,953 90
Hamburg-American Packet Company		2,789 70	.....	277 00	3,066 70
Total		10,746 20	.....	1,329 28	12,075 48
Amount sent	\$10,746 20	.....	.....	1,329 28	.....

Amount collected in the United States	\$13,796 34
Amount collected in the Netherlands	8,316 05
Total	22,112 39
Excess collected in the United States	5,480 29
Decrease compared with last fiscal year	673 72

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 20, 1873.

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No. 22.—Amount of letter-postage collected on Switzerland mails received in and sent from the United States during the fiscal year ended June 30, 1873.

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line, via England.....	\$267 40	\$1,436 70	.....	\$5,297 02	\$7,001 12
Dale, or Inman line, via England.....	188 15	1,382 10	.....	4,783 00	6,353 25
North German Lloyd, of Bremen, via England.....	179 65	887 35	.....	3,374 20	4,441 20
North German Lloyd, of Bremen, via direct service from Bremen.....	10 38	32 39	.....	610 24	653 51
Hamburg-American Packet Company, via direct service from Hamburg.....	8 66	32 03	.....	729 04	769 73
Total.....	654 24	3,771 07	.....	14,793 50	19,218 81
Amount received.....	4,425 31	.....	\$14,793 50	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale, or Inman line, via England.....		\$965 20	.....	\$241 10	\$1,206 30
Liverpool and Great Western Steam Company, via England.....		5,618 20	.....	1,411 80	7,030 00
Cunard line, via England.....		77 70	.....	18 50	96 20
North German Lloyd, of Bremen, via England.....		3,524 50	.....	794 90	4,319 40
Hamburg line, via England.....		2,945 40	.....	696 80	3,642 20
North German Lloyd, of Bremen, via direct service to Bremen.....		611 30	.....	80 48	691 78
Hamburg-American Packet Company, via direct service to Hamburg.....		640 60	.....	81 52	722 12
Total.....		14,382 90	.....	3,325 10	17,708 00
Amount sent.....	\$14,382 90	.....	.....	3,325 10	.....

Amount collected in the United States..... \$18,808 21
Amount collected in Switzerland..... 18,118 60

Total..... 36,926 81

Excess collected in the United States..... 689 61
Increase compared with last fiscal year..... 3,341 60

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J. J. MARTIN, Auditor.

No. 23.—*Amount of letter-postage collected on Italian mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	\$654 58	\$1,388 35	.....	\$4,871 06	\$6,913 99
Dale, or Inman line.....	713 25	1,178 00	.....	4,028 37	5,919 62
North German Lloyd, of Bremen.....	1,035 97	2,061 88	.....	6,165 59	9,263 44
Total.....	2,403 80	4,628 23	.....	15,065 02	22,097 05
Amount received.....	7,032 03	.....	\$15,065 02	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Dale, or Inman line.....		\$820 40	.....	\$65 99	\$886 39
Liverpool and Great Western Steam Company.....		6,546 16	.....	584 49	7,130 65
Cunard line.....		99 60	.....	6 49	106 09
North German Lloyd, of Bremen.....		4,012 20	.....	347 27	4,359 47
Hamburg-American Packet Company.....		2,576 89	.....	273 61	2,850 50
Total.....		14,055 25	.....	1,277 85	15,333 10
Amount sent.....	\$14,055 25	.....	.....	1,277 85	.....

Amount collected in the United States..... \$21,087 28
Amount collected in Italy..... 16,342 87

Total..... 37,430 15

Excess collected in the United States..... 4,744 41
Increase compared with last fiscal year..... 10,624 39

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, *October 20, 1873.*

J. J. MARTIN, *Auditor.*

No. 24.—*Amount of letter-postage collected on Danish mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Lines.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg-American Packet Company...	\$1,244 78	\$4,576 65	.....	\$6,598 29	\$12,419 72
North German Lloyd, of Bremen.....	773 23	3,230 75	.....	4,535 38	8,539 36
Baltic Lloyd.....	37 69	131 82	.....	119 84	289 35
Total.....	2,055 70	7,939 22	.....	11,253 51	21,248 43
Amount received.....	9,994 92	.....	\$11,253 51	.....	.....

SENT.

Lines.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company...		\$5,098 32	.....	\$612 12	\$5,710 44
North German Lloyd, of Bremen.....		2,420 84	.....	435 98	2,856 82
Baltic Lloyd.....		26	.....	.....	26
Total.....		7,519 42	.....	1,048 10	8,567 52
Amount sent.....	\$7,519 42	.....	.....	1,048 10	.....

Amount collected in the United States..... \$17,514 34
 Amount collected in Denmark..... 12,301 61

Total..... 29,815 95

Excess collected in the United States..... 5,212 73
 Convention with Denmark went into operation January 1, 1872. Total amount of postages
 for the six months ended June 30, 1872..... 5,074 36

J. J. MARTIN, Auditor

OFFICE OF THE AUDITOR OF THE TREASURY
 FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 25.—*Amount of letter-postage collected on Norwegian mails received in and sent from the United States during the fiscal year ended June 30, 1873.*

RECEIVED.

Line.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Baltic Lloyd.....			\$40 98	.....	\$40 98
Total.....			40 98	.....	.....
Amount received.....			40 98	.....	.....

SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Baltic Lloyd.....		\$62 10	.....	.....	\$62 10
Total.....		62 10	.....	.....	62 10
Amount sent.....		62 10	.....	.....	.....

Amount collected in the United States.....	\$62 10
Amount collected in Norway.....	40 98
Total.....	103 08
Excess collected in the United States.....	21 12

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 26.—*Amount of letter-postage collected on Spanish mails sent from the United States during the fiscal year ended June 30, 1873.*

SENT.

Line.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg-American Packet Company.....	.....	\$26 10	.....	.....	\$26 10
Total.....		26 10			26 10
Amount sent.....	\$26 10				

Amount collected in the United States.....	\$26 10
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No account of the mails received has been reported to this office.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 27.—Amount of letter-postage collected on European mails received in and sent from the United States during the fiscal year ended June 30, 1873.

RECEIVED.

Countries.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
The United Kingdom.....	\$30,236 27	\$41,615 00	.....	\$296,202 89	\$368,054 16
The German Union.....	16,070 93	85,366 88	.....	132,301 33	233,739 14
France.....	4,753 10	5,689 50	.....	.....	10,442 60
Belgium.....	393 94	547 67	.....	5,976 77	6,918 38
Netherlands.....	242 31	2,507 83	.....	6,986 77	10,036 91
Switzerland.....	654 24	3,771 07	.....	14,793 50	19,218 81
Italy.....	2,403 80	4,628 23	.....	15,065 02	22,097 05
Denmark.....	2,055 70	7,939 22	.....	11,253 51	21,248 43
Norway.....	.....	.....	.....	40 98	40 98
Spain.....	.....	.....	.....	.....	.....
Total.....	56,810 29	152,365 40	.....	482,620 77	691,796 46
Amount received.....	209,175 69	.....	\$482,620 77	.....	.....

SENT.

Countries.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
The United Kingdom.....	\$2,122 65	\$376,201 05	\$1,147 73	\$23,405 69	\$402,877 12
The German Union.....	85 91	216,661 07	51 66	26,658 60	243,457 24
France.....	.....	6,718 10	181 80	.....	6,899 90
Belgium.....	.....	6,373 84	.....	1,330 64	7,704 48
Netherlands.....	.....	10,746 20	.....	1,329 28	12,075 48
Switzerland.....	.....	14,382 90	.....	3,325 10	17,708 00
Italy.....	.....	14,055 25	.....	1,277 85	15,333 10
Denmark.....	.....	7,519 42	.....	1,048 10	8,567 52
Norway.....	.....	62 10	.....	.....	62 10
Spain.....	.....	26 10	.....	.....	26 10
Total.....	2,208 56	652,746 03	1,381 19	58,375 26	714,711 04
Amount sent.....	656,335 78	.....	.....	58,375 26	.....

Amount collected in the United States..... \$865,511 47
Amount collected in European countries..... 540,996 03

Total..... 1,406,507 50

Excess collected in the United States..... 324,515 44
Increase compared with last fiscal year..... 102,653 45

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 28.—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, 1873.

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, 784, 952	891, 069½	212, 332	64, 472½	351, 913 4½	11, 940 13½
Dale, or Inman line	1, 864, 772	591, 824½	439, 996	145, 034½	187, 596 8½	32, 835 4½
Liverpool and Great Western Steam Company	285	93½	2, 664, 791	867, 309½	.....	214, 111 12½
North German Lloyd, of Bremen	1, 059, 275	330, 719	301, 543	98, 539½	124, 040 4½	27, 794 14
Canadian line	2, 135	757½	253, 577	80, 570½	6 5½	20, 957 7
White Star line	6, 035	2, 038½	1, 229, 885	403, 687	32 12½	92, 810 ½
Hamburg-American Packet Company .....	.....	.....	996, 876	325, 251½	.....	75, 137 10½
National line .....	.....	.....	15, 564	5, 113	.....	1, 385 1½
Transient steamers	1, 096	359½	.....	.....	.....	.....
Total	5, 718, 550	1, 816, 862½	6, 114, 566	1, 989, 978½	663, 589 4	476, 973 7½
Increase compared with last fiscal year	530, 765	163, 112	545, 533	163, 291	64, 832 12½	37, 991 8½

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 29.—Number and weight of letters and weight of newspapers, &c., exchanged between the United States and the German Union (in closed mails through England and France, and by direct steamer) during the fiscal year ended June 30, 1873.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line, via England ...	284, 621	2, 648, 087	6, 967	65, 746	1, 770, 685	67, 695
Dale, or Inman line, via England	344, 601	3, 275, 934	76, 286	779, 197	1, 309, 336	1, 459, 055
North German Lloyd, of Bremen, via England	371, 310	3, 524, 111	280, 287	2, 712, 508	2, 422, 123	3, 963, 414
Hamburg-American Packet Company, via England .....	.....	.....	195, 254	1, 864, 039	.....	1, 230, 069
Liverpool and Great Western Steam Company, via England .....	.....	.....	515, 225	4, 910, 187	.....	4, 277, 389
White Star line, via England .....	.....	.....	3, 635	37, 123	.....	.....
Hamburg-American Packet Company, via France	135, 076	1, 260, 582	.....	.....	1, 224, 070	.....
North German Lloyd, of Bremen, direct	729, 449	6, 829, 697	1, 034, 157	9, 792, 184	8, 287, 649	26, 192, 807
Hamburg-American Packet Company, direct	863, 641	8, 137, 857	1, 331, 164	12, 726, 141	9, 017, 880	32, 957, 092
Baltic Lloyd, direct	195	1, 537	128	1, 241	305	152, 736
Total	2, 728, 893	25, 678, 105	3, 443, 103½	32, 888, 366	24, 032, 048	70, 300, 257
Increase compared with last fiscal year	226, 686	2, 140, 634	297, 438	3, 206, 448	3, 814, 672	6, 140, 908

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OFFICE OF THE AUDITOR OF THE TREASURY
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No. 30.—*Number and weight of letters and weight of newspapers, &c., exchanged between the United States and France during the fiscal year ended June 30, 1873.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Co.	37, 903	288, 683	42, 358	486, 020	26, 034	9, 324, 142
French Steamship Company	64, 457	498, 062	26, 007	261, 131	937, 276	2, 113, 616
North German Lloyd, of Bremen	1, 612	12, 309	-----	-----	1, 950	-----
Baltic Lloyd	441	3, 738	1	10	85	-----
Total	104, 413	802, 792	68, 366	747, 161	965, 345	11, 437, 758
Compared with last fiscal year.	Increase. Decrease.	10, 162	88, 137	-----	205, 095	2, 316, 293
		-----	64, 154	428, 026	-----	-----

These mails were sent to and received direct from France; no postal convention in operation during the fiscal year.

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No. 31.—*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, 1873.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line	26, 224	229, 608	1, 484	14, 025	739, 103	49, 862
Dale, or Inman line	19, 114	165, 585	5, 755	54, 427	523, 249	173, 689
North German Lloyd, of Bremen	19, 090	161, 139	20, 042	189, 769	670, 154	613, 926
Liverpool and Great Western Steam Company	-----	-----	29, 458	271, 465	-----	824, 175
Hamburg-American Packet Co.	-----	-----	15, 957	150, 441	-----	345, 938
White Star line	-----	-----	350	2, 391	-----	-----
Red Star line	49	528	122	1, 359	45	934
Total	64, 477	556, 860	73, 168	683, 877	1, 932, 551	2, 008, 524
Compared with last fiscal year.	Increase. Decrease.	1, 831	824	15, 080	75, 777	113, 876
		6, 157	-----	-----	-----	-----

J. J. MARTIN, Auditor.

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FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 32.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and the Netherlands during the fiscal year ended June 30, 1873.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	27, 875	266, 872	593	5, 689	346, 748	15, 719
Dale, or Inman line	33, 962	298, 607	11, 732	132, 330	450, 836	167, 712
North German Lloyd, of Bremen	27, 977	253, 486	29, 539	294, 226	466, 084	668, 214
Liverpool and Great Western						
Steam Company, ...			48, 229	487, 709		749, 310
Hamburg-American Packet Co..			30, 667	330, 607		277, 024
Total.....	89, 814	819, 165	120, 760	1, 250, 561	1, 263, 668	1, 877, 979
Compared with last { Increase..	11, 098	93, 295			150, 218	331, 325
fiscal year..... { Decrease ..			18, 042	292, 590		

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No. 33.—Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Switzerland, in closed mails, via England and Belgium, and by direct steamer, via Bremen and Hamburg, during the fiscal year ended June 30, 1873.

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line, via England.....	64, 496	526, 506	962	8, 629	822, 430	32, 616
Dale, or Inman, via England...	55, 475	460, 322	12, 063	108, 433	479, 941	415, 588
Liverpool and Great Western						
Steam Company, via England.....			70, 300	614, 649		1, 633, 876
North German Lloyd, of Bremen,						
via England	40, 977	326, 065	43, 194	390, 071	662, 729	1, 318, 671
Hamburg-American Packet Co.,						
via England			36, 422	293, 946		750, 747
North German Lloyd, of Bremen,						
via Bremen	7, 962	66, 358	9, 259	77, 355	553, 761	625, 640
Hamburg-American Packet Co.,						
via Hamburg	9, 431	99, 520	9, 014	85, 218	639, 960	770, 854
Total.....	181, 341	1, 478, 771	181, 214	1, 578, 301	3, 158, 821	5, 547, 992
Increase compared with last fis-						
cal year.....	25, 359	221, 954	16, 192	100, 382	1, 016, 377	503, 237

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No. 34.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Italy during the fiscal year ended June 30, 1873.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Cunard line.....	52, 321	444, 251	1, 055	9, 465	598, 155	.....
Dale, or Inman line.....	49, 390	384, 690	8, 814	75, 828	597, 838	257, 036
North German Lloyd, of Bremen.	76, 273	575, 469	43, 336	359, 259	851, 359	1, 174, 867
Liverpool and Great Western Steam Company.....	.....	.....	71, 617	604, 338	.....	1, 663, 117
Hamburg-American Packet Co..	.....	.....	28, 256	258, 187	.....	738, 701
Total	183, 984	1, 404, 410	153, 078	1, 307, 077	2, 047, 352	3, 833, 721
Increase compared with last fiscal year	43, 996	348, 363	42, 378	382, 433	453, 079	540, 210

J. J. MARTIN, Auditor.

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No. 35.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Denmark during the fiscal year ended June 30, 1873.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Hamburg-American Packet Co..	139, 373	1, 142, 709	79, 135	731, 184	713, 296	401, 133
North German Lloyd, of Bremen.	97, 285	803, 256	39, 022	351, 481	550, 241	149, 533
Baltic Lloyd	2, 990	23, 601	3	28	12, 879	4, 501
Total	239, 648	1, 969, 566	118, 160	1, 082, 693	1, 276, 416	555, 167
Number exchanged for the six months ended June 30, 1872....	47, 010	412, 940	15, 571	145, 014	372, 345	234, 583

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No. 36.—*Number of rates and weight of letters and weight of newspapers, &c., exchanged between the United States and Norway and Sweden, during the fiscal year ended June 30, 1873.*

Lines.	Letters.				Newspapers, &c.	
	Received.		Sent.		Received.	Sent.
	<i>Rates.</i>	<i>Grams.</i>	<i>Rates.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
Norwegian steamers	683	6, 800	.....	.....	6, 075	67, 244
Baltic-Lloyd .....	.....	.....	1, 035	9, 994	.....	20, 504
Total	683	6, 800	1, 035	9, 994	6, 075	87, 748
Compared with last { Increase..	395	3, 974	.....	.....	Not stated	11, 393
fiscal year..... { Decrease..			1, 836	18, 751	last year.	

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 37.—*Number of rates and weight of letters sent from the United States to Spain during the fiscal year ended June 30, 1873.*

Line.	Letters sent.	
	<i>Rates.</i>	<i>Grams.</i>
Hamburg American Packet Company	261	2, 088
Decrease compared with last fiscal year.....	13	704

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No. 38.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama and Colon during the fiscal year ended June 30, 1873.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	116, 990	61, 556	\$12, 870 42
Sent	110, 506	151, 892	17, 124 94
Total	227, 496	213, 448	29, 995 36
Add newspaper postages, at two cents each.....	.....	.....	4, 268 96
Total postages.....	.....	.....	34, 264 32
Increase compared with last fiscal year.....	31, 729	17, 279	3, 873 13

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 39.—*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, 1873.*

United States and Mexican Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received.....	17, 048	17, 687	\$516 13
Sent.....	26, 130	32, 222	2, 625 20
Total.....	43, 178	49, 909	3, 141 33
Add newspaper postages, at two cents each			998 18
Total postages.....			4, 139 51
Compared with last fiscal year	{ Increase ... 1, 034		
	{ Decrease	6, 902	14 32

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No. 40.—*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, 1873.*

United States and Brazil Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received.....	37, 027	30, 640	\$2, 032 33
Sent.....	52, 429	58, 354	8, 444 63
Total.....	89, 456	88, 994	10, 476 96
Add newspaper postages, at two cents each			1, 779 88
Total postages.....			12, 256 84
Compared with last fiscal year	{ Increase ... 147		707 90
	{ Decrease	9, 177	

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No. 41.—*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, 1873.*

New Orleans and Honduras Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received.....	No report...	No report...	
Sent.....	299	do.....	\$32 68
Total.....	299		32 68
Decrease compared with last fiscal year	1, 827		227 62

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
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No. 42.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Ecuador during the fiscal year ended June 30, 1873.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	1,687	290	\$337 40
Sent	4,066	6,687	801 00
Total	5,753	6,977	1,138 40
Add newspaper postages, at two cents each			139 54
Total postages			1,277 94
Increase compared with last fiscal year	3,644	2,686	774 32

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

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No. 43.—*Statement of letters and newspapers, with the several postages, received in the United States from Venezuela during the fiscal year ended June 30, 1873.*

Pim, Forwood & Co.'s line.	Letters.	Newspapers, &c.	Postage on letters.
Received	1,002	102	\$100 20
Add newspaper postages, at two cents each			2 04
Total postages			102 24

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FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 44.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to New Granada during the fiscal year ended June 30, 1873.*

Pim, Forwood & Co.'s line.	Letters.	Newspapers, &c.	Postage on letters.
Received	3,582	425	\$358 20
Sent	3,311	1,536	331 10
Total	6,893	1,961	689 30
Add newspaper postages, at two cents each			39 22
Total postages			728 52

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 45.—*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, 1873.*

West India mail-steamers.	Letters.	Newspapers, &c.	Postage on letters.
Received	493, 427	132, 915	\$52, 954 42
Sent.....	344, 779	186, 789	37, 643 97
Total.....	838, 206	318, 704	90, 598 39
Add newspaper postages, at two cents each.....			6, 374 08
Total postages.....			96, 972 47
Compared with last fiscal year.....	22, 983	14, 553	2, 332 48
{ Increase..			
{ Decrease..			

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FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 46.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to China and Japan during the fiscal year ended June 30, 1873.*

Pacific Mail Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	124, 466	115, 818	\$13, 395 60
Sent.....	92, 059	156, 598	9, 425 90
Total.....	216, 525	272, 416	22, 821 50
Add newspaper postages, at two cents each.....			5, 448 32
Total postages.....			28, 269 82
Increase compared with last fiscal year, as reported.....	165, 828	204, 650	21, 940 20

J. J. MARTIN, Auditor.

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No. 47.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Honolulu, Auckland, Melbourne, Sydney, &c., during the fiscal year ended June 30, 1873.*

California, Oregon and Mexico Steamship Company.	Letters.	Newspapers, &c.	Postage on letters.
Received	41, 911	46, 343	\$2, 459 64
Sent.....	43, 798	97, 771	3, 960 80
Total.....	85, 709	144, 114	6, 420 44
Add newspaper postages, at two cents each.....			2, 882 28
Total postages.....			9, 302 72
Increase compared with last fiscal year.....	42, 321	75, 313	4, 752 76

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OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 48.—*Statement of the amount of letter postages on the mails exchanged between the United States and Nova Scotia, Newfoundland, and Bermuda, (by mail steamers,) with partial report of the number of letters and newspapers, during the fiscal year ended June 30, 1873.*

	Unpaid.	Unpaid distributed.	Paid distributed.	Number of letters.*	Number of newspapers, &c.*
Received	\$817 30	\$986 35	\$5 70	14,895	3,406
Sent.....			5,442 43	5,734	6,754

* Reported by New York office only.

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

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No. 49.—*Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1873.*

Amount on unpaid received.....	\$19,357 51	
Amount on paid received.....	179,253 30	\$198,610 81
Amount on unpaid sent.....	26,082 73	
Amount on paid sent.....	202,762 76	228,845 49
Total.....		427,456 30
Amount collected in the United States.....		\$222,120 27
Amount collected in the British Provinces.....		205,336 03
Excess collected in the United States.....		16,784 24
Increase compared with last fiscal year.....		\$37,578 72
Number of letters sent.....		\$3,375,852
Number of letters received.....		2,962,673
Number of newspapers sent.....		1,134,330
Number of newspapers received.....		523,664

NOTE.—Several of the larger offices have failed to report the number of newspapers exchanged.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY,
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No. 50.—*Number of letters exchanged between the United States and foreign countries during the fiscal year ended June 30, 1873.*

Countries.	Number of letters.	
	Received.	Sent.
United Kingdom of Great Britain and Ireland.....	5, 718, 550	6, 114, 566
German Union.....	2, 728, 893	3, 443, 103
France.....	104, 413	68, 366
Belgium.....	64, 477	73, 168
Netherlands.....	89, 814	120, 760
Switzerland.....	181, 341	181, 214
Italy.....	153, 984	153, 078
Denmark.....	239, 648	118, 160
Norway and Sweden.....	683	1, 035
Spain.....		261
Panama.....	116, 990	110, 506
Mexico.....	17, 048	26, 130
Brazil.....	37, 027	52, 429
Honduras.....		299
Ecuador.....	1, 687	4, 066
Venezuela.....	1, 002	
New Granada.....	3, 582	3, 311
West India Islands.....	493, 427	344, 779
China and Japan.....	124, 466	92, 059
Honolulu, &c.....	41, 911	43, 798
Nova Scotia, Newfoundland, and Bermuda*.....	14, 895	5, 734
Canadian provinces.....	2, 962, 673	3, 375, 852
Total.....	13, 126, 511	14, 332, 674
Increase compared with last fiscal year.....	1, 608, 598	1, 676, 993

* Partial returns only.

J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 51.—*Amounts reported as due the steamers of the Dale or Inman line for services rendered during the fiscal year ended June 30, 1873.*

Third quarter of 1872.....	\$11, 790 40
Fourth quarter of 1872.....	195 00
Second quarter of 1873.....	508 62
Total amount paid.....	12, 494 02

Amounts reported as due the steamers of the North German Lloyd, of Bremen, for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872.....	\$7, 620 12
Fourth quarter of 1872.....	8, 314 46
First quarter of 1873.....	7, 813 39
Second quarter of 1873.....	9, 806 97
Total amount paid.....	33, 554 94

Amounts reported as due the steamers of the Canadian line for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872.....	\$1, 696 36
Fourth quarter of 1872.....	961 77
First quarter of 1873.....	1, 711 69
Second quarter of 1873.....	1, 695 31
Total amount paid.....	6, 065 13

Amounts reported as due the steamers of the Hamburg-American Packet Company for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$10,524 27
Fourth quarter of 1872	14,520 20
First quarter of 1873	17,458 67
Second quarter of 1873	14,116 40
Total amount paid	56,619 54

Amounts reported as due the steamers of the Cunard line for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$1,517 04
Fourth quarter of 1872	704 30
First quarter of 1873	546 06
Second quarter of 1873	1,975 25
Total amount paid	4,742 65

Amounts reported as due the steamers of the Liverpool and Great Western Steam Company for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$17,861 57
Fourth quarter of 1872	18,085 35
First quarter of 1873	18,824 56
Second quarter of 1873	19,825 94
Total amount paid	74,597 42

Amount reported as due the steamers of the Baltic-Lloyd for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$12 07
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Amounts reported as due the steamers of the White Star line for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	No service.
Fourth quarter of 1872	\$10,095 23
First quarter of 1873	11,643 42
Second quarter of 1873	8,093 32
Total amount paid	29,831 97

Amount reported as due the steamers of the National line for services rendered during the fiscal year ended June 30, 1873.

Second quarter of 1873	\$390 49
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Amounts reported as due the steamers of the Pacific Mail Steamship Company for the conveyance of mails between the United States and Panama during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$7,556 18
Fourth quarter of 1872	5,970 83
First quarter of 1873	7,394 93
Second quarter of 1873	6,809 62
Total amount paid	27,731 56

Amounts reported as due the steamers conveying the mails between the United States and the West India Islands, Mexico, Brazil, Bermuda, New Granada, and New Zealand, for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872	\$14,485 59
Fourth quarter of 1872	19,643 39
First quarter of 1873	16,026 21
Second quarter of 1873	14,990 75
Total amount paid	65,145 94

Amounts reported as due the steamers conveying the mails between the United States and Nova Scotia for services rendered during the fiscal year ended June 30, 1873.

Third quarter of 1872.....	\$1, 014 30
Fourth quarter of 1872.....	599 18
First quarter of 1873.....	415 72
Second quarter of 1873.....	618 88
Total amount paid.....	2, 648 08

The following reports for the transportation of closed mail, for the periods named, have been made during the fiscal year ended June 30, 1873:

To the steamers of the North German Lloyd of Bremen :

Third quarter of 1872.....	\$18 80
----------------------------	---------

To the steamers of the Liverpool and Great Western Steam Company :

First quarter of 1872.....	\$1, 732 08
Second quarter of 1872.....	1, 331 05
Third quarter of 1872.....	1, 632 87

Total.....	4, 697 00
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To the steamers of the Cunard Line :

First quarter of 1872.....	\$2 02
Third quarter of 1872.....	232 70

Total.....	234 72
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To the steamers of the Dale or Inman Line :

First quarter of 1872.....	\$775 39
Second quarter of 1872.....	100 79
Third quarter of 1872.....	1, 271 50

Total.....	2, 147, 68
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To the steamers of the Hamburg-American Packet Company :

First quarter of 1872.....	\$63 38
Second quarter of 1872.....	1, 274 60
Third quarter of 1872.....	1 36

Total.....	1, 339 34
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J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.

No. 52.—*Balance 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, 1873.*

Third quarter of 1872.....	\$3, 401 64
Fourth quarter of 1872.....	2, 084 94
First quarter of 1873.....	1, 896 93
Second quarter of 1873.....	1, 996 00

Total.....	9, 379 51
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Balance 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, 1873.

Second quarter of 1872.....	\$678 04
Third quarter of 1872.....	587 10
Fourth quarter of 1872.....	1, 032 31
First quarter of 1873.....	866 40
Second quarter of 1873.....	972 71

Total.....	4, 136 56
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Balances due the United States on the adjustment of the postal accounts between the United States and Italy, for the quarters indicated, settlements made during the fiscal year ended June 30, 1873.

First quarter of 1872	\$1, 523 82
Second quarter of 1872	1, 037 05
Third quarter of 1872	507 50
Fourth quarter of 1872	1, 184 76
First quarter of 1873	2, 277 76
Second quarter of 1873	1, 600 89

Total	8, 131 78
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Balances due from the United States to the kingdom of Belgium on the adjustment of the postal accounts between the United States and Belgium, for the quarters indicated, settlements made during the fiscal year ended June 30, 1873.

First quarter of 1872	\$2, 038 96
Second quarter of 1872	1, 917 38
Third quarter of 1872	1, 974 55
Fourth quarter of 1872	1, 937 35
First quarter of 1873	2, 339 02

Total	10, 207 26
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Balances due from the United States to the German Union on the adjustment of the postal accounts between the United States and the German Union, for the quarters indicated, settlements made during the fiscal year ended June 30, 1873.

Fourth quarter of 1871	\$27, 205 67
First quarter of 1872	33, 374 23
Second quarter of 1872	27, 684 66
Third quarter of 1872	25, 268 33
Fourth quarter of 1872	27, 283 62
First quarter of 1873	33, 056 24

Total	173, 872 75
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Balances due from the United States to 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, 1873.

First quarter of 1872	\$16, 559 71
Second quarter of 1872	14, 232 12
Third quarter of 1872	13, 783 05

Total	44, 574 88
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Balances due on the adjustment of the extranational postal accounts between the United States and Denmark, for the quarters indicated, settlements made during the fiscal year ended June 30, 1873.

First quarter of 1872, balance due the United States	\$5 94
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Second quarter of 1872, balance due Denmark	\$417 99
Third quarter of 1872, balance due Denmark	707 90
Fourth quarter of 1872, balance due Denmark	787 69
First quarter of 1873, balance due Denmark	1, 086 94

Total due Denmark on the four quarters	3, 000 52
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J. J. MARTIN, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY

FOR THE POST-OFFICE DEPARTMENT, October 20, 1873.