

ANNUAL REPORT
 OF
 THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
 November 15, 1865.

SIR: The revenues of this department for the year ended June 30, 1865, were \$14,556,158 70, and the expenditures \$13,694,728 28, leaving a surplus of \$861,430 42.

The ratio of increase of revenue was 17 per cent., and of expenditure 8 per cent., compared with previous year.

The portion of the revenues accumulated in depository and draft offices, under the supervision of the Finance office of this department, was \$7,136,024 46; collected by the Auditor, \$2,329,555 08; and retained by postmasters for salaries and office expenses, \$5,090,279 16.

The estimated expenditures for the year ending June 30, 1867, are \$18,678,000. The revenues estimated at 10 per cent. increase over

last year	\$16,011,773	
Add amount equal to 50 per cent. of the receipts in 1860 from States lately in rebellion	758,770	
Appropriation for free matter	700,000	
		<u>17,470,543</u>
Leaving a deficiency of		<u>1,207,457</u>

For this deficiency no special appropriation will be required, as the standing appropriations for the last three years, under acts of March 3, 1847, and March 3, 1851, amounting to \$2,100,000, are unexpended. It will be necessary, however, to make special appropriations from the treasury for steamship service between San Francisco, Japan, and China, for six months, from January 1 to June 30, 1867 \$250,000

Also for steamship service between the United States and Brazil for eight months of the current year, commencing November 1	100,000
And the whole of next year	150,000
	<u>500,000</u>

The number of postage stamps issued during the year was

387,419,455, representing.....	\$12,099,787 50
Stamped envelopes, 25,040,425, representing.....	724,135 00
Stamped wrappers, 1,165,750, representing.....	23,315 00
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Making in all.....	12,847,437 50

An increase of \$1,873,108 over the previous year. The amount sold was \$12,399,727 85, being \$1,623,138 27 more than the previous year.

The introduction of stamped envelopes bearing a request for the return to the writers of unclaimed letters has considerably increased the sale of envelopes, and is believed to have diminished the returns to the Dead Letter office.

Business cards are printed on envelopes without additional cost when ordered in quantities not less than one thousand for the same parties.

To encourage the purchase of *request envelopes*, the law should be changed so as to allow the return of such letters to the writers free of postage.

As stamped envelopes are cancelled by use, and therefore safer against fraud than those with stamps attached, it is submitted whether the Postmaster General should not be authorized in his discretion to furnish them as the separate stamps are now, without reference to the cost of manufacture.

New stamps have been adopted of the denominations of 5, 10, and 25 cents for prepaying postage on packages of newspapers forwarded by publishers of news-dealers under the authority of law, whereby a revenue will be secured hitherto lost to the department.

Under the act for the relief of postmasters who have been robbed by bodies of armed men, seventy-seven cases have been decided, and allowances made to the amount of \$4,207 75.

Appended hereto is a tabular statement exhibiting the annual receipts and expenditures of this department from January 1, 1831, to June 30, 1865. The results are as follows:

Aggregate receipts.....	\$200,311,894 47
Aggregate expenditures.....	241,748,881 59
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Deficit.....	44,436,987 12

Averaging as follows: Receipts, \$5,806,141 87 per annum; expenditures, \$7,094,170 48 per annum; deficit, \$1,288,028 61 per annum.

CONTRACTS.

The mail service in operation on 30th June, 1865, embraced 6,012 routes, or the aggregate length of 142,340 miles, costing \$6,246,884, (exclusive of compensation to route and other agents, amounting to \$556,602 75.)

Railroad, 23,401 miles, costing.....	\$2,707,421
Steamboat, 13,088 miles, costing.....	359,598
Celerity, &c., 105,851 miles, costing.....	3,179,865

The aggregate miles of transportation were 57,993,494.

Railroad	21,087,568
Steamboat	2,444,696
Celerity, &c.	31,461,430

The cost, per mile, for transportation by railroad was $11\frac{1}{4}$ cents; steamboat, $14\frac{3}{4}$ cents; celerity, &c., 10 cents.

The increased length of routes was 3,168 miles; of transportation, 1,678.137 miles; and of cost, \$128,415. For other details of the contract service see Appendix.

Until September 15, 1864, the service on the Lincoln and Portland route was performed by the California Stage Company, at the rate of \$90,000 per annum. Under proposals for continuing the service until 1866 and 1868 the only bidder was the same company, at \$250,000 per annum, which, being regarded as excessive, was accepted only to June 30, 1865, for the purpose of again inviting competition. This was done by advertisement, dated October 12, 1864, under which the California Stage Company was again the only bidder, at \$300,000 per annum, which was declined. The service was, however, offered to the contractor for another year at the compensation of \$200,000 per annum, which was refused. Arrangements were then made with responsible parties to convey the mail at \$225,000 per annum to June 30, 1866; after which it is hoped the service will be performed at more reasonable rates.

The overland mail service from the Missouri river to California is performed under two contracts, one from Atchison to Salt Lake City, and the other from the latter place to Folsom City. On the western division the service has been performed with reasonable regularity, while on the eastern portion it has been more or less irregular, owing, as alleged by the contractors, to high water, bad roads, and hostilities of the Indians, disappointing the expectations of the department as to the value of the service.

Railway post offices have been established on several leading railroads, and arrangements are in progress for their introduction on other lines. The result, so far, encourages the hope that the system, by accelerating the transmission of correspondence, and lessening the number of distributing offices, will be of permanent advantage to the postal interests of the country.

The work of preparing post-route maps, under the appropriation of the last Congress, is progressing favorably.

The net amount of fines imposed on contractors, and deductions made from their pay during the year, was \$56,443 37.

The number, description, and cost of mail bags, mail locks and keys purchased, appear in a tabular statement annexed. The increased expenditure for bags, compared with previous years, was owing to the wants of the army and the increase of free and printed matter.

The number of routes ordered into operation in States lately in rebellion is 241; their length 18,640 $\frac{1}{4}$ miles; and compensation \$721,949; a reduction, compared with former cost of service in those States, of \$381,109 per annum. This,

however, results in part from reduced service, which, if increased to the standard of frequency previous to the war, on the present rates of pay, the cost would be—

For railroad service \$550,053, instead of \$989,365 per annum.

For "star" service \$266,848, instead of \$320,025 per annum.

For steamboat service, which having been increased, estimated at former number of trips, is \$63,501, instead of \$293,668 per annum, making the aggregate pay *pro rata* for all the service \$880,402, instead of \$1,603,058, per annum; showing an aggregate decrease *pro rata* of \$722,056 per annum.

Proposals have been invited by advertisement for carrying mails in Virginia, West Virginia, North Carolina, South Carolina, and Florida, from January 1, 1866, to June 30, 1867.

Number of routes advertised.....	\$52
Number for which proposals were received.....	517
Number for which no proposals were received.....	335
Number of proposals accepted 232, at an aggregate of.....	\$102,714
Number of offers made by department 235, at an aggregate of.....	128,250
Number of proposals suspended 50, being those of certain railroads, and routes of doubtful utility.	

Advertisements have been issued for carrying mails in Georgia, Alabama, Mississippi, Arkansas, Louisiana, and Texas, from July 1, 1866, to June 30, 1867.

Details explanatory of this branch of the service will be found in the Appendix.

FOREIGN MAIL SERVICE.

The general results of the foreign service are as follows :

The aggregate postages, sea, inland, and foreign, upon the correspondence exchanged with foreign countries, amounted to \$1,819,928 56; of which amount \$1,449,530 76 accrued on the mails exchanged with Great Britain, France, Prussia, Bremen, Hamburg, and Belgium; \$275,197 06 on the mails exchanged with the British North American Provinces; and \$95,200 74 on the mails transmitted to and from the West Indies, Central and South America.

The amounts of United States postage, sea and inland, were :

On the correspondence exchanged, with Great Britain and the continent of Europe.....	\$570,156 81
The British North American Provinces.....	162,485 28
And on West Indies, Central and South American mails.....	95,200 74
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	\$827,842 83
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The cost of the United States trans-Atlantic service performed by steamships receiving the sea postage only was \$105,479 56. Of this amount \$213,330 23 was earned by the New York, Queenstown, and Liverpool (Dale) line; \$71,106 70

by the Canadian line; \$73,273 41 by the New York, Southampton, and Bremen; and \$17,769 52 by the New York, Southampton, and Hamburg lines, respectively.

The cost of the ocean transportation of mails to and from West India ports by United States steamers, receiving different rates of compensation within the limit of the postages, was \$50,863 90, being \$22,178 95 less than the total postages on the mails conveyed. And \$11,691 62 was paid for the sea and isthmus conveyance of the correspondence with Central and South America.

The excess of collections in this country over the postages collected abroad, upon the correspondence exchanged with Great Britain and the continent of Europe, was \$411,582 32, causing balances against this department on settlements of the quarterly accounts with the respective post departments, amounting to \$232,439 55.

Full particulars of the foreign service are stated in the Appendix.

No progress has been made in the negotiations of postal conventions with European countries on the basis of the resolutions adopted at the Paris international postal conference, and referred to in the last report.

A convention with Venezuela, which adopts the principal recommendations of the Paris conference, and dispenses with postage accounts between the respective departments, has been agreed upon, and executed on the part of the United States, and only awaits execution on the part of Venezuela.

The details of a convention with the United States of Colombia have been agreed upon, which it is expected will be concluded at an early day.

Additional articles to the United States and British postal convention have been executed, constituting Baltimore a new office of exchange on the side of the United States. A copy of these articles is annexed.

The service to Brazil, authorized by act of May 28, 1864, has been put into operation, the first steamship of the line having left New York with the mails for Brazil on the 30th of October last.

The contract for the mail steamship service to Japan and China was awarded, on the 28th of August last, to the Pacific Mail Steamship Company, whose bid for the required service at the sum of \$500,000 for twelve round trips per annum, between San Francisco and Hong Kong, touching on the outward and homeward passages, to land and receive mails, at the port of Honolulu, in the Sandwich Islands, and the port of Kanagawa, in Japan, was the only one received under the advertisement of this department inviting proposals for the service. The company are to build four first-class sea-going steamships, of from 2,500 to 4,000 tons burden each, government measurement, and commence the service on or before the first of January, 1867.

By existing law no provision is made for compensating sailing vessels conveying the mails to foreign ports. It is recommended that authority be given to the Postmaster General to allow such vessels so employed compensation not to exceed the sea postage.

Prior to June 1, 1857, three lines of American steamships were employed in transporting the mails to and from Europe, receiving subsidies under special

acts of Congress amounting to \$1,208,000 per annum. The New York and Liverpool (Collins) line received an annual subsidy of \$858,000 for twenty-six round trips, the New York, Southampton, and Bremen line \$200,000, and the New York, Cowes, and Havre line \$150,000, for twelve round trips each per annum.

The contracts with the Bremen and Havre lines expired on the 1st of June, 1857, and were not renewed; but temporary contracts were made with the proprietors to continue the service on both routes for the United States postages on the mails conveyed, thus inaugurating a system of self-sustaining ocean mail service, subsequently adopted as the policy of the government, by act of June 14, 1858, limiting the compensation to the sea and United States inland postage when the conveyance is by an American, and to the sea postage only when by a foreign vessel.

The service of the New York and Liverpool (Collins) line ceased in the month of February, 1858, since which time the mails have been carried between those ports for the postages.

In 1858 the average earnings per round trip of American steamships, receiving sea and inland postages, was \$7,125 between New York and Liverpool, \$8,621 between New York, Southampton and Bremen, and \$7,491 between New York, Southampton and Havre.

In 1859 American steamers received \$199,261, averaging \$7,663; and foreign steamers, employed as United States mail packets, \$125,349, averaging \$4,730 17 per trip.

In 1860 American steamers received \$228,149, averaging \$7,604; and foreign steamers \$147,085, averaging \$2,828 per trip.

In 1861 American steamers received \$157,174, averaging \$6,833; and foreign steamers \$235,713, averaging \$2,740 per trip.

In 1862 American steamers received \$33,509, averaging \$5,584; and foreign steamers \$285,884, averaging \$2,094 per trip.

In 1863 the entire trans-Atlantic service was performed by foreign steamers, at the sea postages only, receiving \$332,184, an average of \$2,516 per trip.

In 1864 the earnings of foreign steamers were \$371,740, an average of \$2,795; and in 1865 \$405,479, an average of \$2,970 per trip.

During the rebellion American steamers engaged in the carrying trade between this country and Europe were withdrawn from service, resulting to the advantage of foreign lines which continued their regular voyages; and while the subsidies granted by Great Britain to the Cunard line, and by France to the line recently established between Havre and New York, materially aided those lines, it does not follow that they would not have been self-supporting, and even remunerative, without such aid; neither has this department information warranting the conclusion that American lines would not have been sustained during the same period under the provisions of the existing law allowing the United States postage as compensation for the service.

The subject of subsidizing American lines to British ports may be presented to Congress at its approaching session. Although in the last report the policy

was commended of granting incidental aid to certain classes of new routes, as of those to Brazil and China, no modification of the system, based upon the postage earnings, was proposed in favor of established routes. The results of this system in regard to the service on new as well as old routes are encouraging. As to the new, several lines have been established since the close of the war, to which less than the postages have been allowed. As to the old, application has been made to resume service by American steamers between New York, Southampton, and Havre, for the sea and inland postage, as heretofore. Other lines to Great Britain are projected; one of which, between Baltimore and Liverpool, is in operation; and it is believed that our citizens directly interested in ocean steam navigation will establish lines at no distant time to all the important commercial ports of Europe.

It is urged, however, that there is no sufficient assurance of the permanency of such lines in view of the competing heavily subsidized mail packets of Great Britain and France, unless like subsidies are given by this government. While it would gratify our national pride to encourage the commercial enterprise of the country, through the agency of subsidies, in the establishment of steamship lines of the highest grade to all ports where foreign lines are or may be in operation, and which it cannot be doubted would contribute to the earlier development of the commercial interests of the particular routes covered by such lines, this department is not prepared to recommend any departure from the established policy, not only because of the financial wants of the government, but as well from the absence of any necessity for special legislation on behalf of the postal service.

During the past year \$405,479 was paid to foreign lines conveying the mails to and from Great Britain. If to this sum be added the United States inland postage, amounting (approximately) to \$166,677, the amount which would have been available as compensation to American steamers for the same service was \$570,156.

The argument in support of heavy subsidies as necessary to enable American lines to compete successfully with British steamers loses much of its force when it is remembered that the postage earnings of the British contract packets on the mails which they convey are retained by the government and form a part of the revenues of the British post office. The British portion of the postage—sea and inland—upon the mails exchanged with this country alone by means of the Cunard line during the past year amounted (approximately) to \$456,000; if to this sum be added the postage on the mails conveyed to and from the North American colonies, of which this department has no official detail, but which must have been quite large, it will be found that the actual bonus paid to that line in excess of the postage earnings was small, although the nominal subsidy is £176,300.

It is also to be observed that Great Britain grants a subsidy to but a single line of steamships to the United States. If it was advisable for this government to grant a like monopoly to any single line of American steamers, it could

be paid, under the provisions of the existing law, a liberal mail compensation equal to any subsidy that Congress would be likely to grant. But were it practicable to satisfy the conflicting claims of our principal Atlantic cities by granting a monopoly to a single line of steamers sailing from any one port, the effect of such a measure would be to retard rather than advance the general commercial prosperity of the country; and as it would be injudicious to subsidize separate lines from each of our Atlantic ports because of the large expenditure it would involve, it is submitted whether our commercial interests are not best advanced by the present mode of encouraging competition in ocean steam navigation. At least, the wiser course will be to postpone additional grants, in aid of ocean steam lines, until the system based upon postage earnings has had a fair trial in time of peace, and of greatly increased activity in commercial affairs.

APPOINTMENTS.

The number of post offices established on 30th June, 1865, including suspended offices in southern States, was 28,882; number subject to appointment by the President, 712; by the Postmaster General, 28,170.

New offices established during the year, 586; offices discontinued, 582; changes of names and sites, 200.

Appointments made to fill vacancies caused by—

Resignations.....	3,575
Removals.....	925
Deaths.....	229
Changes of names and sites.....	132
Establishment of new offices.....	586
Total appointments.....	<u>5,447</u>

Number of cases acted upon, 6,097.

The number of offices in the late disloyal States is 8,902, of which 1,051 were reopened on November 15, 1865.

Number of route agents, 387; aggregate compensation, \$220,522. Number of local agents, 51; aggregate compensation, \$30,949. Number of special agents, 33; aggregate compensation, \$82,790. Number of baggage-masters, 110; aggregate compensation, \$6,600. Number of postal railway clerks, 64; aggregate compensation, \$75,000.

The free-delivery system has been discontinued at 22 of the smaller offices, and is now in operation in 45 of the principal cities. The number of carriers employed was 757, at an aggregate compensation of \$448,664 51.

Full particulars of the operations of the Appointment office are shown in the Appendix.

The attention of this department has been again called to the subject of erecting a new post office building in the city of New York. The Chamber of Commerce of that city have recently adopted a series of resolutions recom-

mending the measure, in which it is urged that the present building, as regards its dimensions, accessibility by the public, and accommodations in general, is inadequate for the proper management of the large and constantly increasing postal business centring at New York. The sanitary condition of the building and post office employes is also reported by the medical officer as bad, owing to the want of sufficient room to accommodate the clerical force employed, and the impossibility of obtaining proper ventilation. If the proposed improvement can be made upon terms just to the government and the citizens of New York, this department has no hesitation in commending the measure to the favor of Congress.

DEAD LETTERS.

The number of dead letters received, examined, and disposed of was 4,365,057, an increase of \$59,262 over the previous year.

The number containing money, and remailed to owners, was 42,154, with enclosures amounting to \$244,373 97. Of these, 35,268, containing \$210,954 90, were delivered, leaving 6,886 undelivered, with enclosures of the value of \$33,419 07. The number containing sums less than one dollar was 16,709, amounting to \$4,647 23, of which 12,698, containing \$3,577 62, were delivered to the writers.

The number of registered letters and packages was 3,966.

The number of letters containing checks, bills of exchange, deeds, and other papers of value, was 15,304, with a nominal value of \$3,329,888, of which 13,746, containing \$3,246,149, were delivered, leaving unclaimed 1,558, of the value of \$83,739.

The number containing photographs, jewelry, and miscellaneous articles was 69,902. Of these, 41,600 were delivered, and 28,302 remain for disposal, or, being worthless, have been destroyed. The number of valuable letters sent out was 107,979; an increase of 38,792 over previous year.

There were returned to public offices, including franked letters, 28,677.

The number containing stamps and articles of small value was \$,289; and of unpaid and misdirected letters 166,215.

The number of ordinary dead letters returned to the writers was 1,188,599, and the number not delivered was 297,304, being about 23 per cent. of the whole. Of those not delivered, less than 4 per cent. were refused by the writers.

The number of foreign letters returned was 167,449, and the number received from foreign countries was 88,361. For additional particulars see Appendix.

In the last report the attention of Congress was called to the expediency of restoring prepaid letters to the owners free of postage. The measure is again commended, with the additional suggestion that letters be forwarded, at the request of the party addressed, from one post office to another without extra charge.

The number of letters conveyed in the mails during 1865 is estimated at 467,591,600. Of these, 4,365,057 were returned to the Dead Letter office, including 566,097 army and navy letters, the non-delivery of which was not

chargeable to the postal service, they having passed beyond its control into the custody of the military and naval authorities. Deducting 1,156,404 letters returned to writers, or held as valuable, the total number lost or destroyed was 2,352,424, or one in every two hundred mailed for transmission and delivery. Fully three-fourths of the letters returned as dead fail to reach the parties addressed through faults of the writers, so that the actual losses from irregularities of service and casualties, ordinary and incidental to the war, did not exceed one in every eight hundred of the estimated number intrusted to the mails.

The returns of dead letters from cities are largely in excess of proportions based upon population. To them special efforts have been directed to secure the most efficient service, and it is believed improvements in operation, chiefly that of free delivery, will diminish the number of undelivered letters at offices in densely populated districts.

The number of applications for missing letters was 8,664, an increase of 3,552 over previous year. A misapprehension prevails in regarding the Dead Letter office as a depository for the safe-keeping of undelivered letters, and not as the agent for their final disposal; to correct which the regulations are appended.

The amount deposited in the treasury under act of 3d of March last were—

On account of sales of waste paper	\$9,420 67
Unclaimed dead-letter money	7,722 70
	17,143 37

Less than 25 per cent. of advertised letters are delivered. In some of the larger offices the proportion does not exceed 15 per cent. The payment of two cents for each letter advertised involves a yearly expenditure of about \$60,000 for letters returned as dead to the department. Measures have been adopted to reduce the expense, and the advertising is now secured at one-half the rate allowed by law. An obstacle to this economy is found in the law requiring the list of letters to be published in newspapers of largest circulation, which should be repealed, and the mode of advertising left to the discretion of the Postmaster General.

POSTAL MONEY-ORDER SYSTEM.

The number of offices is 419, including those in the Pacific States and Territories, and some of the principal offices in the southern States. Orders have been issued for putting into operation fifty-five additional offices.

The number of money orders issued during the year was

74,277, of the value of	\$1,360,122 52
The number paid was 70,573, of the value of	\$1,291,792 22
Add amount repaid to purchasers	21,784 86
	1,313,577 08
Amount outstanding	46,545,44

The number of duplicate orders was 422. Of these, 355 were issued to replace originals lost in the mails; 63 invalidated by age; and 3 by illegal indorsements.

The receipts were:

Fees on original orders	\$11,462 95
Fees on duplicate orders	71 95
Premium on exchange	1 50
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	11,536 40

The expenditures were:

Commissions to postmasters	\$2,226 27
Clerk-hire	8,350 72
Books and stationery	5,225 00
Premiums on drafts	91 70
Miscellaneous, including furniture and fixtures.....	2,690 68
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	18,584 37
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Excess of expenditures	7,047 97
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This deficiency has been provided for by the appropriation of \$100,000 of May last, leaving unexpended \$92,952 03 applicable to any deficiency of the current year; and as the proceeds of the system will hardly equal the expenditures until it is more generally established, it is recommended that any balance remaining at the close of the present may be applied to the deficiency of the next fiscal year.

The maximum amount of money orders is \$30, which may be judiciously increased to \$50, and the restriction to sums not less than one dollar removed, retaining the present minimum fee.

Under the law, the owner of a lost certificate, to obtain a duplicate, must furnish a statement, under oath or affirmation, of its loss or destruction, and procure from the postmaster by whom it was payable a certificate that the order has not and will not be paid. These requirements work a hardship to the party, in that they compel him to pay the customary fee to the officer administering the oath, the cost of a revenue stamp affixed to that oath, and the payment of a second fee for the duplicate order. The loss of orders is seldom chargeable to any neglect of the owners, and postmasters should be authorized to administer oaths in cases of loss, and issue duplicate orders without charge.

The law would be further improved by extending the time within which the order may be paid to six months, the period now allowed, of ninety days, being too limited for the necessary correspondence between distant points.

Losses have occurred to the amount of \$615 by reason of the carelessness of remitters, the burning of steamers, and other causes, not chargeable to the system.

MISCELLANEOUS.

It will be seen by reference to the accompanying report of the Auditor of the Treasury for this department, to which the special attention of Congress is invited, that the estimated amount of claims of contractors and others residing in the southern States, chiefly those lately in insurrection, for services rendered previous to the rebellion, is not less than one million of dollars. Many of these claims have been presented, but none paid, under a rule adopted early in the war, of not paying claims to parties known to be engaged in aiding the rebellion. The questions connected with this subject applying alike to this and other executive branches of the government, they are respectfully referred to the determination of Congress.

Balances were due from southern postmasters at the outbreak of the rebellion amounting to \$369,027 87, few of which have been paid. Means are being employed, through courts and other agencies, to collect the amounts due to the government.

The closing of the war brought with it the necessity of restoring the postal service in the southern States. No time was lost in offering to the citizens of those States all the facilities which they were in condition to accept. Special agents were appointed to assist in the work of restoration. The provisional governors were notified of the readiness of the department to appoint postmasters upon their recommendation. They were also advised of its desire to put the mails on all the railroads within their respective States as soon as informed by them that the roads were ready to carry them, and the companies proper parties to intrust with their transportation. All applications for carrying the mails on land and water routes have been considered, and the service ordered at such rates of compensation as could be agreed upon.

Anticipating that the revenues from mail service in the south would be for some time considerably less than they were previous to the war, the necessity of reduced rates of compensation, and in many instances of reduced service, was obvious. This required new classifications of rates of payment to rail and water, and modifications of pay and service on land routes. Considerable reductions have been made in the maximum compensation to the first two classes of service, as the tables hereto appended exhibit. The reasonableness of these reductions has been generally appreciated by the contractors, and the mails are being transported by rail under contracts till the expiration of the current fiscal year, and by water till the 30th of June, 1869.

Greater difficulties have been encountered on the land routes, although the maximum rates adjusted by the amount of service to be performed are equal to the average of compensation allowed previous to the rebellion, except on certain routes where the former pay was excessive, and has been reduced.

Although the service has been restored in each of the southern States, it is not so general as the department has desired and the wants of the citizens require, because of the difficulty of procuring contractors and postmasters who

can take the oath prescribed by the acts of July 2, 1862, and March 3, 1863, requiring uniform loyalty to the government during the rebellion as the condition of holding office and for the conveying of the mails.

Appended hereto is a circular letter, addressed to the special agents of the department, embodying the principles on which the postal service is being restored in the south.

The Post Office Department was established on the principle of defraying its expenses out of its revenues. Its financial history shows that its annual receipts have rarely equalled its expenditures. During the last year there was a surplus of revenue, a result the more gratifying because no part of the appropriation for franked matter has been drawn upon. But so favorable a result cannot be anticipated for the current year, in consequence of the expenditures, incident to restoring the service in the southern States, which promise proportionately small receipts, because of the confused condition of the commercial and industrial interests within those States. It is hoped, however, that this unhappy condition will be but temporary, and that under their improved auspices as free communities, their contributions to the postal revenues will soon exceed any in their past history.

Although, in view of the financial wants of the government and the large demand for postal expenditures in the southern States, this department could but deem unwise any present reduction of domestic postage, it appreciates the duty of the government to lessen all postage rates to the minimum of not preventing the department to support itself from its revenues, and it perceives no reason why, in a few years, with our rapidly increasing prosperity, aided by judicious legislation, a reduction may not be made to the maximum letter rate adopted by Great Britain with such beneficent results. Moreover, the hope is indulged that the experience of European governments will concur with that of this, in favor of an early reduction of the present high rates of international postage, which are greatly disproportioned to the necessary cost of the intermediate land and ocean transportation, and serious obstacles to postal intercourse, commercial and social, between this country and all parts of Europe.

Among the many remarkable facts illustrating the progress of the people of the loyal States during the rebellion, in almost every department of material development and social advancement, having no precedent in history, and confounding the predictions of all having little faith in the vitality of free institutions and the resources of a free people, that of the increase of postal correspondence, as shown by the postal revenues, is not the least interesting and suggestive. The maximum annual receipts of this department previous to the rebellion from all the States was \$8,518,067 40, which was exceeded in the sum of \$6,038,091 30 by the receipts of the last year from the loyal States alone. The revenues during the past four years amounted to \$46,458,022 97, an average of \$11,614,505 74 per annum. Compared with the receipts of the four years immediately preceding, which amounted to \$32,322,640 73, the annual average increase of revenue was \$3,533,845 56, which has not resulted from any considerable additions to the service, the ratio of receipts to expenditures having been larger than, with

few exceptions, at any previous period. A proper regard to economy in administration, aided by larger contributions from all the States of the Union, will enable the department to increase its usefulness from year to year in all of its legitimate functions. But it must not be overlooked that the ability to fully perform its mission as the postal agent of the government is greatly impaired by the burdens imposed by the franking privilege, and expensive service upon routes established for other than postal purposes, the receipts from which are largely unremunerative. However much the establishment of these routes is to be commended for national objects, in which regard they command the approval of the country, it is not possible to see upon what principle they are wholly chargeable to the postal fund, which belongs to those by whom it has been contributed, and is pledged to meet the wants of the postal service.

The subjoined table illustrates the misapplication of the postal fund:

Routes.	Pay.	Receipts.	Excess of pay.
Salt Lake City to Folsom.....	\$385,000 00 }	\$23,934 44	\$726,065 56
Atchison to Salt Lake.....	365,000 00 }		
Kansas City to Santa Fe.....	35,743 00 }	6,536 57	29,206 43
Lincoln to Portland.....	225,000 00 }	24,791 67	200,208 33
The Dalles to Salt Lake.....	186,000 00 }	5,660 77	180,339 23
Total.....	1,196,743 00	60,923 45	1,135,819 55

These are instructive facts, showing how largely the revenues of this department are drawn upon for general objects of administration not properly chargeable to the postal fund. If to this be added the revenue which would accrue upon "free matter," charged with existing rates of postage, less the sum annually appropriated therefor, it is estimated that not less than two millions of dollars per annum are lost to the department, preventing an enlargement of mail accommodations to that extent in those States from which the postal revenues are mainly derived.

Respectfully submitted:

WILLIAM DENNISON,
Postmaster General.

The PRESIDENT.

APPENDIX.

APPENDIX.

No. 1.

Exhibit of annual receipts and expenditures from January 1, 1831, to June 30, 1865.

Period of time.	Receipts.	Expenditures.	Excess of receipts.	Excess of expenditures.
Year ending December 31, 1831.....	\$2,102,329 58	\$2,048,529 60	\$53,799 98	
Do.....31, 1832.....	2,466,108 72	2,643,711 37		\$177,602 65
Do.....31, 1833.....	2,718,861 23	3,004,554 54		285,691 31
Do.....31, 1834.....	2,881,039 29	2,953,191 23		72,151 94
Do.....31, 1835.....	3,152,376 48	2,585,108 30	567,268 18	
Half year ending June 30, 1836.....	1,819,106 87	1,377,247 77	441,859 10	
Fiscal year ending June 30, 1837.....	4,236,778 80	3,544,630 58	692,148 22	
Do.....30, 1838.....	4,259,733 46	4,430,662 21		191,928 75
Do.....30, 1839.....	4,484,656 70	4,636,536 31		151,879 61
Do.....30, 1840.....	4,543,521 92	4,718,235 64		174,713 72
Do.....30, 1841.....	4,407,726 27	4,499,527 61		91,801 34
Do.....30, 1842.....	5,022,506 65	5,674,751 76		652,245 11
Do.....30, 1843.....	4,295,225 43	4,374,753 71		79,528 28
Do.....30, 1844.....	4,237,287 83	4,286,512 70		50,224 87
Do.....30, 1845.....	4,439,841 80	4,320,731 99	119,109 81	
Do.....30, 1846.....	4,089,089 97	4,084,312 42	4,757 55	
Do.....30, 1847.....	4,013,447 14	3,971,275 12	42,172 02	
Do.....30, 1848.....	4,161,077 85	4,326,850 87		165,772 42
Do.....30, 1849.....	4,705,176 28	4,479,049 13	226,127 15	
Do.....30, 1850.....	5,492,984 86	5,212,953 43	280,031 43	
Do.....30, 1851.....	6,410,604 33	6,278,401 68	132,202 65	
Do.....30, 1852.....	5,184,526 84	7,108,459 04		1,923,932 20
Do.....30, 1853.....	5,240,724 70	7,082,756 59		2,742,031 89
Do.....30, 1854.....	6,255,586 22	8,577,424 12		2,321,837 90
Do.....30, 1855.....	6,642,136 13	9,968,342 29		3,326,206 16
Do.....30, 1856.....	6,920,821 66	10,405,226 56		3,484,404 70
Do.....30, 1857.....	7,333,951 76	11,508,057 93		4,174,106 17
Do.....30, 1858.....	7,186,762 86	12,722,470 01		5,535,707 15
Do.....30, 1859.....	7,968,484 07	11,458,083 63		3,489,599 56
Do.....30, 1860.....	8,518,027 40	19,170,689 99		10,652,662 59
Do.....30, 1861.....	8,349,226 40	13,606,759 11		5,257,532 71
Do.....30, 1862.....	8,229,820 90	11,125,364 12		2,895,543 22
Do.....30, 1863.....	11,163,789 52	11,314,286 84		150,497 32
Do.....30, 1864.....	12,428,253 78	12,644,786 20		216,532 42
Do.....30, 1865.....	14,536,158 70	13,694,728 28	841,430 42	
Total.....	200,311,894 47	244,748,881 59	3,427,986 81	47,864,893 93

No. 2.

Estimates for expenditures for 1867.

For transportation of the mails, (inland).....	\$10,450,000
For ship, steamboat, and way letters.....	8,000
For compensation to postmasters.....	4,250,000
For clerks for post offices.....	1,920,000
For payments to letter-carriers.....	640,000
For wrapping paper.....	100,000
For twine.....	30,000
For letter balances.....	6,000
For compensation to blank agents and assistants.....	8,000
For office furniture.....	6,000
For advertising.....	80,000
For postage stamps and stamped envelopes.....	250,000
For mail depredations and special agents.....	100,000
For mail bags.....	130,000
For mail locks, keys, and stamps.....	30,000
For payments of balances due foreign countries.....	350,000
For miscellaneous payments.....	320,000
	18,678,000

No. 3.

Postage stamps and stamped envelopes issued during the fiscal year 1864-'65.

Quarter ended—	1-cent.	2-cent.	3-cent.	5-cent.	10-cent.	12-cent.	24-cent.	30-cent.	90 cent
September 30, 1864.....	345,300	11,930,500	83,151,200	303,120	1,049,040	307,425	454,575	140,540	22,800
December 31, 1864.....	462,700	12,960,300	79,388,600	247,180	955,340	275,450	419,075	131,960	9,570
March 31, 1865.....	175,200	14,477,250	85,933,850	275,340	1,100,640	322,900	480,300	141,650	19,490
June 30, 1865.....	1,137,600	12,381,200	78,039,300	381,440	1,061,440	310,850	454,400	156,940	14,890
Total	2,120,800	49,749,250	326,512,950	1,207,180	4,166,460	1,216,625	1,808,350	571,090	66,750

Stamped envelopes and newspaper wrappers.

Quarter ended—	2-cent circular.	2-cent drop.	3-cent note.	3-cent letter.	3-cent extra letter.	6-cent official.	Newspaper wrappers.
September 30, 1864.....	.....	420,425	67,250	4,148,950	28,750	5,050	147,000
December 31, 1864.....	.....	923,000	163,000	7,531,000	65,000	11,000	.....
March 31, 1865.....	.....	386,500	149,250	4,431,750	50,000	18,400	.....
June 30, 1865.....	468,750	692,250	241,750	4,456,750	5,000	26,600	1,018,750
Total	468,750	2,422,175	621,250	20,568,450	148,750	61,050	1,165,750

No. 3—Continued.

Stamped envelopes bearing a request for the return of unclaimed letters.

Quarter ended—	2-cent circular.	3-cent note.	3-cent letter.	3-cent extra letter.	6-cent official.
June 30, 1865.....	6,000	1,000	731,000	10,000	2,000

Whole number of postage stamps.....	387,419,455.....	value	\$12,099,987 50
Whole number of stamped envelopes.....	25,040,425.....	value	724,135 00
Whole number of newspaper wrappers.....	1,165,750.....	value	23,315 00

No. 4.

POST OFFICE DEPARTMENT,

Contract Office, October 31, 1865.

SIR: For a statement of the mail service for the contract year ended June 30, 1865, I respectfully refer you to the tables hereto annexed:

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, as it stood at the close of the contract year in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, West Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, California, Oregon, and Nevada, and in the Territories of New Mexico, Utah, Nebraska, Washington, Colorado, Dakota, and Arizona.

Table B exhibits the railroad service as in operation on the 30th of June, 1865; also the cost per mile in each State.

Table C exhibits the steamboat service for the current year, showing the particulars of each route.

Table D shows the increase and decrease of mail transportation and cost in the several States and Territories during the year ended June 30, 1865.

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

GEO. WM. McLELLAN,

Second Assistant Postmaster General.

Hon. WILLIAM DENNISON,
Postmaster General.

Table of mail service in the following States and Territories for the year ended

[The entire service and pay are set down to the State under which it is numbered, though ext end

States and Territories.	Length of routes.	ANNUAL TRANSPORTATION AND COST.					
		Celerity, certainty, and security.		By steamboat.		By railroad.	
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
Maine.....	4,374	3,825	33,231			519	35,275
New Hampshire.....	1,832	1,364	17,952	60	1,670	412	35,321
Vermont.....	2,217	1,711	27,688			506	62,910
Massachusetts.....	4,726	1,150	27,362	240	7,800	1,326	163,324
Rhode Island.....	372	221	3,850	28	800	123	17,911
Connecticut.....	1,678	922	17,218			736	92,499
New York.....	13,118	7,443	130,791	2,644	225,089	3,051	347,672
New Jersey.....	2,084	1,275	33,094	84	4,269	727	82,892
Pennsylvania.....	13,233	10,596	193,294	85	6,300	2,552	276,108
Delaware.....	474	367	3,776			112	11,268
Maryland.....	2,912	2,046	52,007	36	547	830	1184,408
Ohio.....	10,330	6,021	117,252	187	6,500	3,512	451,565
West Virginia.....	1,892	1,465	22,401	427	25,700		
Michigan.....	7,450	5,361	60,965	1,013	22,791	1,076	118,407
Indiana.....	7,453	5,776	57,282			1,679	186,135
Illinois.....	9,748	6,904	108,807			2,844	282,851
Wisconsin.....	7,122	5,832	70,822	162	795	1,128	90,985
Iowa.....	8,537	7,661	135,131	110	2,704	766	46,894
Missouri.....	7,887	6,622	135,830	432	22,351	831	123,626
Minnesota.....	5,261	4,662	90,816	299	36,495		
Kentucky.....	5,973	4,968	98,607	534	225,700	471	51,700
California.....	11,328	4,852	403,091	6,336	\$158,000	140	\$49,040
Oregon.....	1,713	1,602	209,513	111	11,990		
Kansas.....	4,060	4,060	414,802				
Nevada.....	400	400	30,664				
New Mexico Territory.....	1,703	1,703	52,332				
Utah Territory.....	1,528	1,528	419,334				
Nebraska Territory.....	1,234	1,234	40,372				
Washington Territory.....	1,359	1,359	40,922				
Colorado Territory.....	1,146	1,146	28,774				
Dakota Territory.....	325	325	3,344				
Arizona Territory.....	850	850	60,000				
Total.....	142,340	105,851	3,179,865	13,088	350,598	23,401	2,707,421
Route, local, and other agents and mail messengers.....							
Aggregate.....							

—A.

June 30, 1865, as exhibited by the state of the arrangements at the close of the year,

ing into other States, instead of being divided among the States in which each portion of it lies.]

Total annual transportation by "celerity, certainty, and security."	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.	Remarks.
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
1,411,384		405,444	1,816,828	108,506	
490,334	21,840	332,248	864,422	55,523	
709,262		439,608	1,148,870	90,598	
617,877	149,760	1,459,414	2,227,051	198,486	
94,952	34,944	190,681	320,577	22,570	
435,370		789,082	1,224,452	115,717	
3,070,812	364,217	4,229,596	7,674,625	503,551	* Embraces the sea routes to southern ports.
531,452	59,904	739,698	1,331,054	120,884	
3,397,728	53,040	2,246,909	5,697,677	442,702	† The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
160,836		39,632	200,468	21,041	
857,944	11,232	1,261,920	2,131,096	236,962	
1,975,844	78,312	3,299,322	5,353,478	575,337	
346,098	190,944		527,042	48,101	
1,280,451	265,789	1,096,037	2,622,277	262,163	
1,166,276		1,792,382	2,668,658	243,433	
1,896,269		2,494,476	4,390,985	361,658	
1,358,870	57,226	1,250,308	2,666,404	171,608	
2,338,270	45,760	684,261	2,978,291	184,709	
1,708,574	138,112	845,727	2,692,413	281,806	
1,015,768	218,218		1,313,986	127,311	
1,382,739	264,534	375,290	2,022,563	176,007	‡ Includes steamboat service from Louisville to Cincinnati, and from Evansville, Indiana, to Cairo, Illinois.
1,490,000	461,952	165,513	3,057,465	610,131	§ Includes the amount paid for the service from New York, via Panama, to San Francisco, under act of Congress approved March 25, 1864.
419,746	98,912		448,658	221,503	
1,574,888			1,574,888	414,802	¶ Includes "overland" route from Atchison, Kansas, to Salt Lake City, Utah.
88,010			88,010	30,664	
177,164			177,164	58,332	
666,008			666,008	419,334	‡ Includes "overland" route from Salt Lake City, Utah, to Folsom City, California.
415,376			415,376	40,372	
147,420			147,420	40,922	
154,284			154,284	28,774	
64,584			64,584	3,344	
88,400			88,400	60,000	
31,461,230	2,444,696	24,087,508	57,993,494	6,246,884	
				556,603	
				6,803,487	

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Railroad service as in operation on the 30th of June, 1865.

Number of route.	Termini.	Corporate title of company carrying the mail.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.		Dollars.	Dollars.	Dollars.	
MAINE.									
2	Augusta to Skowhegan	Somerset and Kennebec	39		6	3,900 00		100 00	
82a	Calais to Princeton	Lewis Island	22		6	359 00		15 91	
116	Portland to Portsmouth	Portland, Saco, and Portsmouth	52		12	7,875 50		150 71	
117	Portland to Augusta, with branch from Brunswick to Bath.	Kennebec and Portland	73		6	7,380 00		100 00	
118	Portland to Canada Line	Grand Trunk	48		12	17,700 00		125 00	
			117		6			100 00	
119	Portland to Bar Mills	York and Cumberland	18		6	900 00		50 00	
128	Danville Junction to Bangor	Maine Central	110		6	13,750 00		125 00	
154	Farmington to Brunswick	Androscoggin	70½		6	3,517 50		50 00	
					549½		55,375 00		
NEW HAMPSHIRE.									
251	Concord to Nashua	Concord	36		12	5,400 00		150 00	
252	Concord to Portsmouth	Concord, Manchester, and Lawrence	48		12	2,400 00		50 00	
253	Concord to Wells River	Boston, Concord, and Montreal	93		6	1,000 00		107 52	
254	Concord to White River Junction, with branch from Franklin to Bristol.	Northern	69½		12	10,196 25		125 00	\$850 per annum included for side service.
			13		6			50 00	
255	Concord to Bradford	Merrimack and Connecticut River	26		6	1,500 00		57 69	
263	Contocook Village to Hillsboro' Bridge	Contocook River	15		6	750 00		50 00	
266	Manchester to North Weare	Manchester and North Weare	50½		6	1,025 00		50 00	
277	Nashua to Wilton	Boston and Lowell and Lowell and Nashua	16		6	900 00		56 25	
309	Dover to Alton Bay	Cocheco	28		6	1,400 00		50 00	
310	Brook's Crossings to Union	Great Falls and Conway	26		6	1,300 00		50 00	
333	Littleton to Wells River	Boston, Concord, and Montreal	21		6	1,050 00		50 00	
				412 3-44			35,921 25		
VERMONT.									
411	Burlington to Rouse's Point	Vermont Central and Vermont and Canada	55½		12	8,325 00		150 00	
419	White River Junction to Newport	Connecticut and Passumpsic River	106		6	10,600 00		100 00	
452	Windsor to Burlington	Vermont Central	119		12	16,650 00		140 00	
474	Rutland to North Bennington	Troy and Boston	57		6	5,700 00		100 00	

480	Bellows Falls to Windsor	Sullivan	25	6	3,125 00	125 00
481	Bellows Falls to Burlington	Rutland and Burlington	119 1/2	6	15,500 00	125 70
487	Brattleboro' to Bellows Falls	Vermont Valley	24	12	3,000 00	125 00
				506		62,910 00
MASSACHUSETTS.						
601	Boston to Portsmouth	Eastern	56	12	8,324 00	148 64
602	Boston to South Berwick Junction	Boston and Maine	75	12	6,300 00	150 00
	Branch, Rollingsford to Great Falls	do	3	6	11,400 00	50 00
603	Boston to Nashua	Boston and Lowell and Nashua and Lowell	42	18	6,300 00	150 00
604	Boston to Fitchburg	Fitchburg	52	12	8,000 00	153 84
605	Boston to Worcester	Boston and Worcester	45	18	13,400 00	206 65
606	Boston to Woonsocket Falls	do	39 62	6	1,984 00	50 00
607	Boston to Blackstone	Norfolk County	35	6	2,607 00	74 48
608	Boston to Providence	Boston and Providence	46	19	8,625 00	187 50
609	Boston to Plymouth	Old Colony and Fall River	37 1/2	12	5,400 00	141 00
610	Boston to Medford	Boston and Maine	54	6	275 00	50 00
613	Boston to Watertown	Union	31	18 1/2	800 00	114 28
615	Boston to Mattapan	Dorchester and Milton Branch	81	6	425 00	50 00
616	Boston to West Lynn Depot	Eastern	10	12	500 00	50 00
617	Boston to Dedham	Boston and Providence	11	12	550 00	50 00
618	Salem to Lowell	Salem and Lowell	24	6	1,250 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
626	Lawrence to Manchester	Concord, Lawrence, and Manchester	22	12	2,900 00	100 00
630	Lowell to Lawrence	Boston and Lowell and Nashua & Lowell	14	12	1,050 00	75 00
632	Winchester to Woburn	do	3	6	150 00	50 00
633	Porter's to Lexington	Lexington and West Cambridge	8	12	409 00	51 12
634	Lexington Depot to Bedford	do	4	6	165 00	41 25
636	South Acton Depot to Peltonville	Fitchburg	9	6	500 00	55 56
637	Grafton Junction to Lowell	Boston and Lowell and Nashua & Lowell	17	6	980 00	52 34
638	Grafton Junction to Mason Village	Fitchburg	23	6	1,500 00	65 22
639	Abundale Station to Newton Lower Falls	Boston and Worcester	2	6	100 00	50 00
640	Natick to Saxonville	do	4	6	200 00	50 00
641	South Frammingham to Northboro'	do	15	6	750 00	50 00
642	South Frammingham to Millis	do	12	6	600 00	50 00
645	Grafton to Millbury	do	5	6	250 00	50 00
654	Ganton Depot to North Easton	Stoughton and Eastern Branch	9	6	225 00	25 00
657	South Braintree Junction to Fall River	Old Colony and Fall River	42	12	5,100 00	121 43
658	South Abington to Bridgewater	do	8	6	250 00	31 25
659	Braintree Junction to Cohasset	South Shore	12	12	900 00	75 00
665	Middleboro' to Hyannis	Cape Cod	47	12	5,500 00	117 00
675	New Bedford to West Wareham	New Bedford and Taunton	16 1/2	12	1,700 00	104 67
679	Taunton to Middleboro'	Middleboro' and Taunton	34	6	680 00	63 00
680	Taunton to Mansfield Junction	Taunton Branch	12	18 1/2	1,200 00	100 00
681	Taunton to New Bedford	New Bedford and Taunton	20 1/2	18 1/2	2,625 00	128 04
690	Hebrouville to East Providence	Boston and Providence	8	6	400 00	50 00
691	Worcester to Nashua	Worcester and Nashua	46 1/2	6	4,625 00	100 00
692	Worcester to Albany	Western	158	12	34,350 00	217 40
695	Sterling Junction to Fitchburg	Fitchburg and Worcester	14	12	1,400 00	100 00

No. 4—B.—Railroad service as in operation on the 30th of June, 1865—Continued.

Number of route.	Termini.	Corporate title of company carrying the <u>mail</u> .	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Miles.					
MASSACHUSETTS—Continued.									
696	Fitchburg to Bellows Falls.....	Cheshire.....	64	.....	6	7,500 00	.....	117 18	
697	Fitchburg to Brattleboro' and Grou's Corners to Greenfield.....	Vermont and Massachusetts.....	77½	.....	6	6,000 00	.....	77 17	
703	Palmer to Amherst.....	Amherst and Belchertown.....	20	.....	6	1,060 00	.....	53 00	
709	Springfield to South Vernon Junction.....	Connecticut River.....	50	.....	12	6,250 00	.....	125 00	
709a	South Vernon Junction to Keene.....	Cheshire.....	24	.....	6	1,200 00	.....	50 00	
710	Springfield to Chicopee Falls.....	Connecticut River.....	6	.....	12	300 00	.....	50 00	
727	Pittsfield to North Adams.....	Pittsfield and North Adams.....	21	.....	6	1,375 00	.....	75 00	
				1,326 43			163,324 00		
RHODE ISLAND.									
801	Providence to Worcester.....	Providence and Worcester.....	44	.....	12	5,900 00	.....	134 09	
802	Providence to New London.....	Providence and Stonington.....	63½	.....	19	11,156 25	.....	175 00	
803	Providence to Bristol.....	Providence, Warren, and Bristol.....	15½	.....	6	855 00	.....	55 16	
				123½			17,911 25		
CONNECTICUT.									
925	New London to Worcester.....	Norwich and Worcester.....	73	.....	12	8,000 00	.....	110 00	
			13	.....	12	.....	.....	100 00	
927	New London to Palmer.....	New London and Northern.....	17	.....	12	5,275 00	.....	75 00	
			36	.....	6	.....	.....	75 00	
935	Middletown to Berlin Depot.....	Hartford and New Haven.....	10	.....	12	1,000 00	.....	100 00	
939	New Haven to New London.....	New Haven and New London.....	50	.....	12	10,000 00	.....	200 00	
940	New Haven to Springfield.....	Hartford and New Haven.....	63 5-6	.....	12	15,858 33	.....	250 00	
941	New Haven to Granby, with branch from Farmington to Collinsville.....	New York and New Haven.....	54½	.....	12	4,075 00	.....	75 00	
941a	Granby to Northampton.....	New Haven and Northampton.....	32	.....	6	2,400 00	.....	75 00	
942	New Haven to New York.....	New York and New Haven.....	76½	.....	19	28,625 00	.....	375 00	
944	Bridgewater to Winstead.....	Naugatuck.....	62	.....	2	4,650 00	.....	75 00	
945	Bridgewater to State Line.....	Housatonic.....	98	.....	6	7,180 00	.....	59 39	
	Branch, VanDusenville to Pittsfield.....	do.....	23	.....	6	.....	.....	85 11	
947	South Norwalk to Danbury.....	do.....	23½	.....	6	2,000 00	.....	85 11	
958	Waterbury to Providence.....	Hartford, Providence, and Fishkill.....	124	.....	6	9,300 00	.....	75 00	
				756			98,499 33		

NEW YORK.						
1001	New York to Dunkirk.....	Erie Railway.....	460	19	92,000 00	200 00
1002	New York to Albany.....	Hudson River.....	144	19	32,400 00	225 00
1003	New York to Chatham Four Corners.....	New York and Harlem.....	130 1/2	6	6,525 00	50 00
1004	New York to Flushing.....	Flushing.....	12	6	600 00	50 00
1007	Stapleton to Tottenville.....	Staten Island.....	13	12	1,000 00	76 92
1008	Brooklyn to Greenport.....	Long Island.....	65	12	8,225 00	83 93
1026	Sufferns to Piermont.....	Erie Railway.....	33	6		
1032	Newburg to Chester.....	do.....	18	6	772 00	42 89
1062	Hudson to West Stockbridge.....	do.....	19	6	814 00	42 84
1062	Hudson to West Stockbridge.....	Hudson and Boston.....	35	12	1,750 00	50 00
1073	Albany to Buffalo.....	New York Central.....	218	25	51,600 00	200 00
1074	Albany to Junction.....	Rensselaer and Saratoga.....	80			103 00
1075	Albany to Troy.....	Troy and Greenbush.....	12	12	1,022 00	85 75
1075	Albany to Central Bridge.....	Albany and Susquehanna.....	7	19	1,050 00	150 00
1082	Schenectady to Ballston.....	Rensselaer and Saratoga.....	35	6	1,750 00	50 00
1084	Troy to Schenectady.....	New York Central.....	16	6	800 00	50 00
1085	Troy to North Bennington.....	Troy and Boston.....	22	12	1,650 00	75 00
1086	Troy to Saratoga Springs.....	Rensselaer and Saratoga.....	32 1/2	12	3,250 00	100 00
1093	Eagle Bridge to Rutland.....	Rutland and Washington.....	32 1/2	12	3,281 00	100 00
1094	Eagle Bridge to North Adams.....	Troy and Boston.....	62 1/2	12	6,250 00	100 00
1099	Saratoga Springs to Castleton.....	Saratoga and Whitehall.....	25 1/2	6	1,912 50	75 00
1122	Plattsburg to Canada Line.....	Plattsburg and Montreal.....	54	12	5,400 00	100 00
1123	Rouse's Point to Ogdensburg.....	Northern, (Ogdensburg).....	23	6	926 00	42 87
1124	Rouse's Point to Canada Line.....	Champlain and St. Lawrence.....	119	12	10,710 00	90 00
1144	Watertown to North Potsdam.....	Rome, Watertown, and Ogdensburg.....	24	6	962 50	116 63
1191	Utica to Ogdensburg.....	do.....	76	12	3,800 00	50 00
1191	Utica to Booneville.....	Black River and Utica.....	19 1/2	12	975 00	50 00
1199	Rome to Cape Vincent.....	Rome, Watertown, and Ogdensburg.....	35	6	1,750 00	50 00
1217	Syracuse to Rochester.....	New York Central.....	73	12	8,329 00	85 86
1218	Syracuse to Binghamton.....	Syracuse and Binghamton.....	24	6		
1219	Syracuse to Oswego.....	Oswego and Syracuse.....	104	12	20,800 00	200 00
1257	Canandaigua to Niagara Falls.....	New York Central.....	80	12	6,000 00	75 00
1258	Canandaigua to Elmira.....	Erie Railway.....	35 1/2	12	3,043 00	65 72
1262	Rochester to Niagara Falls.....	New York Central.....	50	12	6,100 00	62 89
1263	Rochester to Avon.....	Erie Railway.....	47	6		
1266	Avon to Mount Morris.....	Buffalo, New York, and Erie.....	62 1/2	12	5,137 50	75 00
1282	Batavia to Attica.....	New York Central.....	76	12	11,400 00	150 00
1298	Suspension Bridge to Detroit.....	Great Western, (of Canada).....	18	6	800 00	44 44
1299	Buffalo to Lockport.....	New York Central.....	10	12	800 00	50 00
1300	Buffalo to Lewiston.....	do.....	5	6		
1301	Attica to Hornellsville.....	Erie Railway.....	11	6	550 00	50 00
1302	Buffalo to State Line.....	Buffalo and State Line.....	229	6	11,450 00	50 00
1354	Buffalo to Corning.....	Erie Railway.....	22	12	1,100 00	50 00
1359	Owego to Ithaca.....	Delaware, Lackawanna, and Western.....	29	12	1,450 00	50 00
1424	Chesterville to Warwick.....	Warwick Valley.....	60	6	3,400 00	56 67
1477	Salamancea to Corry.....	Atlantic and Great Western.....	69	19	13,800 00	200 00
			142	12	8,520 00	60 00
			33	12	1,415 00	42 88
			11	12	400 00	36 36
			61 1/2	6	2,636 00	42 86
			3,061.06			
					347,672 80	

PENNSYLVANIA.

2201	Philadelphia to Pittsburg.....	Pennsylvania.....	357½	14	{	71,525 00 *1,875 00	200 00
2202	Philadelphia to Pottsville.....	Philadelphia and Reading.....	97	12	{	14,550 00 12,350 00	150 00
2203	Philadelphia to West Chester.....	West Chester and Philadelphia.....	994	12		1,463 00	50 00
2204	Philadelphia to Bethlehem.....	North Pennsylvania.....	54.19	6	{	3,215 00	50 00
	Branch to Doylestown.....	do.....	10.11	6		500 00	29.41
2206	Philadelphia to Norristown.....	Philadelphia, Germantown, and Norristown.....	17	6		500 00	62.50
2208	Philadelphia to Darby.....	Philadelphia and Darby.....	8	6		550 00	25 00
2216	Bridgeport to Downingtown.....	Philadelphia and Reading.....	22	6		1,650 00	50 00
2235	Lenni Mills to Oxford.....	Philadelphia and Baltimore Central.....	33	12		1,490 00	45.84
2257	Lancaster to Middletown.....	Pennsylvania.....	324	6		215 00	47.77
2268	Strasburg to Leaman Place.....	Strasburg, (J. F. & C. W. Herr, contr'rs).....	44	6		5,400 00	100 00
2281	Reading to Harrisburg.....	Philadelphia and Reading.....	54	6		1,800 00	50 00
2298	Allentown to Reading.....	East Pennsylvania.....	71	12		7,100 00	100 00
2310	Easton to White Haven.....	Lehigh Valley.....	36	6		5,200 00	100 00
2327	Harrisburg to Chambersburg.....	Cumberland Valley.....	71	12		2,850 00	50 00
2328	Harrisburg to Auburn.....	Schuylkill and Susquehanna.....	52	12		13,800 00	150 00
2334	Port Clinton to Milton.....	Catawissa.....	59	6		850 00	50 00
2345	Tamaqua to Ashland.....	Philadelphia and Reading.....	92	12		6,000 00	150 00
2346	Sunbury to Williamsport.....	Pennsylvania, (lessees of the Philadelphia and Erie.).....	21	6		1,400 00	50 00
2347	Sunbury to Mount Carmel.....	Northern Central.....	40	12		6,007 50	75 00
2364	Seranton to Northumberland.....	Lackawanna and Bloomsburg.....	28	6		850 00	50 00
2365	Seranton to Carbondale.....	Delaware and Hudson Canal Company.....	17	6		1,075 00	50 00
2372	Wilkesbarre to White Haven.....	Lehigh and Susquehanna.....	63.1	6		850 00	50 00
2388	Penn Haven to Andenried.....	Lehigh Valley, over Beaver Meadow Branch.....	21½	6		850 00	50 00
2410	Great Bend to New Hampton.....	Delaware, Lackawanna, and Western.....	17	6		9,975 00	75 00
2456	Blossburg to Corning.....	Tioga.....	40	6		2,000 00	50 00
2482	Williamsport to Elmira.....	Northern Central, (lessees of Elmira and Williamsport Railroad.).....	77	12		11,550 00	150 00
2483	Williamsport to Ridgeway.....	Pennsylvania, (lessees of Philadelphia and Erie Railroad.).....	130.953	6		6,547 65	50 00
2535	York to Columbia.....	Northern Central.....	13	7		650 00	50 00
2541	Hanover Junction to Hanover.....	Hanover Branch.....	13	6	{	1,050 00	50 00
	Branch to Littlestown.....	do.....	8	6		862 50	50 00
2542	Hanover to Gettysburg.....	Gettysburg.....	17½	6		1,100 00	50 00
2554	Chambersburg to Hagerstown.....	Cumberland Valley.....	22	6			

* This sum allowed for transportation of railway post office car between Reading Railroad and Philadelphia, Wilkesbarre, and Baltimore Railroad, 5 miles.

This sum allowed for transportation of railway post office car between Philadelphia and Trenton and Pennsylvania Railroad 6.8 miles.

No. 4—B.—Railroad service as in operation on the 30th of June, 1865.—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Total distance in each State.					
PENNSYLVANIA—Continued.									
2576	Huntingdon to Mount Dallas Station.....	Huntingdon, and Broad-Top Mountain.....	44	.....	6 }	2,466 00	.....	50 00	
	Branch to Broad Top.....	do.....	5.32	.....	6 }		.....	
2585a	Tyrone to Phillipsburg.....	Pennsylvania, (lessees of Tyrone and Clearfield Railroad.).....	23.8	.....	6	1,190 00	.....	50 00	
2587	Altoona to Hollidaysburg.....	Pennsylvania.....	10	.....	7	500 00	.....	50 00	
2615	Washington to Wheeling.....	Hempfield.....	32½	.....	6	3,234 00	.....	100 00	Embraces all messenger service to side offices.
2624	Pittsburg to Uniontown.....	Pittsburg and Connellsville.....	73	.....	6	3,650 00	.....	50 00	
2625	Pittsburg to Kittaning.....	Alleghany Valley.....	45	.....	6	3,250 00	.....	50 00	Includes \$1,000 for supply of side offices.
2644	Branch Junction to Indiana.....	Pennsylvania.....	20	.....	7	1,000 00	.....	50 00	
2656	Cresson to Ebensburg.....	Ebensburg and Cresson.....	12	.....	12	600 00	.....	50 00	
2760	Meadville to Oil City.....	Franklin Branch of Atlantic and Great Western.....	36	.....	6	1,800 00	.....	50 00	
2770	Corry to Dennison, (late Miller Farm).....	Oil Creek.....	34	.....	6	1,457 00	.....	42 86	
2771	Corry to Gallon, Ohio.....	Atlantic and Great Western.....	222	.....	6	11,100 00	.....	50 00	
2773	Erie to Ridgeway.....	Pennsylvania, (lessees of Philadelphia and Erie.).....	118.914	.....	6	5,945 70	.....	50 00	
2777	Miles Grove to New Castle.....	Erie and Pittsburg.....	83	.....	6	6,225 00	.....	75 00	
2777a	Newcastle to Homewood.....	New Castle and Beaver Valley.....	15	.....	6	1,125 00	.....	75 00	
2779	Northville to Erie.....	Erie and North East.....	20	.....	14	4,000 00	.....	200 00	
2782	Columbia to Sinking Spring.....	Reading and Columbia.....	39.31	.....	6	1,965 50	.....	50 00	
2815	Hazleton to junction with Lehigh Valley Railroad (2310) at Hazle Creek Bridge.	Hazleton, (A. Pardee, contractor).....	8	.....	6 }	500 00	.....	41 66	
	Branch to Jeddo.....	.....	4	.....	6 }		.....	
				2552.364			237,108 85		
DELAWARE.									
3101	Wilmington to Salisbury.....	Philadelphia, Wilmington, and Baltimore.....	47.48	.....	12 }	10,818 75	.....	125 00	Includes \$1,400 for daily mail to Philadelphia.
			55.74	.....	6 }		.....	62 50	
3117	Harrington to Milford.....	Junction and Breakwater.....	9	.....	6	450 00	.....	50 00	
				112.22			11,268 75		

A. P. M.

MARYLAND.						
3201	Baltimore to Philadelphia	Philadelphia, Wilmington, and Baltimore	102	19	37,500 00	300 00
3204	Baltimore to Sunbury	Northern Central	86	14	25,150 00	200 00
			55	14		150 00
3207	Baltimore to Washington	Baltimore and Ohio	40	26	12,000 00	300 00
3208	Baltimore to Wheeling	do.	179	19	93,900 00	300 00
			201	13		200 00
3209	Grafton to Parkersburg	do.	104	6	10,400 00	100 00
3214	Intersection with Northern Central Railroad (3204) to Union Bridge	Western Maryland	40	6	2,000 00	50 00
3237	Annapolis to Annapolis Junction	Annapolis and Elk Ridge	20	13	2,558 00	142 00
3246	Army to Frederick	Baltimore and Ohio	3	7	300 00	100 00
			830			184,408 00
OHIO.						
9004	Bell Air to Columbus	Central Ohio	137½	14	27,575 00	200 00
9005	Steenbenville to Newark	Steenbenville and Indiana	116	6	8,700 00	75 00
9009	Means to Cadiz	do.	8	6	240 00	30 00
9051	Pittsburg to Chicago	Pittsburg, Fort Wayne, and Chicago	469½	12	93,900 00	200 00
9052	Pittsburg to Bell Air	Cleveland and Pittsburg	95	6	7,125 00	75 00
9085	Erie to Cleveland	Cleveland, Painesville, and Ashtabula	96	13	21,600 00	225 00
9101	Hudson to Millersburg	Cleveland, Zanesville, and Cincinnati	62	6	1,850 00	30 00
9103	Cleveland to Youngstown	Cleveland and Mahoning	67	6	3,350 00	50 00
9104	Cleveland to Wellsville	Cleveland and Pittsburg	59½	12	13,087 50	150 00
			40¼	6		100 00
9105	Cleveland to Sandusky	Cleveland and Toledo	61	6	3,050 00	50 00
9125	Bayard to New Philadelphia	Cleveland and Pittsburg	32	6	1,372 00	42 87
9129	Oneida to Carrollton	Oneida and Carrollton	12	6	400 00	33 33
9146	Sandusky to Newark	Sandusky, Mansfield, and Newark	116	6	11,600 00	100 00
9168	Xenia to Dayton	Columbus and Xenia	17	12	2,125 00	125 00
9170	Springfield to Sandusky	Sandusky, Dayton, and Cincinnati	132	6	13,200 00	100 00
9171	Springfield to Delaware	Springfield, Delaware, and Lakeville	50	6	2,143 00	42 86
9173	Springfield to Dayton	Sandusky, Dayton, and Cincinnati	24	6	2,400 00	100 00
9197	Columbus to Cleveland	Cleveland, Columbus, and Cincinnati	138	13	29,100 00	210 87
9201	Columbus to Xenia	Columbus and Xenia	55	13	12,375 00	225 00
9202	Columbus to Indianapolis	Columbus and Indianapolis Central	188	12	28,200 00	150 00
9222	Galion to Union City	Bellefontaine and Indiana	119	12	17,850 00	150 00
9247	Manchester to Hillsboro	Marietta and Cincinnati	21	6	787 50	37 50
9266	Portsmouth to Reed's Mills	Scioto and Hoeking Valley	56	6	2,800 00	50 00
9343	Toledo to Cleveland	Cleveland and Toledo	114	12	22,800 00	200 00
9344	Toledo to State Line	Toledo and Wabash	243	6	24,300 00	100 00
9345	Toledo to Elkhart	Michigan Southern and Northern Indiana	133	6	6,650 00	50 00
9351	Fremont to Finley	Fremont and Indiana	37	6	1,295 00	35 00
9370	Carey to Finley	Sandusky, Dayton, and Cincinnati	16	6	480 00	30 00
9378	Dodson to Union City	Dayton and Union	33	6	2,475 00	75 00
9381	Dayton to Toledo	Dayton and Michigan	149	12	23,350 00	150 00
9401	Hamilton to Connersville	Cincinnati and Indianapolis Junction	42	6	2,100 00	50 00
9403	Hamilton to Richmond	Eaton and Hamilton	48	6	3,600 00	75 00

Includes \$6,900 for ferry at night and accommodations for agents on night trains.

REPORT OF THE POSTMASTER GENERAL.

No. 4—B.—Railroad service as in operation on the 30th of June, 1865—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks.
			Miles.	Total distance in each State.					
OHIO—Continued.									
9405	Cincinnati to Dayton.....	Cincinnati, Hamilton, and Dayton.....	25	.....	12	10,275 00	.....	225 00	
			35	.....	12	.....	.....	150 00	
9406	Cincinnati to Springfield.....	Little Miami.....	19	.....	6	16,525 00	.....	100 00	
			65	.....	13	.....	.....	225 00	
9407	Cincinnati to Parkersburg.....	Marietta and Cincinnati.....	197	.....	6	20,150 00	.....	100 00	
			9	.....	6	.....	.....	50 00	
9429	Morrow to Zanesville.....	Cincinnati, Wilmington, and Zanesville.....	132.9	.....	6	9,975 00	.....	75 00	
9470	Dayton to Richmond.....	Little Miami, Columbus, and Xenia.....	42	.....	6	3,150 00	.....	75 00	
				3,512½			451,565 00		
MICHIGAN.									
12501	Toledo to Chicago.....	Michigan Southern and Northern Indiana.....	242	.....	12	36,300 00	.....	150 00	
12502	Toledo to Detroit.....	do. do.....	65	.....	.....	6,500 00	.....	100 00	Six times a week, or as much oftener as the trains run.
12504	Monroe to Adrian.....	do. do.....	34	.....	.....	1,700 00	.....	50 00	Do.
12505	Adrian to Jackson.....	do. do.....	46	.....	.....	2,300 00	.....	50 00	Do.
12506	Detroit to Chicago.....	Michigan Central.....	285½	.....	12	42,787 50	.....	150 00	
12507	Detroit to Grand Haven.....	Detroit and Milwaukee.....	189	.....	12	18,900 00	.....	100 00	
12508	Detroit to Port Huron.....	Detroit and Port Huron.....	64½	.....	.....	3,212 50	.....	50 00	Do.
12720	Saginaw to Flint.....	Flint and Pere Marquette.....	36½	.....	6	1,825 00	.....	50 00	
12746	Owasso to Lansing.....	Amboy, Lansing, and Traverse Bay.....	28	.....	6	700 00	.....	25 00	
12763	Flint to Holly.....	Flint and Holly.....	17.22	.....	.....	861 00	.....	50 00	Do.
12764 (part.)	Esconawba to Marquette.....	Chicago and Northwestern.....	69	.....	.....	3,321 00	.....	96 00	Six times a week, six months.
				1,076.22			118,407 00		
INDIANA.									
12001	Indianapolis to Lafayette.....	Lafayette and Indianapolis.....	65½	.....	12	6,562 50	.....	100 00	
12003	Indianapolis to Peru.....	Peru and Indianapolis.....	54	.....	12	6,600 00	.....	100 00	
			24	.....	6	.....	.....	50 00	
12004	Union City to Indianapolis.....	Indianapolis, Pittsburg, and Cleveland.....	85	.....	12	10,625 00	.....	125 00	
12007	Indianapolis to Cincinnati.....	Indianapolis and Cincinnati.....	113½	.....	12	14,187 50	.....	125 00	
12008	Indianapolis to Madison.....	Indianapolis and Madison.....	87	.....	6	4,350 00	.....	50 00	
12010	Indianapolis to Terre Haute.....	Terre Haute and Richmond.....	73	.....	12	10,950 00	.....	150 00	
12013	Jeffersonville to Indianapolis.....	Jeffersonville.....	108	.....	12	10,800 00	.....	100 00	
12046	Rushville to Columbus.....	Indianapolis and Madison.....	46	.....	6	1,240 00	.....	40 00	
12051	Richmond to Logansport.....	Cincinnati and Chicago Air Line.....	102	.....	6	8,100 00	.....	75 00	

No. 4—B.—Railroad service as in operation on the 30th of June, 1865.—Continued.

Number of route.	Terminal.	Corporate title of company carrying the mail.	Distance.		Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Remarks
			Miles.	Total distance in each State.					
WISCONSIN—Continued.									
13004	Milton to Monroe	Milwaukee and Prairie du Chien	43.7		6	\$ 185 00		50 00	
13005	Warren to Mineral Point	Mineral Point	35		6	1, 650 00		50 00	
13006	Milwaukee to Prairie du Chien	Milwaukee and Prairie du Chien	194		12	19, 400 00		100 00	
13007	Milwaukee to La Crosse	Milwaukee and St. Paul	197½		12	19, 750 00		100 00	
13008	Milwaukee to Portage City	do	96½		12	9, 650 00		100 00	
13009	Horicon to Berlin	do	44		6	2, 200 00		50 00	
13010	Ripon to Winneconne	Ripon and Wolf River	16		6	600 00		37 50	
13041	Sheboygan to Glenbulah	Sheboygan and Fond du Lac	20		6	1, 000 00		50 00	
13187	Watertown to Sun Prairie	Milwaukee and St. Paul	25		6	1, 250 00		50 00	
				1, 128.7			99, 985 00		
IOWA.									
10901	Keokuk to Pella	Keokuk, Fort Des Moines, and Minnesota	116		12	8, 700 00		75 00	
10902	Keokuk to Fort Madison	Keokuk, Mount Pleasant, and Muscatine	25		6	1, 250 00		50 00	
10926	Burlington to Ottumwa	Burlington and Missouri River	76		12	5, 700 00		75 00	
10940	Muscatine to Washington	Mississippi and Missouri	37.77		6	1, 888 50		50 00	
10942	Davenport to Grinnell, and branch	do	134.20		6	6, 710 00		50 00	
10954	Clinton to Cedar Rapids	Galena and Chicago Union, (lessees of Chicago, Iowa, and Nebraska Railroad.)	82		12	6, 150 00		75 00	
10961a	Cedar Rapids to Nevada	do	69		12	6, 632 50		75 00	
10971	Dubuque to Cedar Falls	Dubuque and Sioux City	29.15		6	5, 000 00		50 00	
10972	Farley to Cedar Rapids	Dubuque, Marion, and Western	100		6	2, 788 00		50 00	
10999a	McGregor to Ossian	McGregor Western	55.76		6	2, 075 00		50 00	
			41½	766.48			46, 894 00		
MISSOURI.									
10401	St. Louis to Ramey	Pacific	236.85			35, 527 50		150 00	Daily, and twice daily when the trains run so often.
10402	St. Louis to Macon City	North Missouri	170		12	25, 500 00		150 00	
10403	St. Louis to Pilot Knob	St. Louis and Iron Mountain	87.1		7	8, 710 00		100 00	
10429	Pacific to Rolla	Pacific	4		7	300 00		50 00	
			764		6	5, 718 75		75 00	

10463	Quincy to St. Joseph.....	Hannibal and St. Joseph.....	222	14	44,400 00	200 00
10524	St. Joseph to Weston.....	Platte County.....	36	6	3,600 00	100 00
						123,656 23
KENTUCKY.						
9504	Louisville to Nashville.....	Louisville and Nashville.....	185	7	27,750 00	150 00
9506	Louisville to Lexington.....	Louisville and Frankfort and Lexington and Frankfort.....	94		9,400 00	100 00
9512	Junction to Bardstown.....	Louisville and Nashville.....	18	6	900 00	50 00
9524	Nicholsville to Covington.....	Kentucky Central.....	13	6	10,550 00	50 00
			99	12		100 00
9686	Paducah to Union City.....	New Orleans and Ohio.....	62	6	3,100 00	50 00
						51,700 00
CALIFORNIA.						
14753	San Francisco to San José.....	San Francisco and San José.....	50	12	5,000 00	100 00
14793	Sacramento to Folsom City.....	Sacramento.....	23 1-5	12	4,640 00	200 00
14880	Folsom to Lincoln.....	L. Wilson, contractor.....	19	12	1,900 00	100 00
	Aspinwall to Panama.....	Pacific Mail Steamship Company.....	48		37,500 00	
				140 1-5		49,040 00

6 times a week, and 12 times
week when trains run so often.

Part of the route from New
York to San Francisco, under
act of Congress of March 25,
1864.

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

No. 4—C.—Steamboat service as in operation September 30, 1865.

States.	No. of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
New Hampshire	317 } 323 }	Alton Bay to Wolfboro'.....	10	.....	6	\$1,000 00	.....	During navigation.
		Centre Harbor to Meredith Village.....	20	.....	3			
		Wier's Bridge to Wolfboro'.....	30	.....	6	650 00	.....	Do.
				60			\$1,650 00	
Massachusetts	670	Hyannis to Nantucket.....	30	.....	6	2,500 00	.....
	674	New Bedford to Edgartown.....	30	.....	6	1,475 00	.....
				60			3,975 00	
Rhode Island	809	Newport to New York.....	160	.....	6	3,500 00	.....
				160			3,500 00	
New York	1119	Whitehall to Plattaburg.....	95	.....	11	4,800 00	.....	Do.
	1387	Ithaca to Cayuga.....	40	.....	6	1,713 00	.....
				135			6,513 00	
New Jersey	2005	New York to Elizabethport.....	12	.....	12	1,200 00	.....	Part of a railroad contract.
	2007	New York to Keyport.....	25	.....	12	350 00	.....
	2003	New York to Port Monmouth.....	20	.....	6	500 00	.....	Do.
	2002	South Amboy to New York.....	27	.....	6	2,328 00	.....	Do.
				84			4,328 00	
Pennsylvania	2626	Pittsburg to Greensboro'.....	85	.....	6	6,300 00	.....	During navigation.
				85			6,300 00	
Maryland	3210	Baltimore to Queenstown.....	36	.....	3	547 00	.....	Do.
				36			547 00	
Ohio	9267	Portsmouth to Cincinnati.....	123	.....	3	2,500 00	.....	Do.
	9413	Cincinnati to Maysville.....	64	.....	6	4,000 00	.....	Do.
				187			6,500 00	
West Virginia	4102	Wheeling to Parkersburg.....	96½	.....	3	3,600 00	.....
	4109	Parkersburg to Gallipolis.....	26	.....	3	2,700 00	.....
Virginia	4116	Kanawha C. H. to Point Pleasant.....	54	.....	3	1,400 00	.....
	4182	Old Point Comfort to Baltimore.....	125	.....	6	18,000 00	.....
				427			25,700 00	

Michigan	12659	Grand Haven to Milwaukee	85	.....	5,578 00	.....	Twelve times a week nine months.
	12717	Sault St. Mary to Detroit	350	.....	3,500 00	.....	Twice a week eight months.
(part.)	12764 {	Green Bay, Wis., to Escanawba, Mich.....	134	}	10,013 00	.....	Six times a week six months.
		Marquette to Hancock	74				
				543		19,091 00	
Wisconsin	13068	Oshkosh to New London	67	6	595 00	.....	From May 1 to November 15 in each year.
	13186	Milwaukee to Two Rivers	95	6	200 00	.....	During navigation.
				162		795 00	
Iowa	11122	Dubuque to Davenport	110	.....	2,704 00	.....	Six times a week eight months.
				110		2,704 00	
Missouri.....	10404	St. Louis to Keokuk	232	6	15,000 00	.....	During navigation.
	10405	St. Louis to Cairo.....	200	2	7,350 00	.....
				432		22,350 00	
Minnesota.....	13501	St. Paul to Galena	373	6	23,000 00	.....	From April 15 to November 15 in each year, at \$100 the round trip; pay estimated.
	13502	La Crosse, Wis., to St. Paul, Minn.....	175	6	11,500 00	.....
	13570	Prescott, Wis., to Falls of St. Croix.....	614	6	1,995 00	.....		From April 15 to November 15 in each year, at $50 the round trip; pay estimated.
				6094		36,495 00	
Kentucky	9501	Louisville to Evansville	202	4	8,300 00	.....
	9503	Louisville to Cincinnati	135	7	9,000 00	.....
	9510	*Evansville, Ind., to Cairo, Ill.....	197	4	8,400 00	.....
				534		25,700 00	
California	14751	San Francisco to Sacramento City	110	6	20,000 00	.....
	14752	San Francisco to Stockton	120	6	20,000 00	.....
	14754	San Francisco to Petaluma	35	6	4,000 00	.....
	14755	San Francisco to Oakland	9	6	1,500 00	.....
				274		45,500 00	
Oregon	15002	Astoria to Monticello, Washington Territory..	55	2	6,900 00	.....
	15021	Portland to Monticello, Washington Territory,	56	3	5,000 00	.....
				111		11,900 00	
Sea service to southern ports. Under act of March 25, 1864.		New York to Newbern, North Carolina	552	1	5,200 00	{	This service is set down to New York in the report of June 30, 1865.
		New York to New Orleans	1,956	534	13,375 00	{	
		New York to Aspinwall	2,305		112,500 00	{	
		Panama to San Francisco	3,757			{		This service is set down to California in the report of June 30, 1865.
			2,571			131,075 00	

* Per year.

GEO. WM. McLELLAN, Second Assistant Postmaster General.

Table showing the increase and decrease of mail transportation and cost in

States and Territories.	CELERITY, CERTAINTY, AND SECURITY.				STEAM	
	Length of routes.		Cost.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
Maine	2		480			
New Hampshire	26		107			
Vermont	17		1,053			
Massachusetts	1		213			
Rhode Island	1		28			
Connecticut	11		128			
New York	111		2,256			
New Jersey		153	5,080		25	
Pennsylvania		549	21,689			
Delaware	35		1,959			
Maryland		9	4,524			
Ohio		1,712	4,362			
West Virginia		43	159		2	
Michigan	11		2,253		74	
Indiana		299		617		
Illinois		13	8,293			
Wisconsin		345		7,910		
Iowa		259	2,494			\$118
Missouri		2,095		11,001,649		
Minnesota		71	1,780			
Kentucky		35	368			1225
California	26		157,708		6,062	
Oregon	692		171,600			10
Kansas	872		1,357,447			
Nevada	233		21,264			
New Mexico Territory		83				
Utah Territory	584		1,388,697			
Nebraska Territory	105		1,029			
Washington Territory		622		10,535		
Colorado Territory		419		11,856		
Dakota Territory		107		780		
Arizona Territory	850		60,000			
Total	3,532	6,959	1,215,041	1,033,327	6,164	353
Deduct		3,532	1,033,327		351	
Increase			181,714		5,810	
Decrease		3,427				

* Pay on No. 2, Augusta to Skowhegan, increased to \$100 per mile per annum.

† Corrected distance.

‡ This increase is owing to the conveying the New York and Boston through night mail 7 times a week on the Providence and New London route.

§ Route from Fort Madison to Davenport discontinued.

|| "Overland mail" transferred to Kansas, Nebraska, and California.

—D.

the following States and Territories during the year ended June 30, 1865.

ROAD.		RAILROAD.				TOTAL ANNUAL TRANSPORTATION.		TOTAL ANNUAL COST.	
Cost.		Length of routes.		Cost.		Net	Net	Net.	Net
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	decrease.	increase.	decrease.
Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Dollars.	Dollars.
		11		557		34,072		1,037	
							5,278	107	
						27,404		1,053	
						3,796		213	
						47,161		98	
						4,524		128	
1,375		12				97,734		3,621	
350		78		13,532		15,768		18,972	
	75	341		35,787		233,557		57,401	
						35,724		1,950	
	42			800		51,390		5,282	
		88		29,645			30,161	27,007	
						106,153		159	
5,463		84		4,082		99,367		11,798	
			69		7,443		46,832		8,060
		22		11,803		84,474		20,096	
		27		5,988		32,300			1,922
	6,240	65		3,838		167,570		92	
		29		4,388			1,198,167		997,261
	7,500					8,459		1,780	
**112,500		117		**44,400			26,418		7,132
423						315,276		314,608	
						209,040		172,023	
						858,900		357,447	
						30,602		21,264	
							8,580		
						545,368		388,697	
						468		1,069	
							50,792		10,535
							41,496		11,836
							11,206		780
						88,400		60,000	
120,181	13,857	854	69	147,820	7,443	3,097,367	1,419,220	1,465,941	1,037,526
13,857		69		7,443		1,419,230		1,037,526	
106,324		785		140,377		1,678,137		438,415	

† Route from Bowling Green to Evansville not in operation.

** The amount paid for the service from New York, via Panama, to San Francisco is included in these sums.

†† Occasioned by the cost of the "overland mail."

GEO. WM. McLELLAN,
Second Assistant Postmaster General.

Table of mail service restored in southern States up to November 1, 1865, compared with the old service and pay on the same routes.

[NOTE.—Contracts for "star" service require the whole mail to be conveyed "with celerity, certainty, and security," without specifying the mode of conveyance.]

No. of route.	State and termini.	Length of route.	Kind of service.	No. of trips per week.	Pay per annum.	Old No. of trips per week.	Old pay per annum.	Increase.	Decrease.	Pay pro rata for old No. of trips on present basis.	Increase pro rata.	Decrease pro rata.	Remarks.
VIRGINIA.													
		<i>Miles.</i>											
4301	Washington, D. C., to Game Pt., Va.	55½	St'mboat	7	\$3,108	14	\$16,650		\$13,542	\$6,216		\$10,434	Game Point, formerly Aquia Creek.
4302	Game Point to Richmond	75½	Railroad	7	5,662	14	22,650		16,958	11,324		11,326	
4303	Richmond to Danville	141½	do	6	10,612	6	19,550		8,938	10,612		8,938	James River canal.
4304	Gordonsville to Selma	118	do	7	5,900	7	9,933		4,033	5,900		4,033	
4305	Richmond to Pattonsburg	197	"Star"	3	4,995	3	4,995			4,995			
4306	Lexington to Balcony Falls	20	do	2	150	2	150			150			
4307	Lynchburg to Goodson	205	Railroad	7	20,500	7	41,000		20,500	20,500		20,500	
4308	Washington, D. C., to Richmond, Va. Branch. Owl Run to Warrenton	172	do	7	17,200	7	30,575		13,375	17,200		13,375	
4309	Charlottesville to Lynchburg	9	do	7	450	7	450			450			
4310	Alexandria to Winchester	61	do	7	3,050	7	12,200		9,150	3,050		9,150	
4311	Leesburg to Leesburg	68	"Star"	1	1,000	3	1,159		159	3,000	\$1,841		
4312	Halifax to South Boston Depot	23	do	1	125	2	245		120	250	5		
4313	Culpeper C. H. to New Market	6	do	3	100	6	100			200	100		
4314	Selma to White Sulphur Springs	56	do	3	799	3	875		76	799		76	
4315	Charleston to Berryville	31	do	6, 3	1,914	6, 3	1,914			1,914			
4316	Fairfax Station to Fairfax C. H.	12	do	3	192	6	384		192	384			
4317	Gordonsville to Madison C. H.	34	do	6	96	6	96			96			
4318	Richmond to Petersburg	20	do	3	300	6	690		390	300		390	
4319	Petersburg to Weldon	24½	Railroad	14	2,450	14	7,350		4,900	2,450		4,900	
4320	Goshen to Lexington	64	do	14	6,400	14	19,200		12,800	6,400		12,800	
		22	"Star"	3	521	3	695		174	521		174	

Table of mail service restored in southern States, &c.—Continued.

No. of route.	State and termini.	Length of route.	Kind of service.	No. of trips per week.	Pay per annum.	Old No. of trips per week.	Old pay per annum.	Increase.	Decrease.	Pay pro rata for old No. of trips on present basis.	Increase pro rata.	Decrease pro rata.	Remarks.
WEST VIRGINIA—Continued.													
		<i>Miles.</i>											
4205	Rathbone to Spencer	19	"Star".	1	\$130	1	\$105	\$25		\$130	\$25		
4206	Winchester to White Hall	7	do	2	165	2	165			165			
4207	Kerneysville to Middleway	7	do	3	170	3	170			170			
4208	Moorefield to Franklin	11	do	2	500	3	540		\$40	750	210		
4209	Huntersville to Lewisburg	99	do	1	519	1	519			519			
		759½			12,606		16,704	775	4,873	18,640	3,858	\$1,922	
NORTH CAROLINA.													
5297	Norfolk, Va., to Newbern, N. C.	242	St'mbo a	3	15,600			15,600					
5298	Edenton to Norfolk, Va.	74½	"Star".	3	2,000	3,6	2,000			3,189	1,189		New service. Discontinued Nov. 1, 1865.
5299	High Point to Salem	18	do	6	80	12	900		820	160		740	
5300	Goldsborough to Charlotte	223	Railroad	7	11,150	7	22,300		11,150	11,150		11,150	
5301	Raleigh to Weldon	97	do	7	4,850	7	9,900		5,050	4,850		5,050	
5302	Salisbury to Morgantown	78	do	6	2,340	6	3,500		1,160	2,340		1,160	
5303	Weldon to Wilmington	162	do	7	16,200	14	48,600		32,400	32,400		16,200	
5304	Payetteville to Raleigh	63	do	1	504	2	1,167		663	1,008		159	
5305	Plymouth to Franklin Depot	107	St'mboat	3	2,354	3	2,500		146	2,354		146	
5306	Durham to Chapel Hill	12	"Star".	6	120	6	175		55	120		55	
5307	Goldsborough to Moorehead City	95	Railroad	6	4,750	6	4,750			4,750			
5312	Rocky Mount to Tawboro'	16½	do	7	495	6	677		182	425		252	
		1,187½			60,443		96,469	15,600	51,626	62,746	1,189	34,912	

SOUTH CAROLINA.												
5601	Kingsville to Wilmington, N. C.	171	Railroad	7	17,100	14	51,300	34,200	34,200	17,100		
5602	Kingsville to Augusta, Ga.	117	do	7	8,775	14	27,788	19,013	17,550	10,238		
	Branch. Kingsville to Camden	39	do	7	1,170	7	1,950	780	1,170	780		
	Branch. Kingsville to Columbia	26	do	7	1,300	14	6,062	4,762	2,600	3,462		
	Branch. Branchville to Charleston	64	do	7	4,800	28	15,200	10,400	10,200	4,000		
5609	Florence to Cheraw	40	do	7	1,200	7	5,000	3,800	1,200	3,800		
5628	Charleston to Florence	103½	do	7	7,772	14	15,544	7,772	15,544			
5673	Columbia to Charlotte, N. C.	110	do	7	5,500	6	11,000	5,500	4,714	6,286		
5674	Columbia to Greenville C. H.	145½	do	3	4,357	6	14,525	10,168	8,714	5,811		
	Branch. Hodges to Abbeville C. H.	11½	do	3	315	6	789	444	690	99		
	Branch. Belton to Abbeville C. H.	10	do	3	300	6	686	386	600	86		
5682	Chester to Yorkville	23½	do	6	705	6	1,400	685	705	685		
5698	Alston to Spartanburgh C. H.	70	do	6	2,100	6	3,500	1,400	2,100	1,400		
5711	Newberry C. H. to Laurens C. H.	31	do	6	330	6	1,500	1,170	330	1,170		
5776	Charleston to Savannah	106	do	7	7,950	7	10,437	2,487	7,950	2,487		
5782	New York to Charleston	730	St'mship	2	5,200		55,200			New service.		
		1,797½			68,904		166,681	5,200	102,977	117,267	4,000	53,414
GEORGIA.												
6001	Gordon to Macon	23	Railroad	6	1,725	7	4,025	2,300	2,012	2,013		
6003	Savannah to Pilatka, Fla.	332	St'mboat	2	5,000	2	15,000	10,000	5,000	10,000		
6051	Macon to Columbus	100	Railroad	7	5,000	7	17,850	12,850	5,000	12,850		
6052	Macon to Atlanta	102	do	7	7,650	7	10,200	2,550	7,650	2,550		
6054	Fort Valley to Albany	77½	do	7	2,325	7	3,935	1,610	2,325	1,610		
6055	Fort Valley to Hawkinsville	34	"Star"	3	748	6	1,490	742	1,490	6		
6060	Montezuma to Vienna	22	do	3	395	3	395		395			
6073	Cuthbert to Fort Gaines	22	do	3	484	6	1,310	826	968	342		
6077	Fort Gaines to Blakely	22	do	3	484	3	490	6	484	6		
6082	Albany to Monticello, Fla.	80½	do	3	1,771	6	3,010	1,239	3,542	532		
6083	Albany to Quincy, Fla.	78	do	3	1,716	3	4,042	2,326	1,716	2,326		
6094	Quitman to Madison, Fla.	25	do	3	700	3	560	140	700	140		
6109	Forsyth to Russellville	11	do	2	150	2	150		150			
6111	Geneva to Talbotton	8	do	3	160	7	363	203	373	10		
6113	Griffin to La Grange	56	do	3	1,232	6	2,500	1,268	2,464	36		
6121	Jonesboro' to Fayetteville	10	do	3	180	6	234	54	360	126		
6128	Milledgeville to Gordon	17	Railroad	7	1,275	7	1,700	425	1,275	425		
6129	Milledgeville to Eatonton	21	do	7	630	7	1,150	520	630	520		

New service.

Under contract till
June 30, 1869.

Table of mail service restored in southern States, &c.—Continued.

No. of route.	State and termini.	Length of route.	Kind of service.	Number of trips per week.	Pay per annum.	Old No. of trips per week.	Old pay per annum.	Increase.	Decrease.	Pay pro rata for old No. of trips on present basis.	Increase pro rata.	Decrease pro rata.	Remarks.
GEORGIA—Continued.													
		<i>Miles.</i>											
6136	Augusta to Atlanta	174	Railroad	7	\$13,050	14	\$41,593		\$21,543	\$26,100		\$15,493	
	Branch. Camak to Warrenton	32	do	7	97	7	225		122	97		122	
6143	Double Wells to Washington	19	do	6	570	6	950		380	570		380	
6144	Union Point to Athens	40	do	6	1,200	6	2,000		800	1,200		800	
6163	Stone Mountain to Lawrenceville	204	"Star"	6	600	6	695		95	600		95	
6165	Atlanta to West Point	86	Railroad	7	6,487	14	20,543		14,056	12,974		7,569	
6166	Atlanta to Chattanooga, Tenn.	140	do	7	14,000	7	22,750		8,750	14,000		8,750	
6198	Kingston to Rome	19	do	7	570	7	1,108		538	570		538	
6201	Rome to Blue Mountain, Ala.	61	"Star"	6	1,700	7	3,263		1,563	1,983		1,280	
6233	Lawrenceville to Gainesville	294	do	3	600	3	524	\$76		600	\$76		
6250	Washington to Abbeville, S. C.	41	do	3	902	3	750	152		902	152		
6268	Dublin to Irwinton	28	do	2	1,800			400					New service.
6269	Renwick to Eufaula	60	Railroad	7	400	7	3,700		1,900	1,800		1,900	
6270	Gordon to Irwinton	12	"Star"	3	264			264					Do.
6288	Lookout Station to Trenton	13	Railroad	7	390			390					Do.
		1,788			74,255		166,505	1,422	93,672	97,936	1,042	69,611	
FLORIDA.													
6556	St. Mark's to Tallahassee	214	Railroad	6	638	6	1,087		449	638		449	
6582	Jacksonville to Tallahassee	170	do	6	8,500	6	12,581		4,081	8,500		4,081	[over old service.
6583	Fernandina to Cedar Key	154	do	6	4,620	6	9,073		4,453	4,620		4,453	\$990 for 33 miles excess
6584	Pensacola to Pollard, Ala.	62	"Star"	7	2,200	6, 1	1,793	407		1,074		719	32 miles of the old service once a week.
		407			15,958		24,534	407	8,983	14,832		9,702	

ALABAMA.												
7001	Montgomery to West Point, Ga.	88	Railroad	7	6,600	} 14	32,000	24,000	16,000	16,000		
	Branch. Opelika to Columbus, Ga.	28	do	7	1,400							
7002	Montgomery to Mobile	184	do	7	9,200	7	65,000	55,800	9,200	55,800		
7004	Montgomery to Troy	50	"Star"	2	850	2	890	40	850	40		
7009	Montgomery to Wetumpka	15	do	7	600	7	840	240	600	240		
7015	Tuskegee to Chehaw	54	do	7	220	12	600	380	377	223		
7026	Loachapoka to Dadeville	22	do	2	400	3	333	67	600	267		
7050	Jacksonville to Gadsden	23	do	2	345	3	881	536	517	364		
7069	Warrenton to Blountsville	26	do	1	225	2	578	353	450	128		
7071	Larkinsville to Guntersville	30	do	1	260	3	814	554	780	34		
7078	Huntsville to Guntersville	45	do	2	750	3	2,038	1,288	1,125	913		
7090	Decatur to Tuscaloosa	130	do	1	1,500	3	5,750	4,250	4,500	1,250		
7094	Tuscumbia to Frankfort	15	do	2	225	2	117	108	225	108		
7096	Memphis to Stevenson	272	Railroad	7	} 21,052	7	55,550	34,498	21,052	34,498		
	Branch. Moscow to Somerville	134	do	7								
	Branch. Tuscumbia to Florence	7	do	7								
7113	Thorn Hill to Pikeville	31	"Star"	1	248	1	212	36	248	36		
7115	New Lexington to Fayette C. H.	17	do	1	136	2	160	24	272	112		
7122	Tuscaloosa to Greensborough	41	do	3	880	6	2,470	1,590	1,760	710		
7132	Randolph to Tuscaloosa	61	do	3	1,250	3	1,350	100	1,250	100		
7139	Gainesville to Livingston	21	do	3	500	3	500	500	500	500		
7153	Letohatchie to Hayneville	7	do	3	154	6	245	91	308	63		
7219	Gainesville to Gainesville Junction	22	Railroad	6	660	6	660	660	660	660		
7247	Marion to Gainesville	61	"Star"	3	2,400	7	5,723	3,323	5,600	123		
7248	Gadsden to Trenton, Ga.	75	do	1	800	2	632	168	1,600	968		
7249	Clinton to Columbus, Miss.	55	do	3	1,600	3	5,162	3,562	1,600	3,562		
7250	Pickensville to Carrollton	11	do	3	250	3	196	54	250	54		
7251	Hayneville to Loundesborough	7	do	3	154	6	245	91	308	63		
7252	Montgomery to Autaugaville	30	do	3	900	3	1,154	254	900	254		
	Branch. Prattville to Kingston	16	do	1	182	2	205	23	364	159		
7253	Oleander to Montevallo	105	do	1	1,050	3	4,728	3,678	3,150	1,578		
		1,514			54,791		188,373	1,693	134,675	74,386	1,830	115,817
MISSISSIPPI.												
7401	Jackson to Meridian	96	Railroad	7	7,200	7	12,224	5,024	7,200	5,024		
7402	Vicksburg to Yazoo City	110	Steamboat	3	2,900	3	4,500	1,600	2,900	1,600		
7407	Brandon to Paulding	81	"Star"	3	1,779	3	1,779	1,779	1,779	1,779		

Old service: railroad, coach, and steamboat. Side supplies of several offices included.

New service.

Under contract till June 30, 1869.

Table of mail service restored in southern States, &c.—Continued.

No. of route.	State and termini.	Length of route.	Kind of service.	No. of trips per week.	Pay per annum.	Old No. of trips per week.	Old pay per annum.	Increase.	Decrease.	Pay pro rata for old No. of trips on present basis.	Increase pro rata.	Decrease pro rata.	Remarks.
MISSISSIPPI—Continued.													
		<i>Miles.</i>											
7408	Brandon to Williamsburg.....	72	"Star".	3	\$1,299	2	\$1,299			\$866		\$433	
7412	Canton to Jackson.....	237	Railroad	7	23,700	7	43,800	\$20,100		23,700		20,100	
7413	Columbus to Artesia.....	14	do	6	700	6	2,058	1,358		700		1,358	
7469	Mobile, Ala., to Columbus, Ky.....	472	do	7	47,200	7	53,000	5,800		47,200		5,800	Under old service this
7487	New Albany to Tupelo.....	28	"Star".	1	195	2	411	216		390		21	was made up of
		1,110			84,973		119,071	34,098		84,735		34,336	several routes.
ARKANSAS.													
7801	Little Rock to Richland.....	60	"Star".	2	900	3	2,900	2,000		1,350		1,550	
7803	Little Rock to Arkadelphia.....	78	do	2	1,326	6	11,557	10,231		3,978		7,579	
7804	Little Rock to Batesville.....	93	do	2	1,581	6	7,000	5,419		4,743		2,257	
7806	Little Rock to Clinton.....	77	do	1	616	3	1,200	584		1,848	\$648		
7807	Little Rock to Fort Smith.....	170	do	2	4,080	3	2,450	\$1,630		6,120	3,670		
7809	Little Rock to Hot Springs.....	54	do	2	918	1	199	719		459	260		
7810	Little Rock to Pine Bluff.....	59	do	2	1,003	3	1,200	197		1,504	304		
7811	Little Rock to Kinderhook.....	73	do	1	620	1	339	281		620	281		
7814	Memphis, Tenn., to Jacksonport.....	554	St'mboat	3	6,000	3	44,875	38,875		6,000		38,875	Under contract till
7847	Jacksonport to Batesville.....	26	"Star".	3	650	2	1,400	750		433		967	June 30, 1869.
7848	Batesville to Pochontas.....	57½	do	1	460	6	5,532	5,072		2,760		2,772	
7849	Batesville to Smithville.....	39	do	2	585	1	250	335		292		42	
7852	Batesville to Evening Shade.....	24	do	1	192	1	174	18		192	18		
7856	Jacksonport to Pochontas.....	59	do	2	944	2	8,500	7,556		944		7,556	Old service, 4 months
7944	Washington to Shreveport, La.....	109	do	3	4,500	3	4,565	65		4,500		65	by land, and 8

7964	Camden to Trenton, La.....	114	"Star".	3	5,000	6	12,900	7,900	10,000	2,900	months by river on steamboats.	
7983	El Dorado to Minden, La.....	61	do.....	1	1,000	2	1,740	740	2,000	260		
		1,707½			30,375		106,781	2,983	79,389	47,743	5,483	64,521
LOUISIANA.												
8151	New Orleans to Mobile, Ala.....	214	St'mboat	7	11,342	7	36,500	25,158	11,342	25,158	Under contract till June 30, 1869.	
8152	New Orleans to Canton, Miss.....	206	Railroad	7	20,600	7	41,600	21,000	20,600	21,000		
8163	New Orleans to Cairo, Ill.....	1,075	St'mboat	3½	27,300	3	115,863	88,563	23,400	92,463	Under contract till June 30, 1869.	
8182	Clinton to Tangipahoa.....	41	"Star".	3	950	6	800	150	1,900	1,100		
8188	Brashear to New Iberia.....	67	St'mboat	3	1,200	3	5,945	4,739	1,206	4,739		
8240	Harrisonburg to Monroe.....	74	"Star".	3	3,000	6	7,440	4,440	6,000	1,440		
8247	Monroe to Shreveport.....	130	do.....	3	5,500	7	11,800	6,300	12,833	1,033		
8255	Columbia to Homer.....	88	do.....	2	2,300	3	2,793	493	3,450	657		
8263	Harrisonburg to Winfield.....	70	do.....	1	500	3	1,816	1,256	1,680	136		
8264	Minden to Natchitoches.....	82	do.....	2	2,200	3	1,993	207	3,300	1,307		
		2,047			74,958		226,550	357	151,949	85,711	4,097	144,936
TEXAS.												
8503	Brashear, La., to Galveston.....	245	St'mboat	3	12,250	1	45,000	32,750	4,083	40,917	Under contract till June 30, 1869.	
8509	Galveston to Houston.....	50	Railroad	7	3,750	6	5,000	1,250	3,214	1,786		
8512	Brenham to Austin.....	110	"Star".	3	2,420	7	8,253	5,833	5,647	2,606		
8517	Millican to Waco Village.....	130	do.....	3	4,200	3½	6,866	2,576	5,005	1,861		
8522	Brenham to Cameron.....	70	do.....	2	1,800	1	680	1,120	900	220		
8528	Harrisburg to Alleyton.....	80½	Railroad	7	4,025	6	5,850	1,825	3,450	2,400		
8530	Bernard Station to Victoria.....	120	"Star".	3	3,960	3	2,900	1,060	3,960	1,060		
8531	San Antonio to Alleyton.....	155	do.....	3	3,410	7	11,878	8,468	7,957	3,921		
8534	Alleyton to LaGrange.....	30	do.....	3	660	7	3,500	2,840	1,540	1,960		
8554	Powderhorn to Austin.....	170	do.....	3	5,610	3½	6,173	563	6,545	372		
8563	Victoria to San Antonio.....	122½	do.....	2	2,812	3½	3,250	438	4,921	1,671		
8564	Austin to San Antonio.....	80	do.....	3	1,760	3½	2,503	743	2,053	450		
8609	Liberty to Crockett.....	112½	do.....	2	3,475	3	7,300	3,825	5,212	2,088		
8640	Crockett to Tyler.....	91½	do.....	2	2,925	3	2,700	225	4,388	1,688		
8645	Crockett to Natchitoches, La.....	200	do.....	2	4,500	3	19,338	14,838	6,750	12,588		
8716	Marshall to Clarksville.....	102	do.....	2	3,150	3	4,000	850	4,725	725		
8724	Navasota to Shreveport, La.....	250	do.....	3	8,250	3	15,199	6,949	8,250	6,949		
8736	Austin to Clarksville.....	350	do.....	2	9,000	3½	17,204	8,204	15,750	1,454		
8818	Hempstead to Brenham.....	21	Railroad	7	1,050			1,050			New service.	

Table of mail service restored in southern States, &c.—Continued.

No. of route.	State and termini.	Length of route.	Kind of service.	No. of trips per week.	Pay per annum.	Old No. of trips per week.	Old pay per annum.	Increase.	Decrease.	Pay pro rata for old No. of trips on present basis.	Increase pro rata.	Decrease pro rata.	Remarks.
TEXAS—Continued.													
		<i>Miles.</i>											
8819	Houston to Columbia.....	50	Railroad	7	\$1,500			\$1,500					New service.
8820	Houston to Orange.....	100	do.	7	5,000			5,000					Do.
8821	Houston to Millican.....	80	do.	7	4,000			4,000					Do.
		2,719½			89,597		167,594	13,955	\$91,952	\$94,350	\$5,730	\$78,980	
TENNESSEE.													
10005	Nashville to Lebanon.....	31	"Star"	3	500	6	1,000		500	1,000			
10006	Nashville to Chattanooga.....	153	Railroad	7	11,475	14	30,600		19,125	22,950		7,650	
	Branch. War Trace to Shelbyville.	8	do.	7	240	7	400		160	240		160	
10013	Kingston Springs to Centreville...	40	"Star"	2	600	2	393	207		600	207		
10014	Lebanon to Sparta.....	37, 23	do.	3, 2	785	3	899		114	900		1	
10015	Lebanon to Rome.....	14	do.	1	150	3	349		199	450		101	
10018	Lebanon to Chestnut Mound.....	32	do.	3, 2	600	2	480	120		480			
10023	Lafayette to Hartsville.....	17	do.	1	128	2	150		22	256		106	
10033	McMinnville to Smithville.....	22	do.	3	650	3	700		50	650		50	
10034	Kingston to Loudon.....	18	do.	6	700	3	607	93		350		257	
10039	Tullahoma to Manchester.....	12	do.	2	180	7	600		420	630		30	
10040	Tullahoma to Fayetteville.....	27	do.	3	400	3	550		150	400		150	
10041	McMinnville to Murfreesboro'.....	42	do.	3	940	3	974		34	940		34	
10042	Gallatin to Carthage.....	35	do.	3½	148	3½	141	7		148		7	
10063	Knoxville to Goodson, Va.....	130½	Railroad	7	13,070	7	26,140		13,070	13,070		13,070	

10064	Knoxville to Chattanooga	109½	do	7	10,950	7	21,900	10,950	10,950	10,950		
	Branch. Cleveland to Dalton, Ga.	31	do	7	1,550	7	6,200	4,650	1,550	4,650		
10065	Knoxville to Cumberland Gap	78	"Star"	1	750	3	2,300	1,550	2,250	50		
10065	Knoxville to Rogersville	67½	do	3	1,125	3	1,125		1,125			
10071	Knoxville to Tazewell	49	do	1	380	1	244	136	380	136		
10074	Dandridge to Limestone Springs	38	do	3	664	3	664		664			
10092	Rutledge to Dandridge	25	do	3	750	3	1,500	750	750	750		
10096	Rogersville to Rogersville Junction	15	Railroad	6	790	6	790		790			
10107	Johnson's Depot to Taylorsville	45	"Star"	2	1,000	3	1,147	147	1,500	353		
10146	Shelbyville to Lewisburg	22½	do	3	312	3	472	160	312	160		
10171	Clarksville to Dover	33	do	1	300	3	958	658	900	58		
10177	Camden to Dresden	75	do	2	1,100	3	1,396	296	1,650	254		
10257	Nashville to Johnsonville	78	Railroad	7	2,340		2,340				New service.	
10257	Charlotte to White Bluffs	12	"Star"	2	175		175				Do.	
		1,320½			52,752		102,679	3,078	53,005	65,885	1,195	37,989

SUMMARY.

Kind of service.	No. of routes.	Aggregate length.	Aggregate pay per annum.	Aggregate old pay per annum.	Aggregate increase per annum.	Aggregate decrease per annum.	Aggregate pay pro rata for old No. of trips on present basis.	Aggregate increase pro rata.	Aggregate decrease pro rata.	Remarks.
Railroad service—		<i>Miles.</i>								
In Virginia	10	993½	\$78,374	\$175,208		\$06,834	\$84,036		\$01,172	
North Carolina	7	734½	40,269	90,894		50,605	56,923		33,971	
South Carolina	15	1,067½	63,704	166,681		102,977	117,267		49,414	
Georgia	15	896½	56,769	131,729		74,960	76,203		55,526	\$300 for new service.
Florida	3	345½	13,758	22,741		8,983	13,758		2,983	\$990 for 33 miles excess over old service.
Alabama	7	615	38,912	152,550		113,638	46,252		106,298	\$660 for new service.
Mississippi	4	819	78,800	111,082		32,282	78,800		32,282	

Summary—Continued.

Kind of service.	No. of routes.	Aggregate length.	Aggregate pay per annum.	Aggregate old pay per annum.	Aggregate increase per annum.	Aggregate decrease per annum.	Aggregate pay pro rata for old No. of trips on present basis.	Aggregate increase pro rata.	Aggregate decrease pro rata.	Remarks.
Railroad service—										
In Louisiana	1	<i>Miles.</i> 206	\$20,600	\$11,600	.....	\$21,000	\$20,600	.....	\$21,000	
Texas	6	3,814	19,325	10,750	\$2,475	.....	6,664	.....	4,186	\$11,550 for new service.
Tennessee	7	525 ^{3/10}	40,415	76,030	.....	45,615	49,550	.....	36,480	\$2,340 for new service.
Total	75	6,584 ^{1/2}	450,946	989,365	.....	546,894	550,053	.....	439,312	\$15,930 for new service.
Deduct .....					.....	5,475				
Net .....					.....	538,419				
Steamboat service—										
In Virginia	2	193 ^{1/2}	4,108	23,485	.....	19,377	7,216	.....	16,269	
North Carolina	2	349	17,954	2,500	15,454	.....	2,354	.....	146	\$15,600 for new service.
South Carolina	1	730	5,200	.....	5,200	.....	.....	.....	.....	New service.
Georgia	1	332	5,000	15,000	.....	10,000	5,000	.....	10,000	Under contract till June 30, 1869.
Mississippi	1	110	2,900	4,500	.....	1,600	2,900	.....	1,600	Do. do. do.
Arkansas	1	554	6,000	44,875	.....	32,875	6,000	.....	32,875	Do. do. do.
Louisiana	3	1,356	39,848	158,303	.....	118,460	35,948	.....	122,360	One temporary; the others till June 30, 1869.
Texas	1	245	12,250	45,000	.....	32,750	4,083	.....	40,917	Under contract till June 30, 1869.
Total	12	3,869 ^{1/2}	93,260	293,668	.....	221,062	63,501	.....	230,167	\$20,800 for new service.
Deduct .....					.....	20,654				
Net .....					.....	200,408				
"Star" service—										
In Virginia	31	1,000 ^{1/2}	19,555	92,421	.....	2,569	21,919	\$2,495	.....	\$325 for new service.

West Virginia	16	7594	12,606	16,704	4,098	18,640	1,936		
North Carolina	3	1044	2,200	3,075	875	3,469	391		\$964 for new service.
Georgia	17	560	12,486	19,776	7,290	16,733		3,043	
Florida	1	62	2,200	1,793	407	1,074		719	
Alabama	24	8904	15,879	35,823	19,944	28,134		7,689	
Mississippi	3	181	3,273	3,489	216	3,035		454	
Arkansas	16	1,1534	24,375	61,906	37,531	41,743		20,163	
Louisiana	6	485	14,510	26,642	12,132	29,163	2,521		
Texas	15	2,093	58,022	111,744	53,722	83,003		28,141	
Tennessee	22	795	12,337	16,649	4,312	16,335		314	\$175 for new service.
Total	154	8,1804	177,743	320,025	142,689	265,848		60,523	
Deduct					407			7,346	
Net					142,282			53,177	\$1,161 for new service.

RECAPITULATION.

Kind of service.	No. of routes.	Aggregate length.	Aggregate pay per annum.	Aggregate old pay per annum.	Aggregate increase per annum.	Aggregate decrease per annum.	Aggregate pay pro rata for old No. of trips on present basis.	Aggregate increase pro rata.	Aggregate decrease pro rata.	Remarks.
Railroad service	75	Miles 6,5844	\$450,946	\$989,365		\$538,419	\$530,053		\$439,312	\$15,939 for new service.
Steamboat service	12	3,8994	93,260	293,668		200,408	63,501		230,167	\$20,800 for new service.
Star service	154	8,1804	177,743	330,025		142,282	296,848		53,177	\$1,161 for new service.
Aggregate	241	18,6404	721,949	1,603,058		881,109	880,402		722,656	\$37,894 for new service.

No. 6.

Statement of the number, kinds, sizes, and cost of mail bags procured under contract and by open purchase, and put into service, during the fiscal year ended June, 30, 1865

400 leather mail pouches, size 1, at \$3 50.....	\$3,400 00	
700.....do.....2, at 7 50.....	5,250 00	
900.....do.....3, at 6 50.....	5,850 00	
950.....do.....4, at 5 25.....	4,987 50	
750.....do.....5, at 3 75.....	2,812 50	
3,700		\$22,300 00
200 leather horse mail bags, size 1, at 7 75.....	1,550 00	
200.....do.....2, at 6 85.....	1,370 00	
100.....do.....3, at 5 50.....	550 00	
500		3,470 00
7,302 jute canvas mail sacks, size 1, at 83.....	6,425 76	
6,000.....do.....1, at 1 00*.....	6,000 00	
2,982.....do.....1, at 1 80*.....	5,367 60	
22,284.....do.....1, at 1 50.....	33,000 00	
38,568		50,793 36
2,000.....do.....2, at 91*.....	1,820 00	
1,000.....do.....2, at 89*.....	890 00	
1,016.....do.....2, at 1 55*.....	1,574 80	
6,000.....do.....2, at 1 35.....	8,100 00	
10,016		12,384 80
750.....do.....3, at 21.....	157 50	
1,000.....do.....3, at 34*.....	340 00	
1,113.....do.....3, at 40*.....	445 20	
5,000.....do.....3, at 36½.....	1,825 00	
7,863		2,767 70
Cost of new mail bags of all kinds and sizes.....		91,715 86
<i>Number and cost of new mail locks and keys purchased during the fiscal year ended June 30, 1865.</i>		
Mail keys, 16,237, at 12 cents each.....	\$1,948 44	
Mail locks, none.....		
Total cost of mail locks and keys.....		1,948 44

No. 7.

Statement showing operations and results of foreign mail service for the fiscal year ended June 30, 1865.

I.—POSTAGES ON UNITED STATES AND EUROPEAN MAIIS.

The aggregate amount of postage (sea, inland, and foreign) on the mails exchanged with the United Kingdom.....	\$865,936 94
With Prussia.....	246,476 89
With France.....	187,927 13
With Hamburg.....	66,447 70
With Bremen.....	69,717 31
With Belgium.....	13,024 79
Total postages.....	1,449,530 76
Being an increase over the amount reported for the previous year of \$49,925 07.	

* Procured by open purchase, in consequence of the failure of the contractor.

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

To Great Britain	\$453,801 45
To Prussia	122,892 93
To France	99,334 98
To Bremen	\$44,774 28
To Hamburg	43,358 16
To Belgium	6,450 44
Total	770,612 24

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

From Great Britain	\$412,135 49
From Prussia	123,583 96
From France	88,592 15
From Hamburg	23,089 54
From Bremen	24,943 03
From Belgium	6,574 35
Total	678,918 52

Postages collected in the United States	\$930,556 54
Postages collected in Europe	518,974 22

Excess of collections in the United States	411,582 32
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Number of letters <i>sent</i> from the United States	3,596,300
Number of letters <i>received</i> from Europe	3,117,217
Total	6,713,517

Being an increase of 275,409 over the number reported for the previous year.

Number of newspapers <i>sent</i> from the United States	2,686,808
Number of newspapers <i>received</i> from Europe	1,112,170
Total	3,798,978

Being an increase of 522,354 over the number reported for the previous year.

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

Great Britain	\$41,665 96
France	10,742 83
Bremen	19,831 25
Hamburg	20,268 62
Total	92,508 66

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

Prussia	\$691 03
Belgium	123 91
Total	814 94

II.—CLOSED MAILS.

Weight of closed letter mails <i>received</i> from Prussia, ounces	138,722
Weight of closed letter mails <i>sent</i> to Prussia, ounces	143,117½
Total	281,839½

Weight of British closed mails for Canada, ounces	54,120½
Weight of Canada closed mails for Great Britain, ounces	34,706
Total	88,826½

Weight of British closed mails for and from Sandwich Islands and Vancouver's Island <i>received</i> , ounces	11, 215½
Weight of British closed mails for and from Sandwich Islands and Vancouver's Island <i>sent</i> , ounces	8, 249½
Total	19, 465
Weight of British closed mails for Havana, ounces	9, 017½
Weight of British closed mails from Havana, ounces	3, 740
Total	12, 757½
Weight of Belgian closed letter mails <i>received</i> , ounces	3, 410½
Weight of Belgian closed letter mails <i>sent</i> , ounces	3, 757½
Total	7, 168
Amount paid Great Britain for the sea and territorial transit of closed mails through the United Kingdom for the year ended December 31, 1864	\$113, 780 44½
Amount received from Great Britain for the sea and territorial transit of closed mails through the United States, (same period)	37, 408 52½

III.—OCEAN TRANSPORTATION.

The sea transportation of mails to and from Europe was performed as follows:

By foreign steamships, employed as United States mail packets—	
Of the Canadian line	\$126, 750 70
Of the Liverpool, New York and Philadelphia Steamship Company	350, 780 09
Of the New York and Hamburg Steamship Company	152, 218 03
Of the North German Lloyd Company	203, 993 74
	833, 751 65
By British contract packets, of the Cunard line	\$606, 721 09
By French mail packets	9, 058 02
	615, 779 11
Total	1, 449, 530 76

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

Balance due Great Britain on adjustment of accounts for the year ended December 31, 1864	\$135, 325 04
Balance due France on adjustment of accounts for the fiscal year ended June 30, 1864	30, 612 94
Balance due Hamburg on adjustment of accounts for the fiscal year ended June 30, 1865	39, 973 99
Balance due Bremen on adjustment of accounts for the fiscal year ended June 30, 1865	39, 792 99
Total balances against the United States	245, 704 96
Balance due the United States on adjustment of accounts with Prussia for the fiscal year ended June 30, 1865	\$9, 783 07
Balance due the United States on adjustment of accounts with Belgium for the fiscal year ended June 30, 1865	3, 472 34
Total balances in favor of the United States	13, 265 41

No. 8.

Additional articles to the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland, for carrying into execution the convention of the 15th December, 1848.

In pursuance of the power granted by article 21 of the convention of December 15, 1848, between the United States of America and the United Kingdom of Great Britain and Ireland, to the two post offices to settle the matters of detail, which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles :

ARTICLE 1.

There shall be established on the part of the United States a new office of exchange at Baltimore, which shall exchange mails with the British offices at Liverpool and London, by means of United States mail packets plying between Baltimore and Liverpool.

ARTICLE 2.

The description of letters, &c., which shall be comprised in the mails forwarded from Baltimore to the British exchanging offices of Liverpool and London, respectively, or from those exchanging offices to Baltimore, shall be arranged by correspondence between the British and United States post offices.

ARTICLE 3.

The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed at London, on the twenty-fifth day of October, one thousand eight hundred and sixty-five, and at Washington on the eleventh day of November, one thousand eight hundred and sixty-five.

W. DENNISON.
STANLEY, *of Alderley*.

No. 9.

Total operations of the appointment office for the year ending June 30, 1865.

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Total cases.
Alabama								
Arkansas					3			3
Arizona	1		1		1	1		4
California	27	13	3	2	65	22	7	137
Colorado	7	8			11	2		28
Connecticut	3	4	3	2	50	16	6	82
Dakota	3	2	1	1	8	7		21
Delaware	1		1	1	4	1	2	9
District of Columbia	1						1	2
Florida	1				3			4
Georgia								
Idaho	1				6	4		11
Illinois	42	52	12	4	320	71	21	518
Indiana	36	54	14	13	340	55	13	512
Iowa	45	39	11	7	258	42	9	404
Kansas	18	8	4	2	50	16	2	98
Kentucky	66	54	11	9	146	45	11	333
Louisiana					1	2		3
Maine	5	3	4	2	75	18	9	114
Maryland	19	17	4	3	61	16	4	121
Massachusetts	2	1	1	1	53	15	9	81
Michigan	17	24	13	10	144	40	11	249
Minnesota	25	20	14	11	90	25	3	177
Mississippi					1	2		3
Missouri	43	70	15	12	195	50	9	382
Montano	1				1	3		5
Nebraska	6	11	3	2	28	9		57
Nevada	8	4			12	2		26
New Hampshire	7	2	3	3	53	9	4	78
New Jersey	9	7	2		45	25	4	92
New Mexico	2		1	1	4			7
New York	28	27	12	4	363	98	31	559
North Carolina					1	9		10
Ohio	16	52	17	9	384	76	22	567
Oregon	10	6	2	1	26	1		45
Pennsylvania	42	33	24	16	374	98	26	597
Rhode Island	1	1	2	2	8	2	1	15
South Carolina						1	1	2
Tennessee	4	1			14	37		56
Texas						4		4
Utah	42	2			10	1		55
Vermont	5	3	6	3	68	21	3	106
Virginia	3	1	2	2	11	9	1	27
Washington	1	6			12	6	1	26
West Virginia	12	23	4	2	76	16	7	138
Wisconsin	26	34	10	7	200	48	11	329
	586	582	200	132	3,575	925	229	6,097

No. 10.

Table showing the increase and decrease of post offices in the several States and Territories; also the number of post offices at which appointments are made by the President and by the Postmaster General.

States and Territories.	Whole number of post offices June 30, 1864.		By the President of the United States, June 30, 1864.		Total by the President of the United States, June 30, 1865.		Total by the Postmaster General, June 30, 1865.	Whole number of offices in the United States June 30, 1865.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.			
Alabama	875		3		8		867	875	
Arkansas	730		2	1	3		727	730	
Arizona	1	1					2	2	
California	408	14		15	1	16	406	422	
Colorado	53		1	2		2	50	52	
Connecticut	341		1	20	1	19	361	380	
Dakota	11	1					12	12	
Delaware	67	1		2		2	66	68	
District of Columbia	4	1		2		2	3	5	
Florida	174	1		2	3	5	170	175	
Georgia	893			12		12	881	893	
Idaho	17	1					18	18	
Illinois	1,539		10	55	2	53	1,476	1,529	
Indiana	1,242		18	35	3	32	1,192	1,224	
Iowa	979	6		25	3	22	963	985	
Kansas	272	10		6		6	276	282	
Kentucky	720	12		19	1	20	712	732	
Louisiana	387			5		5	382	387	
Maine	801	2		20	1	19	784	803	
Maryland	413	2		12		12	403	415	
Massachusetts	659	1		58	2	56	604	660	
Michigan	843		7	31	1	32	804	836	
Minnesota	478	5		7	1	8	475	483	
Mississippi	668			8		8	660	668	
Missouri	860		27	16		16	817	833	
Montana		1			1	1		1	
Nebraska	125		5	2		2	118	120	
Nevada	19	4		2	1	3	20	23	
New Hampshire	392	5		10		10	387	397	
New Jersey	480	2		21		21	461	482	
New Mexico	15	2		1		1	16	17	
New York	2,586	1		103		103	2,484	2,587	
North Carolina	1,185			7	1	8	1,177	1,185	
Ohio	1,932		36	57	1	58	1,838	1,896	
Oregon	99	4		1	1	2	101	103	
Pennsylvania	2,556	9		60	1	61	2,504	2,565	
Rhode Island	94			7	1	6	88	94	
South Carolina	634			6	1	5	629	634	
Tennessee	1,028	3		6	1	7	1,024	1,031	
Texas	923			4		4	919	923	
Utah	74	40		1		1	113	114	
Vermont	437	2		11		11	428	439	
Virginia	1,247	2		13	2	15	1,234	1,249	
Washington	67			5			62	62	
West Virginia	546		11	2	4	6	529	535	
Wisconsin	964			29		29	927	956	
	24,878	133	129	705	21	14	712	28,170	28,882

No. 11.

Post offices at which letter-carriers are employed, with the number and aggregate compensation of the latter at each office.

Offices.	Aggregate carriers.	Aggregate pay.	Remarks.
New York, N. Y.	157	\$126,538 62	
Philadelphia, Pa.	129	91,969 88	
Boston, Mass.	49	31,694 52	
Baltimore, Md.	35	21,919 40	
Cincinnati, Ohio.	30	13,492 73	
Brooklyn, N. Y.	26	19,232 81	
St. Louis, Mo.	25	16,048 06	
Chicago, Ill.	34	21,980 96	
Buffalo, N. Y.	15	10,198 56	
Louisville, Ky.	15	4,984 55	
Washington, D. C.	25	17,843 90	
Newark, N. J.	7	3,850 00	
Albany, N. Y.	16	6,433 65	
Providence, R. I.	9	3,981 50	
Pittsburg, Pa.	12	3,774 24	Incomplete.
Rochester, N. Y.	9	4,936 67	
Cleveland, Ohio.	19	9,722 46	
Lowell, Mass.	3	1,425 00	
Hartford, Conn.	4	2,572 43	
Utica, N. Y.	9	5,748 75	
Syracuse, N. Y.	10	4,400 92	
Harrisburg, Pa.	2	1,229 25	
Wilmington, Del.	5	1,679 68	
Cambridgeport, Mass.	2	977 66	
Charlestown, Mass.	4	1,992 77	
Williamsburg, N. Y.	6	4,200 00	
Jersey City, N. J.	3	1,471 75	
Troy, N. Y.	7	3,484 27	
Roxbury, Mass.	6	2,613 03	
Detroit, Mich.	20	9,314 47	3 quarters.
Reading, Pa.	2	928 36	
New Bedford, Mass.	4	2,175 50	
Trenton, N. J.	3	1,286 92	
Lancaster, Pa.	1	600 00	
Worcester, Mass.	5	2,886 58	
Allegheny, Pa.	4	1,734 06	
Cambridge, Mass.	1	366 66	Incomplete.
Lynn, Mass.	3	1,805 87	
Manchester, N. H.	3	1,356 61	
New Haven, Conn.	5	2,866 66	
Portland, Me.	2	1,150 00	
Salem, Mass.	3	1,561 61	
Toledo, Ohio.	7	3,733 37	
Milwaukee, Wis.	16	4,575 34	2 quarters.
New Brunswick, N. J.	1	500 00	

No. 12.

Statement of the operations of the free-delivery letter-carrier system at the following offices for the fiscal year ending June 30, 1865.

Offices.	Letters delivered.	Papers delivered.	Paid for delivery.	Average per letter.
				<i>Cts. ms.</i>
New York	12,030,918	947,475	\$126,538 62	1 0
Philadelphia.....	7,339,647	821,066	91,909 88	1 2
Boston.....	3,383,860	263,362	31,694 52	0 8
Baltimore.....	1,905,940	236,832	21,919 40	1 1
Brooklyn.....	1,723,639	162,960	19,232 81	1 1
Washington, D. C.....	1,352,631	244,641	17,843 90	1 3
Cincinnati.....	1,153,891	141,080	13,492 73	1 1
St. Louis.....	1,107,524	146,464	16,048 06	1 4
Cleveland.....	956,256	229,106	9,722 46	1 0

NOTE.—This statement is based on the *letter* delivery, no account being taken of the delivery of papers, pamphlets, etc.; nor of the letters *collected* and mailed by the carriers, numbering almost as many as the letters delivered.

No. 13.

Statement showing the disposition of letters received containing money during the year ending June 30, 1865.

	Letters.	Amount.
Number of letters sent out for delivery	42,154	
Aggregate contents of the same		\$244,373 97
Number of letters delivered	35,268	
Aggregate amount of money restored		210,954 90
Number of letters returned and filed	3,583	
Aggregate amount in same		17,368 90
Number of letters held for disposition	1,772	
Aggregate amount contained in same		9,634 41
Number of letters outstanding	1,531	
Aggregate amount in same		6,415 76

No. 14.

Annual statement of dead letters containing papers of value other than money registered and sent out for delivery to the writers or owners thereof during the fiscal year ending on the 30th day of June, 1865.

	Number.	Amount.
Number of letters sent out	15,304	
Number of letters delivered	13,746	\$3,246,149
Number of letters unclaimed	1,276	65,357
Number of letters outstanding	282	18,382
<i>Contents of letters sent out.</i>		
Bills of exchange, drafts, and letters of credit; bonds and notes of hand; checks, orders, and treasury warrants; certificates of deposits, &c.		3,329,888
Miscellaneous papers of value, viz: Deeds, mortgages, land titles, contracts, powers of attorney, marriage certificates, articles of agreement, patents, pension papers, &c.	3,415	

No. 15.

Regulations concerning the disposal of dead letters.

Dead letters are such as have been advertised and have remained on hand one month, and postmasters are required to check their advertised lists, so as to distinguish the letters delivered from such as are returned to the Dead Letter office. Missing letters should, therefore, be first inquired for at the post offices to which they were directed, and, unless found to have been returned to the Dead Letter office, applications to the Third Assistant Postmaster General will be useless.

Letters reaching the Dead Letter office are classified according to their contents and disposed of as follows:

LETTERS NOT RECOVERABLE ON APPLICATION.

1. Letters evidently worthless, and such as cannot be returned to writers with or without value less than one dollar, also all circulars, are destroyed.

2. Letters with name and address of writers, with or without value less than one dollar, are returned to writers. Such "return" letters are not advertised, and if not delivered in thirty days they are re-sent to the Dead Letter office and destroyed.

3. Letters containing unexecuted legal papers and ordinary business receipts are disposed of as letters of the first and second classes; but if the papers enclosed are of an "official" character, and cannot be returned to writers, they are sent without record to the offices where they belong.

4. Official letters, franked from the departments of the government, are not properly returned to the Dead Letter office; but such as are sent, contrary to regulations, are immediately forwarded, unopened, to the offices where they originated, and are therefore to be looked for in those offices.

N. B.—No records or files of these four classes are kept; the department can give no information regarding them, and applications for such are useless.

5. Letters containing photographs or card pictures are not recorded, but are returned under cover to postmasters, who are instructed to use all diligence in delivering them to proper owners. If re-sent to the Dead Letter office they are filed; but if not applied for in twelve months, they cannot be recovered.

LETTERS RECOVERABLE ON APPLICATION.

6. Letters containing ambrotypes and sun pictures in cases, jewelry and watches, and other miscellaneous articles, valued one dollar and upwards, are designated property valuable letters.

Letters containing valuable papers, as bills of exchange, drafts, checks, certificates of deposit, express receipts for money, tax receipts, land warrants, bills of lading, pension certificates, executed deeds, powers of attorney, and other executed legal documents, constitute the minor valuable letters.

Letters containing money to the amount of one dollar and upwards, United States bonds and coupons, are designated money valuable letters.

N. B.—All of these valuable letters are carefully recorded and sent, with every available safeguard, to postmasters for delivery to proper owners, and all are recoverable on application.

Registered letters are classed and disposed of according to their valuable contents.

Letters held for postage or otherwise unmailable are treated in all respects as common dead letters.

Foreign letters are retained one month and then sent to the countries in which they originated.

APPLICATIONS, FOREIGN EXCEPTED.

The disposition of dead letters being dependent upon the classification according to contents of value in money or other property, no reference being made to the subject matter of the correspondence, such contents of letters applied for must be specifically stated in all applications.

For the identification of letters the following information is also necessary :

Address on letter in full, name of writer, where mailed, date when mailed, or when advertised, or when sent to the Dead Letter office, and whether held for postage, registered or not.

Foreign letters, not being opened, are sufficiently designated as "foreign."

All proper names, including the full post office address of the applicant, should be written with the utmost attainable distinctness, and all inquiries relative to dead letters must be addressed to "Third Assistant Postmaster General."

P. S.—Postmasters will give attention to these regulations, and instruct applicants, so as to avoid unnecessary trouble to the department.

No. 16.

POST OFFICE DEPARTMENT,
Washington, D. C., ———, 1865.

DEAR SIR: In addition to the ordinary duties of a special agent of this department, which you will be expected to discharge in the State of ———, under the commission and instructions that have been issued to you, you will report yourself to his excellency Governor ——— to render him whatever aid in your power in the re-establishing of the postal service in ———. Your practical experience in postal matters will enable you to give him material assistance and to relieve him of more or less correspondence with this department in regard to the details of postal affairs in his State, as to which you will consult with him as far as may be his pleasure to personally consider them.

In the provisional organization of ———, as of the other southern States, it is of the utmost importance that the governor appointed by the President should receive all the assistance the various officers and agents of the government can give them. Hence the importance of your prompt communication with Governor ———, and the tender of your official aid in all matters relating to the restoration of the postal service in ———.

Accompanying this you will find copy of a letter addressed to Governor ———, of the date of ——— last, informing him of the readiness of this department to contract for the transportation of the mails over the several railroads in ——— upon the conditions and at the rates of compensation specified in the letter.

These rates have been adopted after careful consideration and upon the basis of a reclassification of the railroads of the southern States, regard being had to the probable revenues of the government from the postal service in those States, which must necessarily be much less for some time than they were previous to the breaking out of the war. The principle on which this department is based, as you are aware, is, that it shall support itself from its revenues; in other words, it shall not be a charge upon the national treasury. To accomplish this, or even to approximate it within any reasonable limit, not only must the most vigilant economy be observed in all its branches, but the compensation for mail transportation must be reduced to the lowest minimum consistent with the securing of competent contractors and supplying the mails to the people. Hence the absolute necessity of the apparently low rates of pay for such railroad transportation in the southern States. You will understand, therefore, that the rates as proposed in the letter to Governor ——— will not be increased on the contracts now to be made. You will so inform all the railroad companies.

Again, and as part of the foregoing, it is not deemed expedient at this time to contract for the conveying of the mail on all the old routes in the south. The financial condition of the department will not warrant such a general restoration. Every county town should be supplied with the mail to connect it with a railroad if practicable, to which you will direct your attention by inviting proposals.

You will find other routes of railroad connection on which it may be important to put the mail, for which you will also invite proposals. All proposals you will forward to the Second Assistant Postmaster General, with such explanations and recommendations as you may deem proper.

The principle on which you will invite such proposals will be the meeting of the postal wants of the people on the fewest routes and the least service that may be practicable, bearing in mind carefully that it is the duty of the department to supply the mails to the people in the most convenient way to them that the financial ability of the department will admit of.

The restoring of the mails involves the necessity of reopening post offices on the routes, and the appointment of postmasters. As to the first, it is not proposed at present to reopen all the old offices, but such only as may be found necessary to meet the reasonable wants of the people, regard being had to local considerations.

You will probably find in some cases where it will be better for new sites to be selected, so as to obviate the multiplicity of offices. Of all such you will inform the department, after consulting with proper parties and with Governor ———, when practicable.

As to the postmasters to be appointed, it is especially important for you to consult with Governor ——— whenever you can do so. As the official representative of the President, he will be anxious to nominate such postmasters not only as are loyal to the government, but such as will exercise a proper influence in sustaining him in his responsible work of reorganizing the State, to which I am desirous of giving him all the practicable aid of this department.

You will find enclosed, copy of the oath required by law to be taken by all persons connected with the department, postmasters, mail contractors, as well of railroads as all others. This oath having the sanction of law, must be observed according to its terms, none of which I have the power to waive. You will so represent on all proper occasions.

I will expect you to communicate often and fully with me in regard to the postal affairs in ———, and will be pleased to have whatever suggestions from time to time you may think of value in connexion with them.

You will please read this communication to Governor ———.

W. DENNISON, *Postmaster General.*

SPECIAL AGENT, &c.

No. 17.

AUDITOR'S REPORT.

OFFICE OF THE AUDITOR OF THE TREASURY FOR THE
POST OFFICE DEPARTMENT, *November 1, 1865.*

SIR: I have the honor to submit the following report of the operations and affairs of the Post Office Department, so far as conducted by this office, for the fiscal year ending June 30, 1865:

For the first time for many years, and under your administration, the Post Office Department has ceased to be a burden upon the treasury, and become a source of revenue. The figures herewith submitted exhibit the gratifying fact that although treason and rebellion compelled the general suspension of postal service during the past fiscal year in eleven of the States lately in rebellion, yet such has been the rapid growth and wonderful development of that portion of our country which remained faithful to the Constitution and the flag, that the amount of the business of the department and the revenue received, so far from being diminished, have actually been greater than before the rebellion. The revenues of the Post Office Department derived from the loyal States for the past year have exceeded the revenues of any previous year derived from all the States, and the extent of the operations and business of the department for the last year, although excluded from eleven States, exceed in magnitude those of any previous year in all the States.

The significant result that there is a balance of receipts over expenditures, amounting to eight hundred and sixty-one thousand four hundred and thirty dollars, will be found to be attributable, to a considerable extent, to the fact that the cost of the mail service in the lately rebellious and slave States (now rapidly advancing towards freedom and loyalty) was relatively far greater than in the free States, while the receipts were far less, owing to the fact of the sparse settlement of that portion of our country, and also to the fact that nearly one-half the population were held as slaves, to whom the privilege of learning to read and write was prohibited by law, while at the same time a very large portion of the free were of the class denominated *poor whites*, among whom education, in the absence of common schools, was unattainable, and that among such a people the number of letters, newspapers, pamphlets, and other reading matter transported in the mails was small compared with the amount everywhere disseminated in the free loyal States where common schools were universal and education equally so.

It is one of the beneficent results of the war that this condition of things is now rapidly changing. With universal freedom will go everywhere common schools and universal intelligence and education; and thus the mail service in the States lately in rebellion will soon cease to be a burden on the treasury.

The following statement will show more in detail the receipts and expenditures of the department, and exhibits the novel and gratifying fact that the Post Office Department, under its present judicious, economical, and efficient management, ceasing to be a tax, has become a source of revenue, there being now to its credit the sum of two million five hundred and nine thousand one hundred and six dollars and thirty-three cents.

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing to the credit of the revenue account on the 1st of July, 1864, was.....	\$1, 790, 118 08
The receipts for the fiscal year ended June 30, 1865, were..	14, 556, 158 70
Making	16, 346, 276 78
The expenditures for the year ended June 30, 1865, were	\$13, 694, 728 28
Add the amount of "bad debt" account closed during the year.....	198, 261 25
	<u>13, 892, 989 53</u>
Deduct amount of credit balance accounts closed by "suspense" during the year..	55, 819 08
	<u>13, 837, 170 45</u>
Leaving to the credit of the revenue account July 1, 1865, the sum of.....	<u><u>2, 509, 106 33</u></u>

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

For the quarter ending September 30, 1864	\$2, 219, 111 19
For the quarter ending December 31, 1864	2, 557, 215 72
For the quarter ending March 31, 1865.....	2, 543, 257 02
For the quarter ending June 30, 1865.....	2, 146, 295 61
Total net revenue from postages.....	<u><u>9, 465, 879 54</u></u>

The amount of letter postage paid in money was :

For the quarter ending September 30, 1864	\$259, 204 78
For the quarter ending December 31, 1864	234, 470 14
For the quarter ending March 31, 1865.....	244, 520 74
For the quarter ending June 30, 1865.....	199, 574 52
Total.....	<u><u>937, 770 18</u></u>

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of \$9,465,879 54 was found due to the United States, was :

For the quarter ending September 30, 1864	19, 197
For the quarter ending December 31, 1864.....	19, 139
For the quarter ending March 31, 1865.....	19, 037
For the quarter ending June 30, 1865.....	18, 969
Total number	<u><u>76, 342</u></u>

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

For the quarter ending September 30, 1864	\$3, 010, 133 81
For the quarter ending December 31, 1864	3, 181, 313 36
For the quarter ending March 31, 1865	3, 279, 772 40
For the quarter ending June 30, 1865	2, 928, 508 28
Total	<u>12, 399, 727 85</u>

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

For the quarter ending September 30, 1864	\$12, 450 45
For the quarter ending December 31, 1864	15, 371 90
For the quarter ending March 31, 1865	15, 460 40
For the quarter ending June 30, 1865	13, 223 90
	<u>56, 506 65</u>

CONTRACTORS' ACCOUNTS.

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

On regular mail routes	4, 012
On special mail routes	2, 229
Of route and special agents	1, 613
Of mail messengers and local agents	1, 780
Total number of accounts each quarter	<u>9, 634</u>

Aggregate settlements of such accounts during the year..... 38, 536

MAIL TRANSPORTATION ACCOUNT.

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

For the regular service on mail lines	\$6, 226, 396 70
For supply of "special" and "mail messenger" offices	276, 253 69
For salaries of route agents	321, 249 98
	<u>6, 823, 900 37</u>

And for foreign mail transportation:

For New York, Southampton, and Havre mails	\$150, 429 82
For Liverpool, New York, and Philadelphia mails	266, 807 13
For Portland and Liverpool mails	89, 565 06
For New York and Havana mails	60, 474 01
For New York and San Francisco mails, <i>via</i> Panama	18, 595 81
For New York and Jamaica mails	1, 295 63
For New York and Port au Prince mails	692 56
For Boston, Nova Scotia, and Prince Edward's island mails	1, 133 36
For expenses of government mail agent at Aspinwall	600 00

For expenses of government mail agent at Panama	\$1,766 59	
For expenses of government mail agent at Havana	1,125 00	
	<hr/>	\$592,481 97
		<hr/>
		7,416,385 34
The amount credited to accrued transportation and charged to contractors for over-credits, damages, &c., during the year, was	26,295 42	
Of fines imposed on contractors	3,887 00	
Of deductions from their pay	74,488 14	
	<hr/>	104,670 56
		<hr/>
Net amount to the credit of mail contractors and others		7,311,714 78
		<hr/> <hr/>
The amount actually paid and credited during the year for mail transportation was		7,141,704 91
		<hr/> <hr/>
Of which sum there was paid for mail transportation of pre- vious years the sum of		46,230 00
		<hr/> <hr/>

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 22,014, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 286 to 289, pages 107 and 108.

The following named offices, sixty-five in number, are denominated depositories, and are required by the Postmaster General to receive and retain, subject to the drafts of the department, the funds of certain adjacent offices, as well as the revenues of their own:

List of offices designated as depositories.

Post office and State.	Postmaster.
Albany, New York	George Dawson.
Baltimore, Maryland	W. H. Purnell.
Bangor, Maine	J. Weeks.
Batavia, New York	Geo. Bowen.
Binghamton, New York	W. Stuart.
Buffalo, New York	A. M. Clapp.
Chicago, Illinois	Samuel Hoard.
Cincinnati, Ohio	F. J. Mayer.
Cleveland, Ohio	G. A. Benedict.
Columbus, Ohio	J. J. Wood.
Concord, New Hampshire	R. N. Corning.
Cumberland, Maryland	J. H. Young.
Davenport, Iowa	E. Russel.
Des Moines, Iowa	J. Teesdale.
Detroit, Michigan	W. A. Howard.
Dover, Delaware	J. H. Bateman.
Dubuque, Iowa	E. C. David.
Easton, Pennsylvania	I. J. Horn.

Eastport, Maine	C. C. Norton.
Evansville, Indiana	J. H. McNeely.
Fort Wayne, Indiana	M. Drake, jr.
Geneva, New York	A. McDonald.
Grand Rapids, Michigan	N. J. Avery.
Harrisburg, Pennsylvania	G. Bergner.
Hartford, Connecticut	E. L. Cleveland.
Indianapolis, Indiana	A. H. Conner.
Kalamooza, Michigan	J. A. Walter.
Keene, New Hampshire	T. E. Hatch.
Lafayette, Indiana	J. P. Luse.
Lancaster, New Hampshire	R. Joyslin.
Lexington, Kentucky	L. B. Todd.
Lima, Ohio	C. Parmenter.
Louisville, Kentucky	J. J. Speed.
Lowell, Massachusetts	J. A. Godwin.
Madison, Wisconsin	E. W. Keyes.
Meadville, Pennsylvania	C. Cullum.
Milwaukie, Wisconsin	C. K. Welles.
Montpelier, Vermont	J. G. French.
Newark, New Jersey	D. Price.
New Haven, Connecticut	H. D. Sperry.
Olean, New York	R. L. Page.
Ogdensburg, New York	R. G. Pettibone.
Pittsburg, Pennsylvania	S. F. Von Bonnhorst.
Plattsburg, New York	L. Platte.
Portland, Maine	A. T. Dole.
Portsmouth, Ohio	J. Row.
Providence, Rhode Island	E. S. Jackson.
Quincy, Illinois	H. Dills.
Ripon, Wisconsin	J. Bowen.
Rochester, New York	S. W. Updike.
Rutland, Vermont	M. G. Everts.
Sandusky, Ohio	T. C. McEwen.
Seranton, Pennsylvania	A. H. Coursen.
Springfield, Illinois	Presco Wright.
Springfield, Massachusetts	W. Stowe.
Steubenville, Ohio	G. B. Filson.
Syracuse, New York	P. H. Agan.
Urbana, Ohio	N. Ambrose.
Utica, New York	C. H. Hopkins.
Vincennes, Indiana	H. M. Smith.
Wheeling, West Virginia	A. W. Campbell.
Williamsport, Pennsylvania	H. E. Taylor.
Wooster, Ohio	E. Foreman.
Worcester, Massachusetts	J. M. Earle.
Zanesville, Ohio	W. C. Moorhead.

The following treasury depositaries and assistant treasurers receive and retain, subject to the warrants of the Post Office Department, the funds of such post offices as are instructed to deposit in them :

Baltimore, Maryland	E. H. Webster.
Buffalo, New York	C. D. Norton.
Chicago, Illinois	L. Haven.
Cincinnati, Ohio	R. H. Stephenson.

Cleveland, Ohio	First National Bank.
Cleveland, Ohio	Second National Bank.
Detroit, Michigan	Second National Bank.
Louisville, Kentucky	W. D. Gallagher.
Memphis, Tennessee	First National Bank.
Pittsburg, Pennsylvania	C. W. Batchelor.
Pittsburg, Pennsylvania	First National Bank.
Saint Paul, Minnesota	J. H. Stewart.
Springfield, Illinois	First National Bank.

Assistant treasurers.

New York, New York.	Boston, Massachusetts.
Philadelphia, Pennsylvania.	San Francisco, California.
St. Louis, Missouri.	

Two hundred and thirty are "draft offices," and, together with the foregoing offices, paid during the year 14,510 drafts, issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to	\$2, 142, 093 05
Thirteen hundred and forty-eight are "deposit offices," a portion of which, during the year, deposited with the Treasurer and assistant treasurers of the United States the sum of	3, 303, 757 02
The remaining offices deposited with the thirteen "depositories" named above \$522,122 53, which is embraced in the sum of \$2,142,093 05, paid on the drafts of the department by said "depositories" and "draft offices."	
Thirteen thousand four hundred and seventy-six are "collection offices," and paid on "collection orders," issued to mail contractors	2, 328, 601 48
Four thousand and nine are special and mail messenger offices, and derive their mail supplies by the payment of the revenues of their offices, amounting to	276, 253 60
Showing the amount paid into the treasury for the use and purposes of the Post Office Department by postmasters to have been	<u>\$, 050, 705 24</u>

STATEMENT FROM COLLECTING DIVISION.

Revenue and balances uncollected from late postmasters.

Year.	Gross revenue for the fiscal year ending June 30.	Amount still due the U. States not in suit.	Am't still due the U. States in suit.
1846	\$3,487,199 35	55 32	\$3,025 77
1847	3,945,892 98	115 01	728 06
1848	3,371,077 00	6 15	802 16
1849	4,705,176 28	32 42	1,833 37
1850	5,499,984 86	124 58	1,071 47
1851	6,410,604 33	478 46	2,599 71
1852	5,184,526 84	790 35	2,816 90
1853	5,240,724 70	12,622 51	41,794 80
1854	6,255,586 22	12,345 07	11,772 89
1855	6,642,136 13	6,124 48	8,104 65
1856	6,920,821 66	1,935 00	14,904 81
1857	7,353,951 76	15,279 98	10,038 06
1858	7,486,792 86	12,263 81	19,539 50
1859	7,968,484 07	11,920 66	21,148 31
1860	8,518,067 40	34,617 25	201,065 63
1861	8,349,296 40	88,131 63	120,556 05
1862	8,299,820 90	25,773 91	19,449 59
1863	11,163,789 59	65,807 04	1,731 11
1864	12,438,253 78	135,486 49	578 31
1865	14,556,158 70	932,359 44	322 22
Total	143,798,345 81	1,356,219 56	483,883 46

Total due the United States by late postmasters to June 30, 1864..... \$907,421 36
 Amount due for the last fiscal year..... 932,681 66

Total amount..... 1,840,103 02

During the past year this division has had charge of the following number of accounts:

Of present postmasters	22,014
Of late postmasters whose terms of service expired between July 1, 1845, and June 30, 1864.....	28,000
Of late postmasters for the last fiscal year.....	5,894
Total number	<u>55,908</u>

The number of changes of postmasters reported by the Appointment office to this office during the year was 5,894, and the balances ascertained to be due the United States thereon amounted to

Of which there has been collected.....	\$289,239 21	\$1,222,320 27
Credited on vouchers	6,372 83	
Charged to suspense account.....	107 71	
		<u>295,719 75</u>

Amount remaining for collection..... 926,600 52

Of which there is in suit..... \$322 22
 Amount due and not in suit..... 926,278 30

926,600 52

The balance due the United States by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1864, uncollected and not in suit, as stated in the last annual report, was.....	\$366, 829 96
Which has been increased by "estimated postage"	4, 200 48
Total for collection during the fiscal year ending June 30, 1865	371, 030 44
Of which there has been collected.....	\$74, 518 66
Credited on vouchers	71, 675 15
Charged to "suspense" account	61 66
Charged to "bad debts" account.....	198, 491 23
	<u>344, 746 70</u>
Amount uncollected June 30, 1865	26, 283 74
Of which there has been placed in suit.....	20, 759 66
Amount due and not in suit	5, 524 08
	<u>26, 283 74</u>

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th June, 1864, by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1864, was	\$907, 421 36
Add amount due by late postmasters for the last fiscal year...	932, 681 66
Which has been increased by estimated postages, penalties, and other charges.....	45, 194 51
Total for collection during the year	1, 885, 297 53
The amount collected and credited on accounts	
prior to June 30, 1864, was	\$146, 968 55
On accounts for the last fiscal year.....	295, 612 04
Total of collections and credits	442, 580 59
Amount remaining due the United States June 30, 1865	1, 442, 716 94
Of which there is in suit	309, 832 63
And not in suit.....	1, 132, 884 31
	<u>1, 442, 716 94</u>
Balances apparently due to late postmasters between July 1, 1845, and June 30, 1864, as stated in the last annual report, amounted to	\$345, 934 69
Which has been increased by the allowance of additional vouchers.....	2, 887 88
Total	348, 822 57
The amount paid and closed by adjustment during the year was	86, 395 53
Leaving due to late postmasters	262, 427 04
Add amount due to late postmasters during the last fiscal year	51, 792 62
Total amount due to late postmasters	314, 199 66

Brought forward	\$314, 199 66
Deduct amount paid and closed by adjustment	7, 355 93
Amount apparently due to late postmasters on the 1st of July, 1865	306, 842 73
Amount collected during the last fiscal year from mail contractors by "collection drafts"	75, 416 95

SUITS.

The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1864, for which suits were instituted prior to July 1, 1865, as stated in the last annual report, was	\$330, 447 05
Add amount of fifty-two new cases, commenced during the fiscal year, for the collection of balances due on accounts prior to July 1, 1865	64, 070 00
	394, 517 05
From which deduct amount closed as "bad debts"	18, 089 43
Amount in suit during the year	376, 427 62
Amount collected during the year	25, 190 72
	351, 236 90

CLAIMS UPON THE DEPARTMENT BY CONTRACTORS AND OTHERS RESIDING IN THE STATES LATELY IN REBELLION.

In April, 1861, the President of the United States issued his proclamation declaring the following States to be in insurrection, viz: South Carolina, Florida, Georgia, Alabama, Mississippi, Louisiana, and Texas. In July, 1861, in pursuance of an act of Congress, he issued his proclamation declaring the following-named States to be in rebellion, to wit: South Carolina, Florida, Georgia, Alabama, Louisiana, Texas, Mississippi, Arkansas, Tennessee, North Carolina, and Virginia, with the exception of certain counties now constituting the State of West Virginia.

On the 27th of May, 1861, the mails, post offices, postage stamps, and other property of the Post Office Department, situated or found in the rebellious States, having been seized by the insurgents, the Postmaster General issued an order that all postal service should be suspended in those States from and after the 31st of May, 1861.

The mail service on most of the mail routes in the States designated had practically ceased before the issuing of this order. The so-called confederate authorities had seized and appropriated to the service of the insurgents the post offices, mail-bags, and all the material by which the United States mail had been served in the rebel States. Many of the postmasters, contractors, and other officers and employes of the Post Office Department, voluntarily or by coercion, entered into the mail service of the rebels. With some few and most honorable exceptions, they retained themselves or delivered to the confederate authorities the money, postage stamps, stamped envelopes, and other property of the United States. Many of the contractors of the Post Office Department abandoned their contracts with the United States, and with the United States property became carriers for the rebel government. During the four years in which the rebellious States carried on war against the Union, few claims against the Post Office Department by contractors or others from the

States in rebellion were presented. Immediately the rebellion was suppressed, claims in great numbers, by contractors and others, for services rendered before the rebellion, of considerable amount, were presented to this office for payment. The aggregate amount of claims of this character it is difficult to ascertain. The experienced head of the pay division, Mr. Hazlett, estimates them at not less than one million of dollars.

It was obvious that grave and difficult questions would arise in the adjustment of these claims. Some of them were presented by disloyal and rebel contractors who had voluntarily transferred their own services, with the property of the government which they held in trust, to the insurgents, and to the extent of their ability sought to aid in the overthrow of the government they thus robbed and betrayed. Others of these claims were in the hands of those who allege that they had been coerced into the rebel service; while in some instances they were held or presented by truly loyal citizens of disloyal States.

After careful and mature consideration, I came to the conclusion to suspend, for the time being, action upon all these claims. I was the more readily led to this conclusion from the difficulty, in the then condition of the country, in discriminating between the claims presented by loyal and disloyal men, and also by the fact that no estimate or specific appropriation had, since the rebellion, been made by Congress for their payment. Upon questions so grave and delicate I thought it wiser to delay action until Congress had an opportunity to act upon the subject. No payments have, therefore, been made to persons residing in the rebellious States presenting claims upon this office for services rendered prior to the rebellion, except in some few exceptional cases. I respectfully suggest that you present the subject to Congress, that such action may be taken as Congress may deem just and proper.

CLAIMS OF DISLOYAL PERSONS IN STATES OTHER THAN THOSE DECLARED IN REBELLION.

The rule adopted by this office during the war has been not to pay any claim to any person in any State known to be engaged in aiding or abetting treason and rebellion. There has been a considerable number of claims suspended for this cause presented by persons not residing in the States enumerated by the President's proclamation as being in rebellion, and by persons most of whom resided in the States of Maryland, Kentucky, and Missouri. No other safe and proper course has presented itself for this office than to continue the rule which was adopted during the war, of not paying any claim to any person in any State known to be engaged in aiding the rebellion, and to suspend action upon all claims of this character until Congress shall direct what disposition shall be made of them, leaving the parties in the mean time to their remedy in the Court of Claims.

OLD POSTMASTERS HOLDING OFFICE IN THE REBELLIOUS STATES AT THE COMMENCEMENT OF THE REBELLION.

Of the moneys, postage stamps, stamped envelopes, and other property of the United States in the custody of the postmasters holding office in the rebellious States at the time of the breaking out of the rebellion, a very small proportion was at that time, or has been since, turned over to the Post Office Department. Much of this property, it is alleged, was turned over to the rebel Post Office Department.

The statement numbered thirty-one will show the balances due the United States from the postmasters in the rebellious States. Some few of these late postmasters have promptly paid the balances due to the government. The most prompt and efficient measures have been and are being taken, as fast as courts are organized, to collect from these defaulting postmasters the amounts due from them and their sureties to the government.

Upon all the presidential offices drafts have already been drawn and demands for payment made. The accounts of all the offices have been stated and drafts are being drawn and demands made as rapidly as new postmasters or other proper agents are appointed.

SETTLEMENT OF CREDIT BALANCE ACCOUNTS.

For a number of years it had not been customary to notify late postmasters of balances found due them on the final adjustment of their accounts, and in consequence of this policy there had accumulated on the 1st of October, 1864, the sum of three hundred and forty-five thousand nine hundred and thirty-four dollars and sixty-nine cents due to late postmasters throughout the United States.

It having been decided by my predecessor to change this policy, circulars were issued notifying late postmasters of balances to their credit. During the period from January 1 to September 16, 1865, three thousand eight hundred and eighty-nine late postmasters have been thus notified. With ten hundred and fifty-one late postmasters, or their representatives, a settlement and payment of the balances of their accounts have been made, the aggregate of which payments amounts to thirty-three thousand nine hundred and thirty-six dollars and seventy-six cents.

All credit balance accounts under five dollars, from July 1, 1851, to June 30, 1858, in the loyal States, and all credit balance accounts of whatever amount for the same period, in the States lately in rebellion, have been closed. Thus four thousand and thirty-nine credit balance accounts in loyal States, amounting to eleven thousand three hundred and forty-five dollars and nineteen cents, and three thousand nine hundred and forty-four credit balance accounts in late rebellious States, amounting to forty-four thousand and fifty-six dollars and thirty-two cents, have been closed.

There remain to be acted upon eleven thousand seven hundred and ninety accounts of late postmasters, who retired from office during the period from July 1, 1857, to July 1, 1864.

MONEY-ORDER SYSTEM.

Your attention is especially asked to the operations of the money-order system. For the statements and suggestions on that subject herein contained I am indebted, to a great extent, to Mr. Holden, the very able and judicious chief of the division having charge of the operations of this business. It is clear that the system is commending itself to the people. A reference to the table showing the orders drawn and paid at each office will exhibit, in a most impressive manner, how extensively and advantageously the system has been used by the soldiers in sending money to their families and friends during the war. The amount of orders drawn at the great centres of military operations was as follows:

Chattanooga.....	\$69,121 07
City Point.....	68,642 95
Memphis.....	30,158 73
Nashville.....	104,225 13
Newbern, N. C.....	28,348 44
New Orleans.....	29,016 44
Old Point Comfort.....	12,138 53
Port Royal.....	10,987 09
St. Louis.....	43,998 81
Vicksburg.....	7,139 61
	<hr/>
	403,776 80

This first annual report of the Money Order office embraces the period from November 1, 1864, when the system went into operation, to the end of the fiscal year, June 30, 1865. This new branch of the postal system of the United States was established "to insure greater security in the transfer of money through the mails," and the report comprises the transactions of one hundred and forty-two offices, which were designated money-order offices, and which were in operation a portion or all of the time during the period above mentioned.

As a means of commencing the money-order business the postmasters at the designated money-order offices were directed by the Postmaster General, as provided by act of Congress, to transfer from any postage funds in their hands a sum of money to be held as a *reserve* for the payments of money orders. With the majority of offices comprised in this report the amount of this reserve was fixed at \$300 each; in some cases, however, \$500 was allowed, and in a few offices of the larger size \$1,000. In case the reserve becomes exhausted in the payment of money orders, the postmaster is directed to make a second transfer, to be used for that purpose, equal to the amount of his reserve. And in case the postage funds in his hands are insufficient for this purpose, or in case they become exhausted by a succession of transfers, such postmaster is furnished with a letter of credit on the postmaster at New York.

Money-order offices are of two classes—those of the first class being selected with a view to convenience, in which those of the second class are required to deposit their surplus funds arising from the sale of money orders. There are twenty-six first class or deposit offices, and these have a common deposit with the postmaster at New York.

The whole amount transferred from the postage fund, with which to commence the money-order business and to enable postmasters who were short of money-order funds to meet the payment of orders drawn on them, was \$191,666 37; and there was retransferred to the postage fund during the same time \$147,462 88, leaving a balance due that fund on the 30th of June, on account of such transfers, of \$44,203 49.

The number of money orders issued up to June 30 was 74,277, amounting to one million three hundred and sixty thousand one hundred and twenty-two dollars and fifty-two cents, (\$1,360,122 52.)

The aggregate amount of fees received for issuing money orders was \$11,534 90, including \$71 95 received for issuing duplicates where the originals were lost. This sum, \$11,534 90, with the addition of \$1 50 received as premium on exchange, constitutes the entire amount of revenue derived from the business.

The money orders paid amounted to one million two hundred and ninety-one thousand nine hundred and seventy-two dollars and twenty-two cents, (\$1,291,972 22;) and there was repaid to the purchasers of money orders at the issuing offices \$21,784 86, leaving outstanding on the 30th June \$46,365 44, which had not been presented for payment.

The expenses of the business for money-order blank books at all of the offices, commissions and clerk-hire allowed postmasters, stationery and miscellaneous items, was \$18,584 37, being an excess over the revenues, which the system cost the government, of \$7,047 97, not including any expenses of the offices of the auditor or superintendent, or for printing or binding done at the Government Printing Office.

The amount deposited with the postmaster at New York, on account of surplus arising from the sale of money orders, was \$395,002 54, of which amount the sum of \$133,243 was paid out on drafts in favor of postmasters who were short, to enable them to meet the payment of money orders drawn on their offices; and \$96,333 63, being the amount due the postage fund on account of

transfers up to 31st of March, was paid on the drafts of the Postmaster General to the credit of the Post Office Department. The money orders paid at that office during the same period exceeded the issues by \$149,075 17.

WHEREIN CHANGES ARE ADVISED IN THE PRESENT LAW.

By the act of Congress entitled "An act to establish a postal money-order system," approved May 17, 1864, it is provided "that no money order shall be issued for any sum less than one nor more than thirty dollars." The same act further provides that in case of the loss of any money order the Postmaster General shall be authorized to cause a duplicate thereof to be issued, for which a second fee shall be charged, the person applying for the same being required to make oath or affirmation of such loss. It is also provided, section 7, "that deputy postmasters at money-order offices may be allowed by the Postmaster General, as a compensation for the issuing and paying of money orders, not exceeding one-third of the whole amount of fees on money orders issued, and, at the option of the Postmaster General, one-eighth of one per centum on the gross amount of orders paid at their offices: *Provided*, That all emoluments arising from such rates of compensation shall be subject to the provisions of the forty-first section of the act of third March, eighteen hundred and twenty-five, entitled 'An act to reduce into one the several acts establishing the Post Office Department.'"

Section 41 of the act above referred to is as follows:

"*Be it further enacted*, That whenever the annual emoluments of any postmaster, after deducting therefrom the necessary expenditures incident to his office, shall amount to more than *two* thousand dollars, the surplus shall be accounted for and paid to the Postmaster General, by him to be accounted for in the same manner as other moneys accruing from the post office establishment."

The intention of section seven above quoted was, and the practice is, to allow postmasters commissions for transacting the money-order business who by virtue of their office receive less than *four* thousand dollars. In case a postmaster already receives four thousand dollars, or more, no commissions are allowed, but at the option of the Postmaster General an allowance may be made for clerk-hire. The meaning, however, of section seven of the act of 1864, if determined by the letter of the law, is somewhat ambiguous and doubtful, the law seeming to say that no commissions shall be allowed where the postmaster already receives *two* thousand dollars. Unless this provision making a distinction in the manner of allowing compensation be abolished, as is hereinafter recommended, it is necessary that the statute of 17th May, 1864, be amended by an act declaratory of the meaning thereof.

CHANGES RECOMMENDED.

The following changes in the system are recommended:

1. Increase the amount for which money orders may be issued to fifty dollars, and abolish the one dollar restriction.
2. Abolish the payment of fees on duplicate orders.
3. Increase the commissions allowed postmasters on paid orders to one-fourth of one per cent., instead of one-eighth.
4. Authorize postmasters to administer oaths for the purpose of enabling parties to procure duplicate orders in case of loss.
5. Authorize postmasters to issue duplicate orders, holding them responsible for any errors or double payments.
6. Allow all postmasters compensation in proportion to the amount of business done, and abolish clerk-hire.

1.—*Thirty-dollar restriction.*

Both the one and thirty dollar restrictions are believed to be detrimental to the interests of the money-order system. If persons desire to send sums of less than one dollar, as is frequently the case, there can be no good reason for refusing them the facilities of the money-order office so long as they are willing to pay the requisite fee. In practice it is also found that persons often purchase money orders to the amount of two, three, or five hundred dollars. This requires the filling up and transcribing of seven, ten, or seventeen separate orders, as the case may be, and a like number of "advices." There is no restriction as to the number of orders that may be issued to one and the same person, and no inconvenience has thus far arisen from this cause sufficient to amount to an objection to the practice. The average amount of the 74,000 orders issued was \$18 31 each, and of the paid orders \$18 32 each. Thus, while the great majority of remittances will fall considerably below thirty dollars, it will frequently be the case between large cities that persons will avail themselves of the means of the money-order office to transmit much larger sums. By increasing the amount for which orders may be issued the public will be better accommodated, and the labor and expenses of postmasters materially diminished.

2.—*Fees on duplicate orders.*

The practice of requiring a second fee for the issuing of a duplicate order, in case the original is lost, will have, it is believed, a prejudicial effect upon the system. The loss of money orders occurs generally not from any fault of the purchaser, but of the mails; and the purchaser is the party who is incommoded thereby. Or if loss occurs by fault either of the purchaser or payee, the requirement of an extra fee to obtain a duplicate will have no effect to remedy the evil. The person who buys a money order and pays the fee required by law ought to have its safe transmission through the mails insured to him by the government, or, in case of loss, he should be entitled to a duplicate order or the repayment of his money without further cost.

3.—*Increase of commissions.*

The commissions accruing to postmasters for paying money orders under the present rule are believed to be entirely inadequate to the amount of services performed. The labor of *issuing* and *paying* money orders is comparatively equal. That is, it would require nearly as much clerical labor to pay a given amount of money orders as to issue them, while the responsibility would be considerably greater. Under the present rule a postmaster who issues twenty thousand dollars in money orders will receive as his commissions therefor sixty dollars, while the postmaster who pays the same amount will receive only twenty-five dollars on that account. An increase of the commissions for paying orders to one-fourth of one per cent. would make the compensation proportionate to the amount of labor performed, as compared with the amount allowed for issuing orders, and satisfy many postmasters, it is believed, who would otherwise think they ought to be entitled to clerk-hire on that account.

4.—*Authorize postmasters to administer oaths.*

The propriety of authorizing postmasters or their designated deputies to administer oaths to persons applying for duplicate orders when the originals are lost, which should always be done free of expense, is too apparent to require an extended notice. It would not only save the applicant so much unnecessary expense, but would facilitate the business of the office in procuring duplicate

orders, and thereby commend the system to public favor. In many cases an officer qualified to administer oaths cannot be found within several miles of the post office applying for the duplicate order.

5.—*Allow postmasters to issue duplicate orders.*

The object to be attained by this provision is similar to the last—to facilitate the mode of procuring duplicates, and thereby recommend the system to public favor. In offices remote from the capital the delay necessarily occasioned to procure a duplicate order under the present law must have an unfavorable effect upon the system. As duplicate orders are issued mainly on the strength of the certificate of the postmaster at the office on which the original was drawn, *that the said order has not been paid and will not hereafter be paid if presented for that purpose*, the department may always be protected against double payments on that account.

6.—*Commission vs. clerk-hire.*

Under the present law, as has already been stated, postmasters whose salaries and emoluments amount to \$4,000 per year receive no commissions for transacting money-order business, but in lieu thereof, at the option of the Postmaster General, receive an allowance for clerk-hire. It is immaterial whether compensation be allowed technically as clerk-hire or commission, if it is in proportion to the amount of business done. But this will never be the case where clerk-hire is allowed; for while one postmaster doing money-order business enough to employ an extra clerk will get an allowance therefor, another, doing a fourth or fifth part as much, will get the same allowance. Under the present law clerk-hire has been allowed by the Postmaster General to fifteen offices, amounting to \$14,400 per annum. The amount of business done at these fifteen offices was forty-six per cent. of the entire amount, while they received about seventy-five per cent. of the compensation allowed.

By increasing the rate of compensation for paying orders, and also increasing the amount for which money orders may be issued, as recommended in this report, it is believed that ample compensation will be allowed for transacting the money-order business, and the system made to stand upon its own merits, and at the same time afford a revenue to the government.

ADVANTAGES OF THE SYSTEM.

The advantage of the money-order system over any and all other modes of transmitting money through the mails consists in its almost perfect security against fraud or loss. This security is obtained by leaving out of the money order the name of the party to whom it is payable, (the information being given by the postmaster issuing it to the postmaster on whom it is drawn.) So, in case the order is lost or stolen, the party finding or stealing it is not able to collect payment. The popularity and safety of the system in Great Britain, where it has been in operation for a series of years, is summed up in the tenth report of the postmaster general of that country as follows:

“The money-order office, which was established in the first instance for the purpose of facilitating the transmission of small sums by poor persons, has gradually become the bank of the whole trading community. It affords an almost absolute security to those who are desirous of remitting money from one part of the country to another. Money orders are often lost and often stolen, but the departmental check is so complete that not more than one in every hundred thousand of the orders issued is paid to another than the lawful owner. The system not only affords protection against persons who might

dishonestly come into possession of money orders, but also against postmasters who might attempt to defraud, either by altering the amount of the order, by omitting to charge themselves with the proper amount received for orders issued, or by forging spurious orders."

CONCLUSION.

The vast amount of labor performed through this office appears from the foregoing statements and the tables hereto attached. The results exhibited by the tables and figures referred to show that the work done by the clerks and employé's in this bureau has been most faithfully and efficiently performed. The prompt collection and faithful disbursement of the moneys of the Post Office Department, extending over a country so vast, and through the action of agents so numerous, requires from all, and especially from the heads of divisions and chief clerk, the most constant vigilance, care, and attention. It is believed that during the past fiscal year these responsible duties have been discharged with a fidelity, ability, promptness, and success unsurpassed by any department of the government.

Although the business of the office has largely increased during the fiscal year, and although all the expenses of living have more than doubled since the rates of compensation of the clerks and employé's in this office were fixed, yet, as you are aware, no general increase of compensation or other expense has been incurred.

I have the honor to be, very respectfully,

I. N. ARNOLD, *Auditor.*

Hon. W. DENNISON,
Postmaster General.

Tabular statements and exhibits accompanying the annual report of the Auditor of the Treasury for the Post Office Department, 1865.

INDEX TO TABLES AND EXHIBITS.

The tabular statement numbered 1 exhibits the receipts of the department under their several heads.

That numbered 2 exhibits the expenditures under the several heads.

That numbered 3 exhibits the postal receipts and expenditures in the several States and Territories.

That numbered 4 exhibits the operations of the free-delivery letter-carrier system at the principal offices in the United States.

That numbered 5 exhibits the miscellaneous payments during the fiscal year.

That numbered 6 exhibits a summary of the principal labors performed by this office during the fiscal year.

That numbered 7 exhibits the amount of letter postage on British mails received in and sent from the United States.

That numbered 8 exhibits the amount of letter postage on Prussian mails received in and sent from the United States.

That numbered 9 exhibits the amount of letter postage on French mails received in and sent from the United States.

That numbered 10 exhibits the amount of letter postage on Belgian mails received in and sent from the United States.

That numbered 11 exhibits the amount of letter postage on Bremen mails received in and sent from the United States.

That numbered 12 exhibits the amount of letter postage on Hamburg mails received in and sent from the United States.

That numbered 13 exhibits the number of letters and newspapers exchanged between the United States and United Kingdom in British mails.

That numbered 14 exhibits the number of letters and newspapers exchanged between the United States and the kingdom of Prussia in closed mails.

That numbered 15 exhibits the number of letters and newspapers exchanged between the United States and France.

That numbered 16 exhibits the number of letters and newspapers exchanged between the United States and Belgium.

That numbered 17 exhibits the number of letters and newspapers exchanged between the United States and Bremen.

That numbered 18 exhibits the number of letters and newspapers exchanged between the United States and Hamburg.

That numbered 19 exhibits the number of letters and newspapers, with the several postages, conveyed by the West India line of ocean steamers.

That numbered 20 exhibits the number of letters and newspapers, with the several postages, conveyed by the South Pacific line of ocean steamers.

That numbered 21 exhibits the number of letters and newspapers exchanged between the United States and foreign countries.

That numbered 22 exhibits the amount of postage on mails exchanged between the United States and the British provinces.

That numbered 23 exhibits the amount of postage on foreign dead letters sent from and returned to the United States.

That numbered 24 exhibits the balances due from and to the United States on the adjustment of accounts with foreign nations.

That numbered 25 exhibits the Prussian closed mail account for the year ended December 31, 1864.

That numbered 26 exhibits the Canadian closed mail account for the year ended December 31, 1864.

That numbered 27 exhibits the Havana closed mail account for the year ended December 31, 1864.

That numbered 28 exhibits the Honolulu and Vancouver's Island closed mail account for the year ended December 31, 1864.

That numbered 29 exhibits the Belgian closed mail account for the year ended December 31, 1864.

That numbered 30 exhibits the amounts reported due the various lines of ocean mail steamers during the fiscal year.

That numbered 31 exhibits the balances due the United States from presidential offices in the late rebellious States, and also the total amount due from postmasters in these States.

Those numbered from 32 to 35, inclusive, exhibit the details of the transactions of the money-order department from November 1, 1864, to June 30, 1865.

No. 1.—Statement exhibiting the receipts of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1865.

Receipts.	3d quarter, 1864.	4th quarter, 1864.	1st quarter, 1865.	2d quarter, 1865.	Total amt under each head.	Aggregate amount.
Letter postage.....	\$259,904 78	\$214,470 14	\$244,520 74	\$199,574 52	\$918,470 18	\$3,770,770 18
Newspaper postage, &c.....	147,366 57	147,422 38	146,403 49	138,615 39	580,808 83	579,807 83
Registered letters.....	12,450 45	15,371 00	15,460 40	13,223 09	56,505 94	56,506 65
Fines.....	7 56	5 00	.....	5 00	17 56	17 56
Enrolments.....	111,825 49	139,637 05	147,211 16	146,594 89	545,268 59	545,328 59
Stamps sold.....	3,010,133 81	3,181,313 36	3,279,772 40	2,928,598 28	12,399,818 85	12,399,727 85
Miscellaneous.....	8,466 41	5,321 42	4,563 32	13,426 19	31,777 34	31,777 34
Dead letters.....	.....	.....	.....	5,222 70	5,222 70	5,222 70
	3,549,515 07	3,723,511 25	3,837,931 51	3,445,170 87	14,556,156 80	\$14,556,156 80

J. M. MCGREW, Acting Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 25, 1865.

No. 2.—Statement exhibiting the expenditures of the Post Office Department, under their several appropriate heads, by quarters, for the fiscal year ended June 30, 1865.

Expenditures.	3d quarter, 1864.	4th quarter, 1864.	1st quarter, 1865.	2d quarter, 1865.	Total amt under each head.	Aggregate amount.
Compensation to postmasters.....	\$875,151 22	\$845,661 14	\$822,435 33	\$800,133 46	\$3,343,381 77	\$3,343,381 77
Compensation to letter carriers.....	112,550 35	121,562 86	126,001 26	134,089 17	494,203 64	494,203 64
Ship, steamboat, and way letters.....	1,429 92	1,705 60	722 14	1,527 08	5,394 74	5,394 74
Transportation of the mails.....	1,584,501 19	1,934,715 69	1,781,708 24	1,840,779 79	7,141,704 91	7,141,704 91
Wrapping paper.....	17,828 90	15,587 30	17,095 40	40,950 95	91,462 55	91,462 55
Office furniture.....	1,070 50	109 62	175 75	175 83	1,531 70	1,531 70
Advertising.....	11,780 91	24,716 91	15,080 68	19,837 61	70,416 11	70,416 11
Mail bags.....	24,022 79	52,532 60	28,905 74	20,115 59	125,566 72	125,566 72
Blank agents and assistants.....	1,508 55	1,672 10	1,544 25	1,615 72	6,340 62	6,340 62
Mail locks, keys, and stamps.....	2,230 39	1,011 55	637 50	1,221 95	5,701 39	5,701 39
Mail depredations and special agents.....	12,932 98	13,612 08	19,385 44	17,004 72	62,935 22	62,935 22
Clerks for offices.....	372,720 07	185,566 95	541,197 14	429,432 41	1,528,916 57	1,528,916 57
Postage stamps and stamped envelopes.....	53,342 26	37,210 57	47,231 74	45,694 29	183,478 86	183,478 86
Miscellaneous.....	41,604 64	36,053 39	101,985 99	123,425 59	303,069 61	303,069 61
Miscellaneous account of Bremen mails.....	.....	50,816 40	.....	.....	50,816 40	50,816 40
Miscellaneous account of Hamburg mails.....	.....	60,327 56	.....	.....	60,327 56	60,327 56
Miscellaneous acc't of French mails.....	.....	35,677 04	.....	.....	35,677 04	35,677 04
Miscellaneous account of British mails.....	.....	.....	134,762 87	.....	134,762 87	134,762 87
	3,113,285 27	3,427,529 36	3,648,869 47	3,505,034 18	13,694,728 28	13,694,728 28

J. M. MCGREW, Acting Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 25, 1865.

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ending June 30, 1865.

States and Territories.	Letter postage.	Newspaper postage.	Waste paper and twine.	Registered letters.	Stamps sold.	Encloments.	Receipts.	Compensation of postmasters.	Incidental expenses of post offices.	Compensation and incidental expenses.	Transportation by States.	Expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
Maine.....	\$18,921 39	\$17,133 34	\$32 18	\$791 15	\$283,818 82	\$10,218 75	\$330,945 67	\$118,727 33	\$25,617 61	\$14,314 97	\$120,622 97	\$265,027 94		\$65,917 74
N. Hampshire.....	7,156 74	10,547 30	57 59	518 85	164,639 15	4,358 62	187,327 65	75,974 21	9,596 56	84,970 71	51,631 19	139,601 90		47,725 75
Vermont.....	7,940 74	12,191 68	29 52	200 00	169,059 38	2,607 72	192,109 04	84,167 85	6,356 62	83,524 53	20,390 09	179,914 62		12,161 42
Massachusetts.....	74,333 32	34,507 59	355 96	2,946 05	982,248 95	53,987 50	1,486,490 19	243,667 87	161,159 60	404,827 47	128,171 94	693,999 40		545,489 87
Rhode Island.....	7,151 30	3,433 16	150 03	438 35	111,711 68	8,410 86	131,294 38	27,741 86	12,247 92	39,988 88	22,549 24	62,538 12		68,756 26
Connecticut.....	16,822 24	15,847 89	92 14	645 35	301,394 19	12,508 65	347,310 46	111,929 99	31,325 39	143,246 59	114,976 87	252,223 16		89,087 39
New York.....	274,441 62	99,969 83	356 12	11,181 70	2,816,031 06	119,187 98	3,321,168 31	505,467 37	494,533 37	910,000 74	498,966 17	1,408,966 91		1,912,201 49
New Jersey.....	24,619 88	12,463 41	26 08	1,236 40	249,547 97	8,014 19	295,913 93	95,683 31	14,077 39	109,760 70	119,917 44	229,678 14		66,225 79
Pennsylvania.....	90,639 44	54,575 49	679 79	6,675 05	4,430,447 81	39,752 90	6,222,710 39	336,080 35	142,750 59	478,840 87	421,262 59	900,103 77		732,666 62
Delaware.....	2,567 07	2,363 15	20 45	193 85	43,708 74	520 41	49,273 67	14,175 64	2,281 62	16,457 32	20,705 65	37,164 98		12,108 69
Maryland.....	21,205 66	10,593 15	4 86	1,543 69	303,066 41	7,130 37	343,564 05	60,999 77	49,314 23	110,314 69	236,786 38	317,100 98		124,975 01
Dist. of Col.....	14,693 73	2,027 08	3 24	2,081 05	217,126 32	8,646 35	244,577 77	7,074 39	112,529 37	119,692 76	119,692 76	119,692 76		91,020 79
Virginia.....	4,393 15	4,038 82	1 60	873 35	112,776 92	2,056 85	124,143 69	12,339 19	20,792 71	33,123 90	33,123 90	33,123 90		988 57
West Virginia.....	4,828 47	4,659 34	4 90	358 39	86,135 13	1,582 41	97,565 55	34,494 35	14,437 99	48,931 65	47,645 33	96,576 98		17,009 69
N. Carolina.....	924 35	294 74	2 00	294 75	22,305 80	612 25	24,223 89	4,634 34	2,649 90	7,274 29	7,274 29	7,274 29		11,073 09
S. Carolina.....	598 73	4,659 34	2 00	311 00	19,401 68	896 00	21,419 69	4,699 93	5,655 07	10,346 00	10,346 00	10,346 00		39 01
Georgia.....	85 78	111 68	.....	5 55	167 84	.....	370 84	409 85	.....	409 85	409 85	409 85		3,475 78
Florida.....	855 73	362 97	.....	175 50	8,777 64	553 30	10,725 14	6,997 14	252 22	7,249 36	7,249 36	7,249 36		8,002 62
Alabama.....	151 59	94 45	.....	29 00	8,667 94	156 00	9,631 92	.....	1,029 36	1,029 36	1,029 36	1,029 36		15,182 60
Mississippi.....	1,085 75	190 11	11 50	71 10	19,153 80	1,334 65	21,842 91	3,000 68	3,666 31	6,666 31	6,666 31	6,666 31		103,963 55
Louisiana.....	11,412 13	1,476 09	.....	517 85	106,754 94	7,972 70	128,133 71	6,089 96	12,089 29	24,179 16	24,179 16	24,179 16		1,216 86
Texas.....	15,852 00	11,683 89	115 16	929 90	259,632 92	12,956 30	301,120 12	85,193 23	35,140 81	120,334 61	122,082 33	392,336 97		225,672 47
Kentucky.....	14,531 90	5,068 16	150 00	1,027 75	257,702 11	12,257 43	290,778 35	19,257 05	45,423 81	65,105 82	65,105 82	65,105 82		27,563 19
Tennessee.....	23,870 50	17,414 81	223 64	1,482 70	328,125 46	15,315 19	346,434 21	85,926 20	47,392 58	133,318 72	584,511 81	717,830 61		331,396 41
Missouri.....	1,302 38	174 73	1 50	115 10	30,759 43	810 61	31,191 75	2,465 87	3,163 69	5,629 56	5,629 56	5,629 56		292,852 92
Kansas.....	3,255 71	4,192 40	2 37	274 35	58,091 00	3,618 89	69,431 71	24,418 79	7,515 31	31,934 10	330,353 33	362,267 63		108,877 29
Michigan.....	34,372 64	26,328 79	302 79	1,899 65	398,290 29	19,870 91	481,264 98	148,779 53	41,298 56	199,078 09	182,309 60	372,267 69		72,366 31
Wisconsin.....	31,746 62	24,491 26	112 78	1,875 25	353,062 83	19,307 08	432,653 92	137,309 48	28,729 39	166,038 72	194,188 83	360,287 61		5,835 46
Minnesota.....	9,418 79	7,678 68	8 60	550 80	87,437 17	4,015 49	109,109 44	39,689 29	4,654 42	41,344 31	139,083 69	183,428 00		191,715 43
Iowa.....	20,045 63	22,726 37	71 68	1,933 29	286,078 84	11,563 66	342,419 58	125,888 22	18,939 04	144,847 26	191,736 86	336,584 12		94,450 55
Ohio.....	67,970 50	61,651 01	612 37	4,005 50	1,090,133 88	42,652 61	1,307,091 90	348,309 71	107,908 25	456,217 96	539,158 51	1,015,376 47		280,077 15
Indiana.....	37,870 31	32,252 05	79 93	2,371 50	484,778 72	22,379 89	579,733 70	191,988 46	41,796 93	231,785 39	251,496 76	483,282 15		280,077 15
Illinois.....	61,162 31	53,154 33	1,086 44	4,930 50	902,901 68	53,857 38	1,076,192 54	298,421 51	113,440 12	411,861 63	384,163 76	796,025 37		197,686 45
California.....	24,711 05	19,562 21	175 12	3,194 35	231,658 58	26,606 07	395,907 38	64,176 37	4,636 01	68,812 58	434,781 25	503,593 83		210,075 31
Oregon.....	1,539 92	2,507 12	1 15	141 34	13,623 86	1,539 87	19,373 22	8,775 37	23 32	8,798 69	220,619 84	229,448 53		

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

Amount paid for foreign mails and expenses of government agents.....	\$502,484 97
Wrapping paper.....	91,461 69
Office furniture.....	1,172 12
Advertising.....	20,096 49
Mail bags.....	107,740 65
Blank agent and assistant.....	6,340 62
Mail locks, keys, and stamps.....	5,701 39
Mail depredations and special agents.....	62,935 22
Clerks for offices.....	231,677 20
Compensation to letter-carriers.....	494,203 64
Expenses, postage stamps, and stamped envelopes.....	183,478 86
Foreign postage collected and returned to foreign governments.....	290,583 87
Ship, steamboat, and way letters.....	5,394 74
Route agents.....	321,249 98
Mail messenger and supply of special offices.....	276,253 69
Miscellaneous payments.....	124,497 03
Amount carried forward.....	2,815,272 07

Excess of receipts over expenditures.....	\$3,369,880 86	
Receipts on account of dead letters.....	5,222 70	
Receipts on account of fines.....	17 56	
Miscellaneous receipts.....	\$31,777 34	
Deduct waste paper and twine.....	4,876 40	
	<u>26,900 94</u>	\$3,402,022 06
Amount of expenditures brought forward.....	\$2,815,272 07	
Deduct excess of transportation accrued.....	271,680 43	
	<u>2,540,201 64</u>	
Total excess of receipts over expenditures.....		<u>861,430 42</u>

I. N. ARNOLD, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1865.

No. 4.—Statement of the operation of the free-delivery carrier system at the following offices for the fiscal year ended June 30, 1865.

Names of post offices.	No. of letters delivered.	No. of newspapers deliv'd.	Am't paid for delivery.
New York, N. Y.....	12,030,918	947,475	\$126,538 62
Philadelphia, Penn.....	7,339,647	821,065	91,904 88
Boston, Mass.....	3,383,860	263,362	31,694 52
Baltimore, Md.....	1,905,940	236,832	21,914 40
Providence, R. I.....	500,524	38,636	3,981 50
St. Louis, Mo.....	1,107,524	146,464	16,048 06
Washington, D. C.....	1,352,631	244,641	17,813 90
Cleveland, Ohio.....	956,256	229,106	11,746 63
Cincinnati, Ohio.....	1,153,901	141,080	13,492 73
Chicago, Ill.....	820,326	121,255	21,980 96
Buffalo, N. Y.....	303,027	43,689	10,198 53
Total.....	30,854,554	3,233,606	367,344 76

I. N. ARNOLD, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1865.

No. 5.—MISCELLANEOUS PAYMENTS.

A detailed statement under this head of the payments made by the Post Office Department for the fiscal year ended June 30, 1865, exhibiting the following sums placed to the credit of postmasters and others and charged to miscellaneous account, viz :

1864.			
Oct.	2.	Allowed T. C. McEwin, postmaster, Sandusky, Ohio, for stationery, &c., in first quarter 1862.....	\$4 79
Oct.	12.	Allowed W. A. Gaines, postmaster, Frankfort, Kentucky, for rent of office from September 30, 1863, to March 31, 1864.....	45 74
Nov.	2.	Allowed W. Deil, postmaster, Chambersburg, Pa., for stationery in first quarter 1864.....	17 68
Nov.	23.	Allowed J. Teesdale, postmaster, Des Moines, Iowa, for stationery and lights in third quarter 1863.....	10 30
Dec.	2.	Allowed J. L. Scripps, postmaster, Chicago, Ill., for three copies of the Chicago Directory.....	8 00
Dec.	2.	Allowed R. P. Perkins, postmaster, San Francisco, Cal., for stationery, printing, &c., in second quarter 1864.....	215 80
Dec.	12.	Allowed J. A. Bricknell, postmaster, Augusta, Maine, for safe for the use of his office.....	175 00
1865.			
Jan.	4.	Allowed W. G. Whitehurst, postmaster, Atlanta, Ill., for expenses incurred and paid by him in the case of the United States vs. Elizabeth Houchins.....	9 85
Jan.	5.	Allowed R. C. Gist, special agent, Memphis, Tenn., for stationery in first quarter 1863.....	18 00
Jan.	7.	Allowed Henry Chickering, postmaster, Pittsfield, Mass., for fuel, lights, &c., in second quarter 1864.....	19 45
Jan.	15.	Allowed D. T. Linegar, postmaster, Cairo, Ill., for printing, ice, oil, &c.....	233 40
Jan.	17.	Allowed J. L. Bittenger, postmaster, St. Joseph, Mo., for clock, lights, and mail pouch in first quarter 1864.....	46 00
Jan.	20.	Allowed S. Bosworth, postmaster, Marietta, Ohio, for rent, fuel, and lights in third quarter 1864.....	49 25
Jan.	26.	Allowed R. G. Pettibone, postmaster, Ogdensburg, N. Y., for gas and stationery in second quarter 1864.....	3 62
Jan.	26.	Allowed W. H. Wallace, postmaster, Suspension Bridge, N. Y., for printing receipts in second quarter 1865.....	5 00
Jan.	29.	Allowed S. H. Parker, late postmaster, San Francisco, Cal., for official telegrams, carpets, and matting in third and fourth quarters 1863.....	186 33
Feb.	4.	Allowed A. Williams, postmaster, Richmond, Ind., for rent of office for second quarter 1864.....	15 97
Feb.	15.	Allowed W. H. Wallace, postmaster, Suspension Bridge, N. Y., for rent and fuel for third quarter 1863.....	75 50
Feb.	15.	Allowed J. L. Bittenger, postmaster, St. Joseph, Mo., for gas fixtures and fuel in second quarter 1864.....	7 30
Feb.	20.	Allowed E. H. Shelley, postmaster, Rome, N. Y., for fuel in third quarter 1864.....	16 25
Feb.	24.	Allowed E. T. Bean, postmaster, Nevada City, Cal., for expenses incurred in collecting draft on late postmaster, Eureka North.....	10 00
Feb.	25.	Allowed G. G. Benedict, postmaster, Burlington, Vt., for fuel, &c.....	177 26
March	7.	Allowed George S. Bangs, postmaster, Aurora, Ill., for rent of office for third quarter 1864.....	18 75
April	6.	Allowed Charles Nichols, postmaster, St. Paul, Minn., for labor, printing, ink, &c.....	15 00
April	11.	Allowed J. G. Palfrey, postmaster, Boston, Mass., for gas in third quarter 1864.....	14 45
April	11.	Allowed G. W. Rogers, postmaster, West Meriden, Conn., for rent of office in third quarter 1864.....	81 25
April	12.	Allowed R. G. Pettibone, postmaster, Ogdensburg, N. Y., for three tin letter boxes for stations.....	12 00
April	13.	Allowed W. N. Rogers, late postmaster, Placerville, Cal., for rent, fuel, lights, &c., from July 1, 1861, to September 30, 1862.....	351 33
April	27.	Allowed E. A. Brown, postmaster, Danbury, Conn., for fuel and lights in third and fourth quarters 1864.....	23 30
May	9.	Allowed S. J. Bowen, postmaster, Washington, D. C., for amount paid for labels and tags in fourth quarter 1864.....	361 12

1865.			
May	12.	Allowed R. F. Perkins, postmaster, San Francisco, Cal., for printing, stationery, and lights in third and fourth quarters 1864.....	\$5, 227 92
May	19.	Allowed George A. Hoffman, postmaster, Cumberland, Md., for labor, stationery, rent, and gas in third and fourth quarters 1864 and first quarter 1865.....	160 50
May	19.	Allowed Joseph W. Brady, postmaster, Mattoon, Ill., for expense incurred in arresting five men upon suspicion of robbing the mails on the 19th of August, 1864.....	16 80
May	26.	Allowed Charles K. Wells, postmaster, Milwaukee, Wis., for fuel and repairs in second quarter 1864.....	53 90
May	29.	Allowed S. S. Curtiss, postmaster, Denver City, Col., for rent, fuel, and lights from July 1 to November 6, 1864.....	277 00
May	30.	Allowed J. L. Bittenger, postmaster, St. Joseph, Mo., for fuel and lights from July 1, 1864, to March 31, 1865.....	349 37
June	5.	Allowed T. B. H. Stenhouse, postmaster, Salt Lake City, Utah, for stationery, lights, &c., in fourth quarter 1864.....	200 00
June	7.	Allowed A. W. Campbell, late postmaster, Wheeling, Va., for printing and stationery from April 1, 1862, to March 31, 1864.....	94 25
June	9.	Allowed T. W. Campbell, late postmaster, Wheeling, Va., for gas, ice, fuel, repairs, &c., in fourth quarter 1864 and first quarter 1865.....	656 30
June	28.	Allowed Abram Wakeman, late postmaster, New York city, N. Y., for repairs and stationery in third quarter 1864.....	2, 737 25
June	28.	Allowed C. L. Bronson, postmaster, Paducah, Ky., for rent and lights in third quarter 1864.....	54 00
June	28.	Allowed Jane Adams, postmaster, Miamiville, Ohio, for oil and gas in fourth quarter 1864.....	5 00
June	28.	Allowed William A. Howard, postmaster, Detroit, Mich., for fuel and lights in fourth quarter 1864.....	471 15
June	28.	Allowed J. L. Scripps, postmaster at Chicago, Ill., for gas in fourth quarter 1864.....	875 00
June	28.	Allowed W. H. Pierce, postmaster, Monmouth, Ill., for rent, fuel, and lights in third and fourth quarters 1864.....	134 53
June	29.	Allowed E. P. Bassett, postmaster, Toledo, Ohio, for printing and stationery in third and fourth quarters 1864.....	354 60
June	29.	Allowed F. J. Myer, postmaster, Cincinnati, Ohio, for lights, fuel, and repairs in fourth quarter 1864.....	2, 904 35
June	30.	Allowed J. L. Scripps, postmaster, Chicago, Ill., for printing, stationery and repairs in third and fourth quarters 1864.....	4, 795 38
July	11.	Allowed W. B. Massey, postmaster, Alexandria, Virginia, for fuel and lights in fourth quarter 1864.....	37 00
July	11.	Allowed A. W. Campbell, postmaster, Wheeling, Virginia, for printing, stationery and labor in the third quarter 1864.....	127 60
July	11.	Allowed Lloyd Knight, postmaster, Point Lookout, Virginia, for repairs in second quarter 1865.....	13 44
July	11.	Allowed Alanson Crane, postmaster, Old Point Comfort, Virginia, for lights and fuel in fourth quarter 1864.....	163 90
July	11.	Allowed M. M. Seymore, postmaster, Painesville, Ohio, for stationery in third and fourth quarters 1864, and first quarter 1865.....	24 18
July	11.	Allowed John Row, postmaster, Portsmouth, Ohio, for rent in fourth quarter 1864.....	126 74
Aug.	18.	Allowed W. N. Byers, postmaster, Denver, Colorado, for use of horse one day.....	8 00
Sept.	21.	Allowed Young S. Walter, postmaster, Chester, Pennsylvania, for rent in fourth quarter 1864.....	30 00
Sept.	21.	Allowed R. Way, postmaster, Dunkirk, New York, for rent in third quarter 1864.....	41 75
Sept.	21.	Allowed J. G. Palfrey, postmaster, Boston, Massachusetts, for rent in second quarter 1865.....	324 68
Sept.	21.	Allowed R. H. Lee, postmaster, Camden, New Jersey, for stationery in fourth quarter 1864.....	48 00
Sept.	21.	Allowed C. Harris, postmaster, Elizabeth, New Jersey, for same item in first quarter 1865.....	10 00
Sept.	21.	Allowed D. Price, postmaster, Newark, New Jersey, for stationery in fourth quarter 1864, and first quarter 1865.....	101 59
Sept.	21.	Allowed D. Wells, postmaster, Paterson, New Jersey, same item in second quarter 1865.....	5 85
Sept.	21.	Allowed J. Jones, postmaster, Trenton, New Jersey, for same item in third and fourth quarters 1864, and first quarter 1865.....	117 15

1865.		
Sept.	21. Allowed S. Riddle, postmaster, Allegheny, Penn., for same item, same period.....	\$45 26
Sept.	21. Allowed T. Good, postmaster, Allentown, Penn., for same item, same period.....	35 70
Sept.	21. Allowed J. W. Deal, postmaster Chambersburg, Penn., for same item, same period.....	11 25
Sept.	21. Allowed J. W. Sterrett, postmaster, Erie, Penn., same item, same period.....	79 00
Sept.	21. Allowed G. Bergner, postmaster, Harrisburg, Penn., for same item, same period.....	1,707 09
Sept.	21. Allowed J. J. Cochran, postmaster, Lancaster, Penn., same item, same period.....	14 80
Sept.	21. Allowed C. Collum, postmaster, Meadville, Penn., for same item, same period.....	39 05
Sept.	21. Allowed C. A. Walborn, postmaster, Philadelphia, Penn., same item, same period.....	5,596 75
Sept.	21. Allowed S. F. Von Bonhorst, postmaster, Pittsburg, Penn., same item, same period.....	673 46
Sept.	21. Allowed M. Silliman, postmaster, Pottsville, Penn., same item, same period.....	33 10
Sept.	21. Allowed J. Knabb, postmaster, Reading, Penn., same item, same period.....	39 95
Sept.	21. Allowed A. H. Courson, postmaster, Scranton, Penn., same item, same period.....	21 70
Sept.	21. Allowed J. R. Barber, postmaster, Titusville, Penn., same item, same period.....	56 50
Sept.	21. Allowed F. Taylor, postmaster, Westchester, Penn., same item, same period.....	14 50
Sept.	21. Allowed R. J. Campbell, postmaster, Williamsport, Penn., same item, same period.....	71 06
Sept.	21. Allowed J. T. Jenkins, postmaster, New Brunswick, N. J., same item, first quarter 1865.....	15 75
Sept.	21. Allowed M. Drake, postmaster, Fort Wayne, Ind., same item, same period.....	29 35
Sept.	21. Allowed W. H. Vosburgh, postmaster, West Troy, N. Y., same item, second quarter 1865.....	13 07
Sept.	21. Allowed J. H. Young, postmaster, Cumberland, Md., same item, same period.....	10 40
Sept.	21. Allowed W. H. R. Kely, postmaster, Frederick, Md., same item, same period.....	2 20
Sept.	21. Allowed A. W. Campbell, postmaster, Wheeling, Va., for stationery in second quarter 1865.....	147 06
Sept.	21. Allowed J. G. Palfrey, postmaster, Boston, Mass., same item, same period.....	652 10
Sept.	21. Allowed E. A. Brown, postmaster, Danbury, Conn., same item, same period.....	21 90
Sept.	21. Allowed H. H. Starkweather, postmaster, Norwich, Conn., same item, same period.....	11 78
Sept.	21. Allowed H. Palmer, postmaster, Niles, Mich., same item, same period.....	4 00
Sept.	21. Allowed J. Row, postmaster, Portsmouth, Ohio, same item, same period.....	13 50
Sept.	21. Allowed C. A. Harrington, postmaster, Albion, N. Y., same item, same period.....	28 75
Sept.	21. Allowed J. W. Burgess, postmaster, Janesville, Wis., same item, same period.....	6 65
Sept.	21. Allowed E. Longyear, postmaster, Lansing, Mich., same item, same period.....	31 73
Sept.	21. Allowed D. B. Green, postmaster, Ypsilanti, Mich., same item, fourth quarter 1864.....	4 75
Sept.	21. Allowed W. D. Jencks, postmaster, Frederick, Md., same item, same period.....	9 95
Sept.	21. Allowed R. N. Coming, postmaster, Concord, N. H., same item, same period.....	10 07
Sept.	21. Allowed G. G. Benedict, postmaster, Burlington, Vt., same item, same period.....	7 12
Sept.	21. Allowed J. W. Eggleston, postmaster, New London, Conn., same item, same period.....	6 25
Sept.	21. Allowed M. Everts, postmaster, Rutland, Vt., same item, same period.....	8 00

1865.		
Sept. 21.	Allowed William Allen, postmaster, Auburn, N. Y., same item, third and fourth quarters 1864.....	\$82 12
Sept. 21.	Allowed George Dawson, postmaster, Albany, N. Y., for printing, stationery, &c., in third and fourth quarters 1864, and first and second quarters 1865.....	1,367 49
Sept. 21.	Allowed William Stuart, postmaster, Binghampton, N. Y., same item, same period.....	16 93
Sept. 21.	Allowed G. B. Lincoln, postmaster, Brooklyn, N. Y., same item, same period.....	946 86
Sept. 21.	Allowed A. M. Clapp, postmaster, Buffalo, N. Y., same item, same period.....	656 96
Sept. 21.	Allowed A. G. Murray, postmaster, Canandaigua, N. Y., same item, same period.....	46 43
Sept. 21.	Allowed D. F. Pinkney, postmaster, Elmira, N. Y., same item, same period.....	151 76
Sept. 21.	Allowed J. G. Palm, postmaster, Hudson, N. Y., same item, same period.....	50 67
Sept. 21.	Allowed W. Johnson, postmaster, Geneva, N. Y., same item, same period.....	27 15
Sept. 21.	Allowed W. H. Dorr, postmaster, Little Falls, N. Y., same item, same period.....	9 33
Sept. 21.	Allowed J. Marsh, postmaster, Lockport, N. Y., same item, same period.....	98 55
Sept. 21.	Allowed R. G. Pettibone, postmaster, Ogdensburg, New York, same item, same period.....	136 61
Sept. 21.	Allowed A. Van Kleeck, postmaster, Poughkeepsie, N. Y., same item, same period.....	33 84
Sept. 21.	Allowed S. W. Opdike, postmaster, Rochester, N. Y., same item, same period.....	633 15
Sept. 21.	Allowed E. H. Shelly, postmaster, Rome, N. Y., same item, same period.....	14 06
Sept. 21.	Allowed J. W. Veeder, postmaster, Schenectady, N. Y., same item, same period.....	32 41
Sept. 21.	Allowed J. Fuller, postmaster, Seneca, Falls, N. Y., same item, same period.....	3 65
Sept. 21.	Allowed W. W. Wallace, postmaster, Suspension Bridge, N. Y., same item, same period.....	5 35
Sept. 21.	Allowed P. H. Egan, postmaster, Syracuse, N. Y., same item, same period.....	402 71
Sept. 21.	Allowed Thomas Cawles, postmaster, Troy, N. Y., same item, same period.....	379 76
Sept. 21.	Allowed C. H. Hopkins, postmaster, Utica, N. Y., same item, same period.....	632 05
Sept. 21.	Allowed J. S. Allen, postmaster, Williamsburg, N. Y., same item, same period.....	273 32
Sept. 21.	Allowed A. J. Frey, postmaster, York, Penn., same item, same period.....	39 11
Sept. 21.	Allowed E. Cowles, postmaster, Cleveland, Ohio, same item, same period.....	1,105 19
Sept. 21.	Allowed J. A. Walter, postmaster, Kalamazoo, Mich., same item, same period.....	36 18
Sept. 21.	Allowed J. A. Binknell, postmaster, Augusta, Maine, same item, same period.....	95 71
Sept. 21.	Allowed A. T. Dole, postmaster, Portland, Maine, same item, same period.....	326 35
Sept. 21.	Allowed G. J. Clark, postmaster, Manchester, N. H., same item, same period.....	62 64
Sept. 21.	Allowed W. H. De Costa, postmaster, Charlestown, Mass., same item, same period.....	132 00
Sept. 21.	Allowed C. W. Chapman, postmaster, New Bedford, Mass., same item, same period.....	234 13
Sept. 21.	Allowed J. M. Earle, postmaster, Worcester, Mass., same item, same period.....	67 31
Sept. 21.	Allowed E. S. Cleveland, postmaster, Hartford, Conn., same item, same period.....	768 86
Sept. 21.	Allowed D. Coggsheill, postmaster, Newport, R. I., same item, same period.....	78 06
Sept. 21.	Allowed W. C. Simmons, postmaster, Providence, R. I., same item, same period.....	564 32

1865.		
Sept. 21.	Allowed J. B. Adams, postmaster, Portsmouth, N. H., same item, same period	\$85 68
Sept. 21.	Allowed W. A. Chase, postmaster, Lynn, Mass., same item, same period	20 95
Sept. 21.	Allowed John Chapman, postmaster, Salem, Mass., same item, same period	32 03
Sept. 21.	Allowed William Stowe, postmaster, Springfield, Mass., same item, same period	129 86
Sept. 21.	Allowed N. D. Sperry, postmaster, New Haven, Conn., same item, same period	331 17
Sept. 21.	Allowed C. T. Greenleaf, postmaster, Bath, Me., same item, first and second quarters 1865	36 00
Sept. 21.	Allowed H. Chase, postmaster, Belfast, Me., same item, same period	13 95
Sept. 21.	Allowed M. Low, postmaster, Dover, N. H., same item, same period	19 65
Sept. 21.	Allowed G. S. Merrill, postmaster, Lawrence, N. H., same item, same period	10 00
Sept. 21.	Allowed G. Swain, postmaster, Nashua, N. H., same item, same period	61 21
Sept. 21.	Allowed F. W. Smith, postmaster, Bridgeport, Conn., same item, same period	34 45
Sept. 21.	Allowed A. H. Grimshaw, postmaster, Wilmington, Del., for stationery and repairs in third and fourth quarters 1864, and first and second quarters 1865	168 26
Sept. 21.	Allowed S. J. Bowen, postmaster, Washington, D. C., same item, same period	3,834 28
Sept. 21.	Allowed T. Ireland, postmaster, Annapolis, Md., same item, same period	18 07
Sept. 21.	Allowed D. P. Barnard, postmaster, Calais, Me., for stationery and lights in fourth quarter 1864, and first and second quarters 1865	42 18
Sept. 21.	Allowed J. Weeks, postmaster, Bangor, Me., same item, same period	72 37
Sept. 21.	Allowed N. A. Moulton, postmaster, Newburyport, Mass., same item, same period	14 51
Sept. 21.	Allowed A. B. Calef, postmaster, Middletown, Mass., same item, same period	75 12
Sept. 21.	Allowed C. W. Gillette, postmaster, Waterbury, Conn., same item, same period	13 00
Sept. 24.	Allowed T. C. McEwen, postmaster, Sandusky, Ohio, for stationery and repairs in third quarter 1864, and first and second quarters 1865	28 00
Sept. 24.	Allowed Victor King, late postmaster, Madison, Ind., for printing, stationery, and repairs in third and fourth quarters 1864, and first and second quarters 1865	43 60
Sept. 24.	Allowed A. H. Conner, postmaster, Indianapolis, Ind., same item, same period	1,190 71
Sept. 24.	Allowed J. H. McNeely, postmaster, Evansville, Ind., same item, same period	66 85
Sept. 24.	Allowed J. O. Jones, postmaster, Terre Haute, Ind., same item, same period	66 30
Sept. 24.	Allowed James Allen, postmaster, Bloomington, Ill., same item, same period	45 40
Sept. 24.	Allowed L. Jonas, late postmaster, Quincy, Ill., same item, same period	104 30
Sept. 24.	Allowed W. D. Massey, postmaster, Alexandria, Va., for printing and repairs in fourth quarter 1864 and first quarter 1865	17 95
Sept. 24.	Allowed J. O. Lawrence, postmaster, Portsmouth, Va., same item, same period	32 80
Sept. 24.	Allowed J. W. Burgess, postmaster, Janesville, Wis., same item, same period	22 00
Sept. 24.	Allowed D. C. Purrington, postmaster, Cold Water, Mich., same item, same period	13 80
Sept. 24.	Allowed J. M. Wilson, postmaster, New Albany, Ind., same item, same period	100 05
Sept. 24.	Allowed A. Williams, postmaster, Richmond, Ind., same item, same period	9 55
Sept. 24.	Allowed John Ryan, postmaster, Decatur, Ill., same item, same period	54 30
Sept. 24.	Allowed R. F. Dixon, late postmaster, Dixon, Ill., same item, same period	46 90

1865.		
Sept. 24.	Allowed C. K. Judson, postmaster, Freeport, Ill., same item, same period	\$107 90
Sept. 24.	Allowed N. S. Avery, postmaster, Grand Rapids, Mich., same item, same period	39 79
Sept. 24.	Allowed Alanson Crane, postmaster, Old Point Comfort, Va., same item in first and second quarters 1865	63 60
Sept. 24.	Allowed E. P. Bassett, postmaster, Toledo, Ohio, same item, same period	149 91
Sept. 24.	Allowed H. M. Smith, postmaster, Vincennes, Ind., same item, same period	52 01
Sept. 24.	Allowed C. E. Carr, postmaster, Galesburg, Ill., same item, same period	14 26
Sept. 25.	Allowed T. R. Perkins, postmaster, San Francisco, Cal., for repairs, printing, and stationery in same period	516 44
Sept. 25.	Allowed S. M. Cutler, postmaster, San José, Cal., stationery in second quarter 1865	8 50
Sept. 25.	Allowed S. S. Curtiss, postmaster, Denver City, Col. Ter., same item in third quarter 1864	24 00
Sept. 25.	Allowed John Church, postmaster, Virginia, Nevada, printing in fourth quarter 1864	15 00
Sept. 25.	Allowed J. J. Thompson, postmaster, Ann Arbor, Mich., same item in second quarter 1865	14 00
Sept. 25.	Allowed S. Tyndale, postmaster, Belleville, Ill., same item in third quarter, 1864	3 00
Sept. 25.	Allowed W. A. Howard, postmaster, Detroit, Mich., for official telegrams, printing, and repairs in third and fourth quarters 1864, and first and second quarters 1865	1,400 09
Sept. 25.	Allowed C. H. Hopkins, postmaster, Utica, N. Y., for fuel, lights, &c., in fourth quarter 1864	223 82
Sept. 25.	Allowed J. Pollock, special agent, Little Rock, Ark., for fuel, lights, and stationery, same period	322 15
Sept. 25.	Allowed W. K. Logan, postmaster, Austin, Nevada, for repairs and lights in third and fourth quarters 1864	62 00
Sept. 25.	Allowed E. W. Russell, postmaster, Davenport, Iowa, same item, same period	179 70
Sept. 25.	Allowed C. H. Blanchard, postmaster, Winona, Minn., same item, same period	11 25
Sept. 25.	Allowed Peter L. Foy, postmaster, St. Louis, Mo., same item, same period	2,683 37
Sept. 25.	Allowed C. K. Wills, postmaster, Milwaukee, Wis., for printing, stationery, &c., in third and fourth quarters 1864, and first and second quarters 1865	1,427 01
Sept. 25.	Allowed A. J. Rue, postmaster, Piqua, Ohio, same item, same period	5 30
Sept. 25.	Allowed J. R. Hartsock, postmaster, Iowa City, Iowa, same item, same period	51 60
Sept. 25.	Allowed J. B. Howell, postmaster, Keokuk, Iowa, same item, same period	33 55
Sept. 25.	Allowed George Rowland, postmaster, Sacramento, Cal., same item, same period	117 60
Sept. 25.	Allowed C. B. King, postmaster, Ottawa, Ill., same item, same period	34 55
Sept. 25.	Allowed E. W. Whipple, postmaster, Norfolk, Va., same item, same period	192 89
Sept. 25.	Allowed John Graham, postmaster, Columbus, Ohio, for printing, stationery, &c., in fourth quarter 1864 and first and second quarters 1865	195 02
Sept. 25.	Allowed L. Lotridge, postmaster, La Crosse, Wis., same item, same period	15 65
Sept. 25.	Allowed J. F. Abrahams, postmaster, Burlington, Iowa, same item, same period	76 20
Sept. 25.	Allowed D. W. C. Gage, postmaster, East Saginaw, Mich., same item, same period	33 80
Sept. 25.	Allowed A. M. Smith, postmaster, Rockford, Ill., same item, same period	80 45
Sept. 25.	Allowed John Armstrong, postmaster, Springfield, Ill., same item, same period	115 08
Sept. 25.	Allowed L. G. Fisher, postmaster, Beloit, Wis., same item, fourth quarter 1864 and second quarter 1865	5 18

1865.		
Sept. 25.	Allowed J. M. Mahine, postmaster, Muscatine, Iowa, same item, same period.....	\$6 35
Sept. 25.	Allowed E. W. Keyes, postmaster, Madison, Wis., same item, same period.....	49 28
Sept. 25.	Allowed J. C. Sloo, postmaster, Cairo, Ill., same item, same period.....	849 66
Sept. 25.	Allowed R. S. Elkins, postmaster, Akron, Ohio, same item, fourth quarter 1864 and first quarter 1865.....	6 70
Sept. 25.	Allowed W. F. Cauly, postmaster, Dayton, Ohio, same item, same period.....	44 35
Sept. 25.	Allowed Charles Nichols, postmaster, St. Paul, Minn., same item, same period.....	24 70
Sept. 25.	Allowed G. R. Smith, postmaster, Omaha, Neb., same item, same period.....	22 55
Sept. 25.	Allowed W. H. De Costa, postmaster, Charlestown, Mass., for rent, fuel, lights, &c., in first quarter 1865.....	153 75
Sept. 25.	Allowed J. Pollock, postmaster, Little Rock, Ark., same item, same period.....	430 00
Sept. 25.	Allowed John Tapley, postmaster, Racine, Wis., for printing and stationery in first and second quarters 1865.....	53 33
Sept. 25.	Allowed W. H. Pierce, postmaster, Marmouth, Ill., same item, same period.....	30 83
Sept. 25.	Allowed T. J. Meyer, postmaster, Cincinnati, Ohio, same item, same period.....	577 79
Sept. 25.	Allowed W. C. Morehead, postmaster, Zanesville, Ohio, for light in second quarter 1865.....	30 00
Sept. 28.	Allowed W. H. Purnell, postmaster, Baltimore, Md., for gas fixtures, stationery, and repairs in third and fourth quarters 1864 and first and second quarters 1865.....	1,415 13
Sept. 28.	Allowed H. Dills, postmaster, Quincy, Ill., for printing, stationery, and repairs in second quarter 1865.....	276 40
Sept. 28.	Allowed George B. Roberts, postmaster, Laporte, Ind., for repairs in third quarter 1864.....	7 00
Sept. 28.	Allowed C. O. Burton, postmaster, Stockton, Cal., same item, first quarter 1865.....	29 00
Sept. 28.	Allowed T. J. McCormick, postmaster, Marysville, Cal., for repairs and stationery in third and fourth quarters 1864 and first quarter 1865.....	58 73
Sept. 28.	Allowed Henry Fitzhugh, postmaster, Oswego, N. Y., for lights, printing, and hardware in third and fourth quarters 1864 and first and second quarters 1865.....	163 36
Sept. 28.	Allowed John A. Baldwin, postmaster, Lowell, Mass., for letter balance in first quarter 1865.....	5 50

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

1864.		
Nov. 1.	Paid George F. Nesbitt, for envelopes furnished in third quarter 1864.....	325 00
Nov. 29.	Paid James L. McDowell, for services as marshal of the United States for the district of Kansas, in eight cases.....	131 50
Dec. 16.	Paid American Bank Note Company, for printing and binding draft books and furnishing stock for same.....	487 50
1865.		
Jan. 9.	Paid George F. Nesbitt, for envelopes furnished in fourth quarter 1864.....	900 50
Jan. 11.	Paid E. W. Clark & Co., assignees of J. Selichter, for jute twine furnished in fourth quarter 1864.....	3,300 00
Jan. 12.	Paid Jessup & Moore, for hemp twine furnished in fourth quarter 1864.....	760 00
Jan. 25.	Paid James S. Emory, for services as attorney of the United States for the district of Kansas, in two cases.....	40 00
Feb. 23.	Paid James G. Easton, for services as marshal of the United States for the eastern district of Missouri, in one case.....	16 04
March 22.	Paid Bennet Pike, for services as attorney of the United States for the western district of Missouri, in four cases.....	80 00
April 6.	Paid John Sprout, for jute twine furnished in second quarter 1865.....	6,247 96
April 11.	Paid Fairbanks & Co., for letter balances furnished in second quarter 1865.....	325 00
April 17.	Paid George F. Nesbitt, for dead-letter envelopes furnished in second quarter 1865.....	1,250 00

1865.			
May	4.	Paid Thomas B. Wallace, for services as marshal of the United States for the eastern district of Missouri in one case.....	\$52 40
May	17.	Paid Silas C. Seaman, for this sum contained in a lost dead letter sent to Philadelphia, Pa., post office.....	100 00
June	3.	Paid Thomas B. Wallace, for services as marshal of the United States for the western district of Missouri in one case.....	25 12
July	11.	Paid National Bank Note Company, for printing and binding draft books and furnishing stock for same.....	716 25
July	14.	Paid George F. Nesbitt, for stationery furnished in second quarter 1864.....	1, 179 85
July	18.	Paid Caleb Baldwin, for services as attorney of the United States for the district of Iowa, in three cases.....	60 00
July	18.	Paid James S. Emory, for services as attorney of the United States for the district of Kansas, in three cases.....	15 00
July	31.	Paid John Sprout, for twine furnished in second quarter 1865.....	8, 360 00
Sept.	26.	Paid C. F. S. Thomas, for hemp twine furnished in third quarter 1865.....	600 00

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

1864.			
Nov.	3.	Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in eleven cases.....	86 45
Nov.	3.	Paid Charles Eaton, for services as marshal of the United States for the district of Minnesota, in eleven cases.....	285 05
Nov.	14.	Paid Joshua Tevis, for services as attorney of the United States for the district of Kentucky, in fifteen cases.....	155 00
Nov.	15.	Paid Fairbanks & Co., for letter balances, furnished in third quarter 1864.....	1, 048 00
Nov.	29.	Paid William D. Wilkins, for services as clerk of the United States circuit court for the eastern district of Michigan, in five cases....	60 20
Nov.	30.	Paid D. A. J. Upham, for services as attorney of the United States for the district of Wisconsin, in seven cases.....	60 00
Dec.	13.	Paid William A. Dart, for services as attorney of the United States for the northern district of New York, in nine cases.....	180 00
Dec.	20.	Paid Charles Clark, for services as marshal of the United States for the district of Maine, in two cases.....	92 72
1865.			
Jan.	19.	Paid J. M. Miller, for services as clerk of the United States district court for the district of Wisconsin, in two cases.....	16 90
Jan.	21.	Paid H. L. Moss, for services as attorney of the United States for the district of Minnesota, in three cases.....	40 00
Jan.	25.	Paid George Howe, for services as attorney of the United States for the district of Vermont, in two cases.....	20 00
March	7.	Paid John Hanna, for services as attorney of the United States for the district of Indiana, in one case.....	10 00
March	29.	Paid William P. Preble, for services as clerk of the United States district court for the district of Maine, in three cases.....	23 50
March	29.	Paid George F. Talbot, for services as attorney of the United States district court for the district of Maine, in three cases.....	30 00
March	29.	Paid Charles Clark, for services as marshal of the United States for the district of Maine, in two cases.....	21 86
April	1.	Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in eleven cases.....	86 95
April	5.	Paid W. A. Merriwether, for services as marshal of the United States for the district of Kentucky, in five cases.....	118 82
April	5.	Paid Watson Freeman, for services as marshal of the United States for the district of Massachusetts, in four cases.....	94 08
April	24.	Paid Charles Dickey, for services as marshal of the United States for the eastern district of Michigan, in fourteen cases.....	339 17
April	24.	Paid H. L. Mose, for services as attorney of the United States for the district of Minnesota, in two cases.....	10 00
April	26.	Paid C. F. S. Thomas, for twine furnished in first quarter 1865....	1, 080 00
May	18.	Paid Adams Express Co., for services in collecting drafts on postmasters, which were paid in coin, in April, 1865.....	150 25
May	29.	Paid William G. Woodward, for services as clerk of the United States district court for the district of Iowa, in twenty-one cases..	233 65

1865.			
June	29.	Paid W. H. Sharp, for services as attorney of the United States for the northern district of California, in one case.....	\$10 00
July	5.	Paid C. F. S. Thomas, for wrapping paper and twine furnished in second quarter 1865.....	1 080 00
July	8.	Paid McLean, for services as clerk of the United States circuit court for the southern district of Ohio, in two cases.....	17 60
July	14.	Paid A. J. Ballard, for services as clerk of the United States circuit court for the district of Kentucky, in eleven cases.....	16 00
July	15.	Paid J. D. Martin, for expenses incurred while engaged as clerk in the post office at Charleston, S. C., during the third quarter 1865.....	244 00
July	27.	Paid W. G. Woodward, for services as clerk of the United States district court for the district of Iowa, in three cases.....	42 90
July	27.	Paid B. H. Smith, for services as attorney of the United States district court for the district of Virginia, in twelve cases.....	240 00
Aug.	2.	Paid Fairbanks & Co., for letter balances furnished in second quarter 1865.....	837 50
Aug.	2.	Paid R. M. Thomson, for services in preparing post route maps during the month of September, 1865, at \$25 per month.....	25 00
Aug.	2.	Paid George W. Watson, for services as above, at \$1,400 per annum, during July, 1865.....	114 16
Aug.	3.	Paid Flannan Ball, for services as attorney of the United States for the southern district of Ohio, in one case.....	20 00
Aug.	3.	Paid same, for similar service in same court.....	50 00
Aug.	12.	Paid C. F. S. Thomas, for hemp twine furnished in third quarter 1865.....	600 00
Aug.	15.	Paid H. L. Palmer, for services as attorney of the United States district court for the district of Wisconsin, in one case.....	500 00
Aug.	17.	Paid Thomas D. Dohoney, for services as marshal of the United States for the district of Kentucky, in one case.....	28 10
Aug.	31.	Paid George W. Watson, for services in preparing post route maps during the month of August, 1865, at \$1,400 per annum.....	114 56
Aug.	31.	Paid R. M. Thomson, for similar service during same month, at \$25 per month.....	25 00
Sept.	15.	Paid John M. Miller, for services as clerk of the United States district court for the district of Wisconsin, in one case.....	13 30
Sept.	28.	Paid James S. Hallowell, for incidental expenses incurred in the preparation of post route maps.....	202 25
Sept.	30.	Paid R. M. Thomas, for services in preparing post route maps during the month of July, 1865, at \$25 per month.....	25 00
Sept.	30.	Paid George W. Watson, for similar service during the month of September, 1865, at \$1,400 per annum.....	110 88
<i>Amount allowed to the postmasters at the principal offices of the United States for incidental expenses of their offices, actually and necessarily incurred, such as rent, fuel, stationery, lights, office repairs, printing, gas fixtures, &c.</i>			
Third quarter 1864.....		\$34,469 29	
Fourth quarter 1864.....		29,610 69	
First quarter 1865.....		53,985 37	
Second quarter 1865.....		60,507 23	
			178,572 58
Total miscellaneous payments.....			273,669 96

I. N. ARNOLD, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1865.

No. 6—Summary of principal labors.

The following brief summary indicates, partially, the chief labors performed by the office during the last fiscal year:

The number of accounts of late postmasters of the fiscal year requiring the final adjustment of their respective accounts.....	5,894
The number of accounts of late postmasters, prior to July 1, 1864.....	28,000
The number of accounts of present postmasters.....	22,014
The number of quarterly accounts of postmasters adjusted, audited, and registered.....	76,342

The number of accounts of mail contractors audited and reported for payment.	16,046
The number of accounts of special and route agents audited and reported for payment.	5,699
The number of accounts of special contractors and mail messengers audited and reported for payment.	16,306
The number of miscellaneous accounts audited and reported for payment.	49
The number of accounts of United States attorneys and marshals, and of clerks of United States courts, adjusted and reported for payment.	41
The number of accounts for advertising audited and reported for payment.	112
The number of suits instituted.	53
The number of judgments obtained in favor of the United States.	64
The number of collection orders issued to mail contractors.	53,906
The number of collection drafts issued.	6,449
The number of department drafts countersigned and registered.	14,510
The number of department warrants countersigned and registered.	3,006
The number of letters received.	103,427
The number of letters prepared, recorded and mailed.	85,152
The number of folio-post pages of correspondence recorded in the collection letter-book.	2,672
The number of pages recorded in miscellaneous book.	675
The number of pages recorded in suit-book.	243
The number of pages recorded in report letter-book.	198
The number of accounts on the ledgers.	72,205
The number of corrected quarterly accounts of postmasters re-examined, copied, restated, and mailed.	35,374
The number of letter-carriers' accounts settled.	2,470
The number of letters written and mailed relating to money-order affairs.	724
Amount collected on drafts issued on late postmasters.	\$289,230 21
Amount collected on orders issued in favor of mail contractors.	2,328,601 48
Amount collected on drafts issued on mail contractors.	75,416 98
Amount collected from special and mail messenger offices.	276,253 69
Amount collected by suit.	25,190 72

I. N. ARNOLD, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, October 31, 1865.

No. 7.—Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1865.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$28,613 87	\$40,230 37	\$47,492 69	\$51,741 06	\$168,077 99
Canadian line.....	6,113 76	22,119 71	10,497 57	26,528 18	65,259 22
Miscellaneous line....	15,406 51	48,074 86	26,575 33	40,840 50	130,897 40
German Lloyd line....	3,516 62	9,492 83	5,859 29	8,809 04	27,677 78
Hamburg line.....	2,556 19	7,175 83	4,160 84	6,330 24	20,223 10
Total.....	56,206 95	127,093 60	94,585 92	134,249 02	412,135 49
Amount received.....	183,300 55		228,834 94		
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$690 72	\$102,502 15	\$68,728 76	\$43,084 58	\$215,006 21
Canadian line.....		23,700 13	8,174 82	4,514 43	36,389 38
Miscellaneous line....	550 96	65,247 21	40,322 32	23,669 47	129,789 96
German Lloyd line....	239 57	18,568 65	13,193 05	11,175 86	43,177 13
Hamburg line.....	106 26	13,482 46	8,542 65	7,307 40	29,438 77
Total.....	1,587 51	223,500 60	138,961 60	89,751 74	453,801 45
Amount sent.....	364,049 71			89,751 74	

Amount collected in the United States..... \$547,350 26
 Amount collected in the United Kingdom..... 318,586 68

Total..... 865,936 94

Excess collected in the United States..... \$228,763 58
 Increase of postage over last fiscal year..... 13,462 44

I. N. ARNOLD, Auditor.

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No. 8.—Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1865.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$10,286 69	\$37,161 89	\$5,452 91	\$9,104 14	\$62,005 63
Canadian line.....	271 99	2,271 04	48 25	357 54	2,948 82
Miscellaneous line.....	3,666 89	18,851 27	1,965 62	4,070 63	28,554 41
German Lloyd line....	2,433 45	12,158 08	1,233 96	2,664 36	18,489 85
Hamburg line.....	1,515 85	7,635 73	850 92	1,582 75	11,585 25
Total.....	18,174 87	78,078 01	9,551 66	17,779 42	123,583 96
Amount received.....	96,252 88	.....	27,331 08	.....	.....
Sent.	Paid.	Paid distributed.	Paid Stamps.	Unpaid.	Total.
Cunard line.....	.....	\$27,855 41	\$13,145 39	\$26,177 60	\$67,178 40
Canadian line.....	.....	2,830 04	634 34	2,537 52	6,001 90
Miscellaneous line.....	.....	12,382 37	4,660 09	7,365 72	24,408 18
German Lloyd line....	.....	9,473 11	2,932 92	2,509 76	14,915 79
Hamburg line.....	.....	6,345 82	2,128 54	1,914 30	10,388 66
Total.....	.....	58,886 75	23,501 28	40,504 90	122,892 93
Amount sent.....	\$82,388 03	.....	.....	40,504 90	.....
Amount collected in the United States.....					\$178,640 91
Amount collected in Prussia.....					67,835 98
Total.....					246,476 89
Excess collected in the United States.....					\$110,804 93
Increase of postage over last fiscal year.....					16,954 22

I. N. ARNOLD, Auditor.

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No. 9.—Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1865.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$7,905 96	\$9,452 01	\$10,513 06	\$14,540 76	\$42,111 79
Canadian line.....	1,833 92	3,377 45	2,714 00	4,524 57	12,449 94
Miscellaneous line....	2,624 00	4,464 64	3,098 84	4,155 54	14,343 02
German Lloyd line....	1,896 25	3,290 04	2,368 11	3,025 87	10,580 27
Hamburg line.....	657 40	780 24	801 73	1,073 73	3,313 10
Havre line.....	1,130 77	1,664 79	1,351 17	1,647 30	5,794 03
Total.....	16,048 30	22,729 17	20,846 91	28,967 77	88,592 15
Amount received.....	38,777 47	.....	49,814 68	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$482 25	\$14,116 26	\$13,512 49	\$18,204 07	\$46,315 07
Canadian line.....	.....	1,244 77	934 14	903 99	3,082 90
Miscellaneous line....	192 51	6,390 83	5,081 10	8,057 91	19,722 35
German Lloyd line....	88 23	5,489 01	4,493 34	7,327 88	17,398 46
Hamburg line.....	44 68	2,840 75	2,558 12	4,108 66	9,552 21
Havre line.....	.....	1,174 21	799 08	1,290 70	3,263 99
Total.....	807 67	31,255 83	27,378 27	39,893 21	99,334 98
Amount sent.....	59,441 77	.....	.....	39,893 21	.....

Amount collected in the United States.....	\$98,219 24
Amount collected in France.....	89,707 89
Total.....	187,927 13

Excess collected in the United States.....	\$8,511 35
Decrease in postage as compared with last fiscal year.....	3,117 85

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No. 10.—*Amount of letter postage on Belgian mails received in and sent from the United States during the fiscal year ended June 30, 1865.*

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line.....	\$615 33	\$448 74	\$837 00	\$819 72	\$2,720 79
Canadian line.....	77 82	114 24	144 99	203 10	540 15
Miscellaneous line....	457 92	419 31	454 41	525 09	1,857 33
German Lloyd line....	181 98	204 12	215 46	281 07	882 63
Hamburg line.....	105 84	170 64	110 13	186 84	573 45
Total.....	1,438 89	1,357 05	1,761 99	2,016 42	6,574 35
Amount received.....	2,795 94	.....	3,778 41	.....	.....

Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Cunard line.....	\$881 28	\$839 97	\$1,583 06	\$3,305 21
Canadian line.....	21 33	33 21	39 04	87 48
Miscellaneous line....	366 93	307 26	533 25	1,207 44
German Lloyd line....	327 78	298 35	528 30	1,154 52
Hamburg line.....	204 39	163 08	328 34	695 79
Total.....	1,801 71	1,641 87	3,006 86	6,450 44
Amount sent.....	3,443 58	.....	.....	3,006 86	.....

Amount collected in Belgium..... \$6,785 27

Amount collected in the United States..... 6,239 52

Total..... 13,024 79

Excess collected in Belgium..... \$545 75

Increase of postage over last fiscal year..... 590 05

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No. 11.—Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1865.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd line	\$2,959 14	\$11,194 90	\$3,337 50	\$7,451 49	\$24,943 03
Amount received	14,154 04	.....	10,788 99	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
German Lloyd line	\$54 75	\$25,614 36	\$10,874 31	\$8,230 86	\$44,774 28
Amount sent	36,543 42	.....	.....	8,230 86	.....
Amount collected in the United States					\$50,697 46
Amount collected in Bremen					19,019 85
Total					69,717 31
Excess collected in the United States					31,677 61
Increase of postage over last fiscal year					\$16,699 53

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No. 12.—Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1865.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line	\$2,874 62	\$10,520 56	\$3,031 00	\$6,663 36	\$23,089 54
Amount received	13,395 18	.....	9,694 36	.....	.....
Sent.	Paid.	Paid distributed.	Paid stamps.	Unpaid.	Total.
Hamburg line	\$43 95	\$26,206 94	\$9,763 08	\$7,344 19	43,358 16
Amount sent	36,013 97	.....	.....	7,344 19	.....
Amount collected in the United States					\$49,409 15
Amount collected in Hamburg					17,038 55
Total					66,447 70
Excess collected in the United States					32,370 60
Increase of postage over last fiscal year					5,336 08

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No. 13.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails during the fiscal year ended June 30, 1865.*

Lines.	Number of letters		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	732,533	905,254	580,312	808,686
Canadian line.....	271,982	146,643	83,550	91,806
Miscellaneous line	558,386	542,686	176,327	453,606
German Lloyd line.....	116,307	180,024	65,184	198,911
Hamburg line	85,081	120,770	36,537	145,674
Total	1,765,288	1,895,377	941,910	1,698,683
Increase over last fiscal year.....	114,934	74,484	260,460
Decrease	42,714

I. N. ARNOLD, Auditor.

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No. 14.—*Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, during the fiscal year ended June 30, 1865.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	203,130	225,559	12,813	55,097
Canadian line.....	9,567	18,757	450	634
Miscellaneous line.....	93,907	85,640	6,338	28,085
German Lloyd line.....	60,831	56,513	4,470	27,100
Hamburg line	38,652	38,075	2,634	18,301
Total	406,087	424,544	26,705	139,217
Increase over last fiscal year.....	23,016	42,357
Decrease	1,158	36,321

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No. 15.—*Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1865.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	255,993	294,716	40,698	127,171
Canadian line	74,384	17,802	14,436	4,311
Miscellaneous line	84,120	123,320	20,506	55,285
German Lloyd line	62,411	109,876	14,165	46,698
Hamburg line	20,288	59,998	5,554	27,118
Havre line	34,183	21,331	5,453	9,664
Total	531,379	627,043	100,812	270,157
Increase over last fiscal year		8,612	9,397	19,730
Decrease	36,497			

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No. 16.—*Number of letters and newspapers exchanged between the United States and Belgium during the fiscal year ended June 30, 1865.*

Lines.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	10,084	12,226	7,237	2,759
Canadian line	1,999	324	868	148
Miscellaneous line	6,879	4,376	2,423	1,426
German Lloyd line	3,269	4,276	1,521	1,197
Hamburg line	2,124	2,577	753	867
Total	24,355	23,779	12,802	6,397
Increase over last fiscal year		2,247	1,330	2,239
Decrease	113			

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No. 17.—*Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1865.*

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
German Lloyd line	206, 177	319, 361	15, 445	272, 652
Increase over last fiscal year	30, 764	91, 325
Decrease	366	77, 491

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No. 18.—*Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1865.*

Line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Hamburg line	183, 931	306, 196	14, 496	299, 702
Increase over last fiscal year	20, 222	21, 256
Decrease	863	43, 289

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No. 19.—*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, 1865.*

Name of line.	Letters.	Newspapers.	Postage on letters.
West India line:			
Received	306, 160	57, 943	\$38, 004 28
Sent	263, 583	133, 082	31, 218 07
Totals	569, 743	191, 025	69, 222 35
Add newspaper postage at 2 cents each .....	.....	.....	3, 820 50
Total postages	73, 042 85
Increase over last fiscal year	91, 800	22, 464	13, 052 67

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FOR THE POST OFFICE DEPARTMENT, October 31, 1865.

No. 20.—*Statement of letters and newspapers, with the several postages, received in and sent from the United States to Panama during the fiscal year ended June 30, 1865.*

Name of line.	Letters.	News- papers.	Postage on letters.
Vanderbilt line:			
Received	62,969	16,709	\$9,369 50
Sent	55,376	85,433	10,745 55
Totals	118,345	102,142	20,115 05
Add newspaper postage, at 2 cents each.....			2,042 84
Total postages			22,157 89
Increase over last fiscal year.....	9,966	760	3,398 93

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No. 21.—*Number of letters and newspapers exchanged between the United States and foreign countries during the fiscal year ended June 30, 1865.*

Countries.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Great Britain	1,765,288	1,895,377	941,910	1,698,683
France	531,379	627,043	100,812	270,157
Prussia	406,087	424,544	26,705	139,217
Belgium	24,355	23,779	12,802	6,397
Hamburg	183,931	306,196	14,496	299,702
Bremen	206,177	319,361	15,445	272,652
West Indies.....	306,160	263,583	57,943	133,082
Panama	62,969	55,376	16,709	85,433
Totals	3,486,346	3,915,259	1,186,822	2,905,323
Increase over last fiscal year	60,372	316,803	98,696	447,482

Total number of letters

7,401,605

Total number of newspapers.....

4,092,145

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No. 22.—*Amount of postages on mails exchanged between the United States and the British provinces during the fiscal year ended June 30, 1865.*

Amount on unpaid received.....	\$37,358 51	
Amount on paid received.....	86,798 38	\$124,156 89
Amount on unpaid sent.....	25,913 40	
Amount on paid sent.....	125,126 77	151,040 17
Total.....		275,197 06
Amount collected in the United States.....		162,485 28
Amount collected in the British provinces.....		112,711 78
Balance in favor of the United States.....		49,773 50
Decrease of postage as compared with last fiscal year.....		32,174 33

I. N. ARNOLD, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1865.*No. 23.—*Amount of postage on foreign dead letters sent from and returned to the United States*

United Kingdom to United States, year ended December 31, 1864.....	\$1,474 60
Prussia to United States, fiscal year ended June 30, 1865.....	378 01
Bremen to United States, fiscal year ended June 30, 1865.....	17 41
Hamburg to United States, fiscal year ended June 30, 1865.....	24 77
France to United States, fiscal year ended June 30, 1864.....	251 10
Belgium to United States, fiscal year ended June 30, 1865.....	23 20
United States to United Kingdom, year ended December 31, 1864.....	6,395 06
United States to Prussia, fiscal year ended June 30, 1865.....	1,140 59
United States to Bremen, fiscal year ended June 30, 1865.....	452 51
United States to Hamburg, fiscal year ended June 30, 1865.....	515 72
United States to France, fiscal year ended June 30, 1864.....	1,142 08
United States to Belgium, fiscal year ended June 30, 1865.....	29 69
Total.....	11,844 74

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No. 24.

Balances due the United States on the adjustment of accounts between the United States and Belgium during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$976 29
Fourth quarter 1864.....	859 14
First quarter 1865.....	825 52
Second quarter 1865.....	821 39
Total.....	3,482 34

Balances due the United States on the adjustment of accounts between the United States and Prussia during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$3,283 57
Fourth quarter 1864.....	3,287 52
First quarter 1865.....	2,197 49
Second quarter 1865.....	1,014 49
Total	<u>9,783 07</u>

Balances due Bremen on the adjustment of accounts between the United States and Bremen during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$9,503 95½
Fourth quarter 1864.....	9,687 77
First quarter 1865.....	9,692 29
Second quarter 1865.....	10,908 98
Total	<u>39,792 99½</u>

Balances due Hamburg on the adjustment of accounts between the United States and Hamburg during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$7,726 92
Fourth quarter 1864.....	7,283 78
First quarter 1865.....	11,950 37
Second quarter 1865.....	13,007 92
Total	<u>39,973 99</u>

Balances due the United Kingdom on the adjustment of accounts between the United States and the United Kingdom during the year ended December 31, 1864.

First quarter 1864.....	\$38,931 98
Second quarter 1864.....	32,185 86½
Third quarter 1864.....	32,790 56½
Fourth quarter 1864.....	31,416 63
Total	<u>135,325 04</u>

Balances due France on the adjustment of accounts between the United States and France during the fiscal year ended June 30, 1864.

Third quarter 1863.....	\$6,707 43
Fourth quarter 1863.....	7,497 54
First quarter 1864.....	8,093 18
Second quarter 1864.....	8,314 79
Total	<u>30,612 94</u>

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No. 25.—*Prussian closed mail account for the year ended December 31, 1864.*

Steamers.	Quarters.	Unpaid.	Paid.	News-papers.	Amount paid Great Brit'n.		
MAILS RECEIVED.		1864.		<i>Ounces.</i>	<i>Ounces.</i>	<i>Number.</i>	
British packets.....	1st quarter.....	13,572½	4,523½	3,107	§10,965	15½	
	2d quarter.....	12,896	4,556	3,207	10,569	32	
	3d quarter.....	11,070	4,737½	3,214	9,549	01½	
	4th quarter.....	13,413½	5,119	3,394	11,209	41½	
	Total.....	50,952½	18,936	12,922	42,292	91½	
American packets.....	1st quarter.....	15,768½	4,583	3,956	4,225	59½	
	2d quarter.....	14,418½	4,085½	4,182	3,857	73½	
	3d quarter.....	11,462½	4,145	3,427	3,216	90½	
	4th quarter.....	10,746	3,624½	3,434	2,977	11½	
	Total.....	52,396	16,437½	14,999	14,277	34½	
MAILS SENT.							
British packets.....	1st quarter.....	9,556	13,263	10,732	12,672	41½	
	2d quarter.....	7,706½	11,412½	10,242	10,627	64	
	3d quarter.....	7,108½	11,979	10,644	10,589	24½	
	4th quarter.....	6,678	11,177	11,188	9,931	53½	
	Total.....	31,049	47,831½	42,806	43,820	81½	
American packets.....	1st quarter.....	6,054	12,127½	17,537	2,926	12½	
	2d quarter.....	3,925½	10,993½	17,956	2,420	27	
	3d quarter.....	3,335	11,812	16,492	2,389	96½	
	4th quarter.....	4,439½	11,558½	20,066	2,621	51½	
	Total.....	17,745½	46,491½	72,051	10,357	87½	

Total received.....	<i>Ounces.</i>	<i>Newspapers.</i>
Total sent.....	138,722	27,921
Grand total.....	143,117½	114,857
	281,839½	142,778

Total amount paid Great Britain, §110,748 96½.

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No. 26.—*Canadian closed mail account for the year ended December 31, 1864.*

Steamers.	Quarters.	RECEIVED.		SENT.		Amount received by the U. States.
		Letters.	Newspap's.	Letters.	Newspap's.	
	1864.	<i>Ounces.</i>	<i>Number.</i>	<i>Ounces.</i>	<i>Number.</i>	
British packets...	1st quarter..	12,769½	72,930	7,353¾	20,895	\$4,391 87½
	2d quarter..	14,422½	83,258	8,201¼	18,591	4,865 01
	3d quarter..	14,520¾	84,215	10,669¼	19,748	5,228 01
	4th quarter..	11,549¾	76,419	7,448	18,574	4,274 58
	Total....	53,262¼	316,822	33,672¾	77,808	18,759 47½
American packets.	1st quarter..	391½	171	646	368	555 46½
	2d quarter..	160¾	22	59½	28	116 50
	3d quarter..	113¼	3	50¼	6	86 15
	4th quarter..	192½	63	277½	368	255 37
	Total....	858	259	1,033¼	770	1,013 48¼

Total received.....	<i>Ounces.</i> 54,120¼	<i>Newspapers.</i> 317,081
Total sent.....	34,706	78,578
Grand total.....	88,820¼	395,659

Total amount received by the United States, \$19,772 96.

I. N. ARNOLD, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1865.*No. 27.—*Havana closed mail account for the year ended December 31, 1864.*

Steamers.	Quarters.	RECEIVED.		SENT.		Amount received by the U. States.
		Letters.	Newspap's.	Letters.	Newspap's.	
	1864.	<i>Ounces.</i>	<i>Number.</i>	<i>Ounces.</i>	<i>Number.</i>	
British packets...	1st quarter..	1,465½	3,254	3,740	1,539	\$1,397 23½
	2d quarter..	1,715½	3,870	.....	.....	506 21½
	3d quarter..	1,740¾	4,073	.....	.....	516 64¾
	4th quarter..	1,860½	4,350	.....	.....	552 12½
	Total....	6,782	15,547	3,740	1,539	2,872 22
American packets.	1st quarter..	549½	946	.....	.....	376 09½
	2d quarter..	551¾	985	.....	.....	378 33¾
	3d quarter..	567	944	.....	.....	387 43
	4th quarter..	567	986	.....	.....	388 27
	Total....	2,235½	3,861	.....	.....	1,530 13¼

Total received.....	<i>Ounces.</i> 9,017¼	<i>Newspapers.</i> 19,408
Total sent.....	3,740	1,539
Grand total.....	12,757¼	20,947

Total amount received by the United States, \$4,402 35½.

I. N. ARNOLD, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
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No. 28.—*Honolulu and Vancouver's Island closed mail account for the year ended December 31, 1864.*

Steamers.	RECEIVED.		SENT.		VIA PANAMA.		Fees on registered letters.	Amount received by the United States.
	Ounces of letters.	Number of newspapers.	Ounces of letters.	Number of newspapers.	Ounces of letters.	Number of newspapers.		
British steamers.....	8,426½	41,810	4,052	764	.....	.....	.....	\$2,411 26½
American steamers....	2,789½	31,493	4,197½	447	6,860	6,839	\$0 66	7,873 62½
Total.....	11,215½	73,303	8,249½	1,211	6,860	6,839	66	10,284 88½

Total received and sent..... Ounces. 26,325 Newspapers. 81,353

Total amount received by the United States, \$10,285 54½.

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No. 29.—*Belgian closed mail account for the year ended December 31, 1864.*

Cunard line.	RECEIVED.		SENT.		Amount paid Great Britain.
	Letters.	Newspapers.	Letters.	Newspapers.	
	Ounces.	Number.	Ounces.	Number.	
1st quarter 1864....	892½	1,464	947½	277	\$770 82
2d quarter 1864....	891½	1,600	899	394	720 08
3d quarter 1864....	898½	1,718	981½	475	795 86
4th quarter 1864....	818	1,680	929½	601	744 62
Total.....	3,410½	6,462	3,757½	1,747	3,031 38

Total received and sent..... Ounces. 7,168 Newspapers. 8,209

Total amount paid Great Britain, \$3,031 38.

I. N. ARNOLD, Auditor.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1865.*

Amounts reported as due the steamers of the Canadian line, being the sea postage paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$15,303 86
Fourth quarter 1864.....	18,141 38
First quarter 1865.....	20,391 15
Second quarter 1865.....	17,270 31
Total.....	<u>71,106 70</u>

Amounts reported as due the steamers of the German-Lloyd line, being the sea postage paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$21,702 17
Fourth quarter 1864.....	14,707 60
First quarter 1865.....	17,145 05
Second quarter 1865.....	16,718 29
Total.....	<u>73,273 11</u>

Amounts reported as due the steamers of the Hamburg line, being the sea postage paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$10,560 51
Fourth quarter 1864.....	8,870 23
First quarter 1865.....	12,937 53
Second quarter 1865.....	15,401 25
Total.....	<u>47,769 52</u>

Amounts reported as due the steamers of the Miscellaneous line, being the sea postage paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$14,368 99
Fourth quarter 1864.....	56,223 40
First quarter 1865.....	55,165 60
Second quarter 1865.....	57,572 24
Total.....	<u>213,330 23</u>

Amounts reported as due the steamers of the West India line, being the United States postage paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$3,301 00
Fourth quarter 1864.....	10,449 15
First quarter 1865.....	16,217 99
Second quarter 1865.....	15,895 76
Total.....	<u>50,863 90</u>

Amounts reported as due the steamers of the South Pacific line, being the United States postage on the mails conveyed, paid for each quarter during the fiscal year ended June 30, 1865.

Third quarter 1864.....	\$2,882 41
Fourth quarter 1864.....	4,357 32
First quarter 1865.....	3,696 37
Second quarter 1865.....	3,755 52
Total.....	<u>14,691 62</u>

I. N. ARNOLD, Auditor.

No. 31.—Balances due from presidential offices in the late rebellious States.

Name of offices.	Postmasters.	Amount due.
VIRGINIA.		
Abington	Henry M. Baker	\$411 32
Charlottesville	U. H. Kablinger	1,604 74
Lexington	T. B. Plunkett	151 52
Lynchburg	R. H. Glass	4,130 58
Norfolk	A. M. Vaughan	3,154 94
Petersburg	U. E. Bass	3,838 48
Richmond	T. B. Bigger	13,283 52
Staunton	L. L. Stevenson	1,448 14
University of Virginia	W. Uertenbacker	1,167 56
Winchester	George B. Graves	990 26
Total		30,181 06
NORTH CAROLINA.		
Chapel Hill	James B. McDade	886 50
Fayetteville	James Cook	1,668 02
Goldsboro'	John Taylor	508 54
Greensboro'	B. G. Graham	1,362 15
Newbern	James C. Stephenson	655 06
Raleigh	George T. Cook	3,931 85
Wilmington	Daniel Dickenson	3,379 26
Total		12,391 38
SOUTH CAROLINA.		
Camden	T. U. Peques	361 24
Charleston	Alfred Huger	9,029 52
Columbia	James B. Glass	1,633 11
Georgetown	W. McNulty	86 50
Total		11,110 37
FLORIDA.		
Appalachicola	B. F. Simmons	384 73
Jacksonville	William Groethe	1,808 37
Key West	James Whalton	1,433 44
Pensacola	Sigmond Loeb	321 17
Do	Dylan Jordan, late	191 77
Tallahassee	Miles Nash	1,429 51
Total		5,568 99
MISSISSIPPI.		
Aberdeen	J. D. Mann	225 80
Canton	W. Priestly, late	1,015 68
Do	do do	1,540 16
Clinton	Samuel H. Stephens	141 63
Columbus	Jacob Isaacs	1,927 87
Holly Springs	E. J. Brachen	1,750 43
Jackson	C. R. Dickson	3,134 94
Natchez	Richard Elward, late	5,666 79
Do	W. P. Mellen, "	564 74
Vicksburg	W. B. Sloan	3,243 45
Total		19,211 49

No. 31.—Balances due from presidential offices, &c.—Continued.

Name of offices.	Postmasters.	Amount due.
LOUISIANA.		
Natchitoches	T. Wakefield, late	\$27 60
Do	John W. Taber, late	114 05
New Orleans	D. P. Blair, acting postmaster	682 23
Shreveport	Henry Humsecker	294 18
Total		1,118 06
TENNESSEE.		
Chattanooga	H. T. Phillips	597 60
Clarksville	C. O. Faxon	945 94
Columbia	R. B. Moore	329 85
Do	L. H. Estes, late	1,133 28
Knoxville	C. H. Charlton	2,304 66
Memphis	M. C. Galloway	16,069 82
Do	W. H. Carroll	4,479 44
Nashville	W. D. McWish	1,586 78
Total		27,447 37
GEORGIA.		
Albany	Edward Richardson	170 49
Do	do, late	102 81
Athens	Thomas Crawford	766 00
Athlanta	Thomas C. Howard	*1,230 42
Do	W. C. Wilson, late	6,374 60
Augusta	J. M. Smythe	1,230 71
Columbus	H. M. Seter	404 22
Griffin	M. A. Bowdoin	810 63
Macon	E. L. Stochercker	1,390 25
Madison	William Woods	734 07
Marietta	William F. Grove	392 96
Milledgeville	E. S. Candler	612 65
Rome	A. T. Hardin, late	1,245 14
Savannah	Solomon Cohen	8,942 63
Total		24,407 63
TEXAS.		
Austin	William Priest	2,238 45
Galveston	John B. Root	4,769 86
Houston	O. L. Cochrane	2,918 25
San Antonio	H. L. Rudaz	1,827 63
Total		11,754 19
ALABAMA.		
Eufala	Hugh Black	1,032 61
Florence	John A. Smith	268 09
Huntsville	W. J. Windham	1,431 86
Mobile	Lloyd Bowers	*12,930 10
Montgomery	Thomas Welch	Credit.
Selma	W. H. Enger	1,197 86
Tuscaloosa	J. C. Guild, late	315 55
Do	W. D. Marratt	117 87
Tuscumbia	Samuel Finley	225 86
Total		17,519 80

* Paid.

No. 31.—*Balances due from presidential offices, &c.*—Continued.

Name of offices.	Postmasters.	Amount due.
ARKANSAS.		
Little Rock.....	William T. Pope.....late.....	\$350 00
Do.....	Thomas J. Churchill, ".....	350 36
Napoleon.....	James T. Porter.....	394 86
Total.....		1,095 22

Recapitulation of balances due from presidential offices in the late rebellious States.

Virginia.....	\$30,181 06
North Carolina.....	12,361 38
South Carolina.....	11,110 67
Georgia.....	24,407 63
Florida.....	5,568 99
Alabama.....	17,519 80
Mississippi.....	19,211 49
Texas.....	11,754 19
Arkansas.....	1,095 22
Louisiana.....	1,118 06
Tennessee.....	27,447 37
Total.....	<u>161,775 86</u>

Statement of balances due the United States from postmasters in the States declared to have been in rebellion.

Alabama.....	\$41,003 86
Mississippi.....	34,124 41
Louisiana.....	14,514 92
Texas.....	41,027 01
Arkansas.....	13,351 97
Tennessee.....	33,860 62
Virginia.....	66,000 47
North Carolina.....	37,770 42
South Carolina.....	24,184 41
Georgia.....	50,663 83
Florida.....	12,525 95
Total.....	<u>369,027 87</u>

I. N. ARNOLD, *Auditor.*OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT, *October 31, 1865.*

No. 32.—*Statement showing the transactions of the Money Order office, from November 1, 1864, to the end of the fiscal year, June 30, 1865, embracing a period of eight months,*

1865.

RECEIPTS.

June 30.	Amount transferred from postage fund to commence money order business and to enable postmasters who were short of money order funds to pay orders drawn on them.....	\$191,666 37	
	Received for 74,277 money orders issued.....	1,360,122 52	
	Fees received on same.....	\$11,462 95	
	Fees received on duplicate orders.....	71 95	
			11,534 90
	Premium received for drafts sold.....		1 50
	Amount received on deposit account.....		941,996 26
	Balance due late postmasters, June 30.....		58 32
			<u>2,505,379 87</u>

DISBURSEMENTS.

	Amount of money orders paid.....	\$1,291,972 22	
	Amount repaid at issuing offices.....	21,784 86	
	Transferred to postage fund.....	147,162 88	
	Remitted on deposit account.....	954,202 17	
	Amount due from late postmasters.....		1 11
	Expenses: Clerk hire.....	\$8,350 72	
	Commissions.....	2,926 27	
	Blank Books.....	4,271 30	
	Stationery.....	953 70	
	Premium paid on exchange.....	91 70	
	Miscellaneous.....	2,690 63	
	Total expenses.....		18,584 37
	Balance in hands of postmasters*.....		71,672 26
			<u>2,505,379 87</u>

*NOTE.—The difference between the amount of deposits received and remitted, to wit, \$12,205 91, should be added to the balance in the hands of postmasters, in order to show the true condition of the fund. The reason of this discrepancy occurs from the fact that the above amount, though remitted and credit taken therefor previous to 30th June, was not received at the deposit offices till subsequent to that date.

No. 33.—*Statement showing the condition of the Money Order fund at the close of the fiscal year, June 30, 1865.*

RESOURCES.

	Balance in hands of postmasters.....	\$71,672 26
	Add amount remitted and credit taken therefor previous to June 30th, but received at the deposit offices subsequent to that date.....	12,205 91
	Due from late postmasters.....	1 11

LIABILITIES.

	Money orders outstanding June 30.....	\$46,365 44
	Amount due postage fund.....	44,503 49
	Balance due postmasters.....	58 32
	Deficit.....	\$7,047 97
		<u>90,927 25</u>
		<u>90,927 25</u>

No. 34.—Statement showing the disparity between the amount of money orders issued and the amount paid at certain offices.

Offices.	Issued.	Paid.
<i>Offices in which the issues exceed the payments.</i>		
Albany, N. Y.....	\$19,160 55	\$12,378 61
Alexandria, Va.....	18,801 73	5,630 10
Cairo, Ill.....	10,381 35	3,655 62
Chattanooga, Tenn.....	69,121 07	5,347 69
City Point, Va.....	68,642 95	8,027 73
Memphis, Tenn.....	30,158 73	4,964 75
Nashville, Tenn.....	104,225 13	12,037 18
Newberne, N. C.....	28,348 44	5,566 91
New Orleans, La.....	29,016 44	9,419 70
Port Royal, S. C.....	10,987 09	2,664 12
Providence, R. I.....	20,308 78	12,042 63
St. Louis, Mo.....	43,998 81	31,688 45
Vicksburg, Miss.....	7,139 61	1,116 80
Washington, D. C.....	78,891 22	50,269 31
<i>Offices in which payments exceed the issues.</i>		
Baltimore, Md.....	20,096 60	33,148 80
Boston, Mass.....	31,064 43	72,784 19
Brooklyn, N. Y.....	18,482 43	32,678 87
Detroit, Mich.....	10,084 94	20,846 44
Lynn, Mass.....	1,873 16	6,445 34
New Haven, Ct.....	5,438 45	10,440 27
New London, Ct.....	700 09	2,198 52
New York, N. Y.....	79,126 23	225,715 83
Oswego, N. Y.....	1,981 85	4,111 18
Philadelphia, Pa.....	79,790 09	117,463 94
Pittsburg, Pa.....	11,716 73	17,816 08
Portland, Me.....	4,698 06	7,313 10
Rochester, N. Y.....	4,925 82	14,713 13
St. Paul, Minn.....	3,516 21	9,533 44
Salem, Mass.....	2,724 39	5,211 85
Utica, N. Y.....	5,056 04	9,581 87

No. 35.—Statement showing the number and amount of money orders issued, with the amount of fees received therefor, the number and amount of orders paid and amount repaid at issuing offices, the amount allowed postmasters on account of commissions and clerk hire, and the miscellaneous and total expenses at each and all of the money order offices from November 1, 1864, to June 30, 1865.

Name of place.	Number of orders issued.	Amount of orders issued.	Amount of fees received.	Number of orders paid.	Amount of orders paid.	Amount repaid to purchasers.	Commissions and clerk hire.	Miscellaneous ex- penses.	Total expenses.
Albany, N. Y.*	1,224	\$19,160 55	\$174 65	701	\$12,378 61	\$661 40	\$300 00	\$122 29	\$422 29
Albion, N. Y.	93	1,297 21	12 70	73	1,440 81	50 00	6 02	25 40	31 43
Alexandria, Va.	821	18,801 73	144 60	395	5,630 10	42 00	55 21	20 50	75 71
Alton, Ill.	223	3,796 69	39 70	135	2,274 07	10 00	14 05	22 50	36 55
Annapolis, Md.	189	3,977 69	30 70	156	2,493 94	.....	13 33	23 50	35 83
Auburn, N. Y.	271	3,751 40	36 50	246	5,376 87	65 00	18 87	27 00	45 87
Augusta, Me.	118	2,421 33	19 45	111	2,436 19	25 00	9 51	20 25	29 76
Baltimore, Md.	1,146	20,086 60	173 60	1,872	33,148 80	343 00	.....	119 90	119 90
Bangor, Me.	101	1,932 10	16 35	211	4,856 44	.....	11 50	34 50	46 00
Beloit, Wis.	197	2,476 72	25 95	123	2,770 41	62 75	12 09	36 00	48 09
Binghamton, N. Y.	146	2,002 51	19 55	177	3,958 33	5 00	11 45	24 01	35 46
Bloomington, Ill.	120	1,636 18	16 40	164	3,166 38	.....	9 40	.....	9 40
Boston, Mass.	1,638	31,064 43	257 80	4,032	72,784 19	641 90	585 44	177 76	763 20
Bridgeport, Conn.	224	3,227 22	31 20	161	3,730 10	25 00	15 04	34 75	49 79
Brooklyn, N. Y.	991	18,482 43	155 85	1,561	32,678 87	663 60	92 78	98 49	191 27
Buffalo, N. Y.*	304	7,653 78	71 30	968	19,180 08	125 00	40 00	36 59	436 59
Burlington, Vt.	177	2,229 27	22 05	93	1,784 84	29 00	9 55	44 47	54 02
Burlington, Iowa.	280	3,833 60	38 90	125	2,555 69	45 00	16 64	23 10	39 74
Cañero, Ill.	541	10,381 35	84 85	195	3,635 62	57 00	32 83	45 50	78 33
Chattanooga, Tenn.	2,637	69,121 07	486 90	345	5,347 69	60 00	168 06	46 25	215 31
Chicago, Ill.*	2,541	43,629 34	378 40	3,312	56,255 39	789 87	167 88	88 10	255 68
Chillicothe, Ohio	113	1,437 39	14 75	59	1,077 91	22 00	6 25	15 00	21 25
Cincinnati, Ohio*	1,993	34,558 26	299 30	3,122	53,258 52	656 49	666 67	166 41	833 08
City Point, Va.	2,670	68,642 95	486 95	414	8,027 73	.....	.....	67 37	67 37
Cleveland, Ohio.	841	13,766 25	124 50	1,048	20,019 97	290 00	.....	110 50	110 50
Columbus, Ohio.	523	7,277 89	71 60	464	7,666 90	93 00	.....	37 12	37 12
Concord, N. H.	173	3,124 51	26 65	186	4,081 10	2 50	13 96	43 00	56 96
Cumberland, Md.	211	3,668 65	34 40	59	930 10	35 00	12 61	26 11	38 72
Davenport, Iowa.	646	9,477 86	92 05	185	3,419 26	62 88	34 94	61 80	96 74
Dayton, Ohio.	832	11,400 59	113 40	257	5,109 21	226 95	44 16	54 40	98 56
Des Moines, Iowa.	130	1,668 98	17 35	142	2,273 62	.....	8 60	36 27	44 87
Detroit, Mich.	686	10,084 94	95 30	1,029	20,846 44	241 00	.....	54 00	54 00
Dubuque, Iowa.	245	3,284 69	32 60	212	3,802 93	103 50	15 67	25 70	41 30
Emston, Pa.	162	2,680 06	23 55	79	1,426 62	47 00	9 61	40 50	50 11
Eastport, Me.	102	2,268 15	18 00	46	1,139 23	.....	7 41	51 00	58 41
Elgin, Ill.	157	1,819 01	20 45	48	1,075 73	15 00	8 14	28 65	36 79
Elmira, N. Y.	352	6,173 09	53 15	356	7,369 40	177 00	26 84	82 17	109 01
Erie, Pa.	321	4,945 50	46 00	123	2,554 50	18 00	18 51	36 90	45 41
Evansville, Ind.	294	4,571 30	42 60	151	2,939 35	52 15	17 85	32 22	50 07
Fall River, Mass.	123	1,794 25	17 40	111	2,139 40	28 60	8 46	22 00	30 46
Fort Wayne, Ind.	560	7,455 40	75 15	183	3,417 43	105 64	29 31	49 75	79 06
Frederick, Md.	172	2,452 23	24 25	124	1,989 57	5 50	10 57	3 50	14 07
Freeport, Ill.	341	3,912 17	44 00	296	3,595 39	45 00	19 14	30 40	49 54
Galena, Ill.	464	6,616 04	64 75	135	2,787 26	305 74	25 04	18 00	43 04
Grand Rapids, Mich.	309	4,068 63	41 62	122	2,567 20	33 50	17 05	44 60	61 65
Harrisburg, Pa.	440	6,775 49	62 45	341	6,872 88	94 40	29 39	39 15	69 54
Hartford, Conn.*	313	5,027 53	45 05	436	8,530 71	45 00	80 51	30 25	110 76
Honesdale, Pa.	196	1,739 79	18 20	90	2,400 67	25 60	9 05	55 15	64 20
Hudson, N. Y.	138	1,913 39	18 35	105	2,313 64	27 00	8 98	45 50	54 73
Indianapolis, Ind.*	637	9,987 54	91 90	386	6,734 86	114 70	150 00	84 50	234 50
Jefferson City, Mo.*	77	1,222 90	11 05	65	943 95	8 85	4 85	30 00	34 85
Jersey City, N. J.	202	3,566 73	30 85	277	5,107 09	57 00	16 65	28 50	45 15
Johnstown, Pa.	101	1,367 22	13 50	85	1,988 16	36 00	6 96	26 10	33 06
Kalamazoo, Mich.	205	2,575 74	26 95	200	4,316 12	5 00	14 29	40 98	55 37
Keene, N. H.	75	1,017 10	10 10	63	1,444 12	35 00	5 16	7 50	12 66
Keokuk, Iowa.	237	3,313 63	33 15	136	2,801 29	27 00	14 52	24 75	39 27
La Crosse, Wis.	223	3,615 20	32 75	153	3,330 72	4 00	15 05	38 40	53 45
Lafayette, Ind.	223	3,280 10	31 65	144	3,122 60	5 00	14 43	30 00	44 43
Lansing, Mich.	170	615 29	8 00	138	3,006 36	20 00	6 41	45 78	52 19
Lewistown, Pa.	77	1,985 74	20 40	64	1,361 25	.....	8 47	42 00	50 47
Lexington, Ky.	195	3,063 50	28 25	81	1,306 59	20 00	11 14	42 00	53 14
Lima, Ohio.	168	2,691 65	24 15	21	402 75	22 00	8 54	51 40	59 94
Lockport, N. Y.	128	1,747 12	17 60	179	3,582 98	112 17	10 32	48 50	58 82
Louisville, Ky.	720	13,898 56	112 85	595	11,781 66	115 00	.....	55 75	55 75
Lowell, Mass.	341	5,309 04	48 65	301	6,707 71	127 00	24 59	44 25	68 84
Lynn, Mass.	115	1,873 16	16 85	985	6,445 34	25 00	13 64	9 75	23 39
Madison, Ind.	265	4,042 28	38 30	66	1,286 19	13 00	14 36	20 75	35 11
Madison, Wis.	218	4,343 10	40 95	286	5,844 45	140 14	20 93	38 25	59 18
Manchester, N. H.	138	2,121 21	19 80	162	3,652 52	130 00	11 14	40 33	51 47
Marietta, Ohio.	156	2,536 45	23 20	63	1,424 75	65 00	9 49	3 80	13 29
Meadville, Pa.	271	4,249 76	38 40	65	1,566 95	6 00	14 67	24 96	109 63

*Clerk hire allowed. †In operation from Feb. 25 to June 3. ‡Commenced operations Feb. 11, 1865.

REPORT OF THE POSTMASTER GENERAL.

No. 35.—Statement showing the number and amount of money orders, &c.—Continued.

Name of place.	Number of orders issued.	Amount of orders issued.	Amount of fees received.	Number of orders paid.	Amount of orders paid.	Amount repaid to paymasters.	Commissions and clerk hire.	Miscellaneous expenses.	Total expenses.
Memphis, Tenn.	1,498	\$30,158 73	\$238 65	265	\$4,964 75	\$406 00	\$180 00	\$62 75	\$542 75
Milwaukee, Wis.	1,044	15,743 70	146 15	168	20,255 23	401 21	300 00	228 70	528 70
Montpelier, Vt.	43	699 19	6 15	114	2,353 16	40 00	4 97	62 62	67 59
Muscatine, Iowa	276	3,807 74	37 70	112	2,484 82	43 00	15 65	15 00	30 65
Nashua, N. H.	42	1,174 82	12 30	95	1,807 35	70 00	6 41	29 50	35 91
Nashville, Tenn.	4,087	104,225 13	772 40	841	12,037 18	313 00	.....	151 70	151 70
Nowark, N. J.	537	11,012 57	96 15	628	13,046 71	499 60	48 40	101 85	150 25
New Bedford, Mass.	318	4,983 97	45 90	170	3,124 15	115 00	19 14	68 76	87 90
Newbern, N. C.	1,160	52,348 44	200 95	297	5,566 91	129 00	73 92	107 61	181 56
Newburgh, N. Y.	60	722 90	7 25	151	3,359 76	.....	6 55	21 00	27 55
New Castle, Pa.	79	1,309 05	11 40	33	600 10	33 00	4 64	17 07	21 71
New Haven, Conn.	314	5,438 45	49 40	522	10,440 27	88 00	29 50	61 70	91 20
New London, Conn.	45	700 00	6 35	107	2,198 52	.....	4 84	12 00	16 84
New Orleans, La.	1,237	29,016 44	213 45	457	9,419 70	107 50	49 29	26 00	74 29
Newport, R. I.	339	5,824 37	50 40	143	3,303 34	105 00	29 98	29 05	50 07
New York, N. Y.	4,147	79,126 23	653 10	14,257	225,715 83	1,138 67	2,333 33	849 56	3,182 89
Norfolk, Va.	462	9,407 40	75 20	326	6,464 49	28 50	33 12	44 00	77 12
Norwich, N. Y.	33	599 94	6 55	50	1,156 49	.....	3 62	14 50	18 12
Ogdensburg, N. Y.	246	3,627 19	34 50	101	1,915 67	24 85	13 87	22 40	36 27
Old Point Comfort, Va.	532	12,138 53	92 50	424	8,295 05	13 75	41 17	34 25	75 42
Oswego, N. Y.	161	1,921 85	20 65	198	4,111 12	48 00	11 99	16 80	28 40
Ottawa, Ill.	342	4,155 60	44 80	76	1,678 53	91 50	17 01	26 50	43 51
Peoria, Ill.	473	6,781 14	64 65	271	5,672 76	71 00	38 61	30 25	68 86
Philadelphia, Pa.	3,991	79,790 09	694 50	6,528	117,463 94	3,454 82	1,111 10	655 83	1,766 93
Pittsburg, Pa.	676	11,716 73	100 85	942	17,816 08	288 25	.....	48 65	48 65
Pittsfield, Mass.	140	1,923 88	19 00	117	2,552 74	5 00	9 37	22 00	31 37
Plattsburg, N. Y.	33	423 96	4 30	46	1,011 88	.....	2 67	3 35	6 02
Portland, Me.	243	4,698 06	38 40	319	7,313 10	30 00	21 93	34 50	56 43
Port Royal, S. C.	415	10,987 09	78 20	118	2,664 12	.....	29 36	92 87	122 23
Portsmouth, N. H.	112	1,984 19	16 85	103	2,300 95	50 00	8 46	26 25	34 71
Portsmouth, Ohio	32	314 50	3 75	29	573 12	.....	1 94	62 00	63 94
Pottsville, Pa.	377	6,300 61	57 30	221	5,245 85	400 00	25 64	12 12	37 76
Poughkeepsie, N. Y.	112	1,627 43	16 00	282	6,022 83	47 00	12 84	24 07	36 91
Providence, R. I.	1,196	20,308 78	184 05	602	12,942 63	473 17	133 31	114 25	247 56
Quincy, Ill.	425	5,785 89	57 45	294	4,776 30	50 00	25 15	26 75	51 90
Racine, Wis.	344	4,636 94	46 60	235	4,681 92	40 22	21 57	26 25	47 62
Rending, Pa.	293	4,323 43	42 65	71	1,215 48	35 00	17 37	28 35	45 72
Red Wing, Minn.	177	1,935 64	22 35	124	2,534 08	15 00	8 99	48 85	57 77
Rochester, N. Y.	386	4,925 82	50 70	839	14,713 19	141 40	.....	92 25	92 25
Rockford, Ill.	235	3,185 59	31 40	162	3,429 41	104 45	14 72	21 50	39 22
Rock Island, Ill.	191	2,831 01	26 85	137	2,406 97	.....	11 93	14 00	25 93
Rutland, Vt.	67	927 40	9 25	72	1,484 71	.....	4 78	24 00	28 78
St. Joseph, Mo.	169	2,617 79	24 05	42	914 50	.....	9 14	55 25	64 39
St. Louis, Mo.	2,389	43,998 81	370 65	1,706	31,688 45	498 00	666 59	314 75	981 34
St. Paul, Minn.	252	3,516 21	33 50	472	9,533 44	146 78	23 04	52 50	75 53
Salem, Mass.	156	2,724 39	22 50	251	5,211 85	10 00	13 99	11 25	25 24
Sandusky, Ohio	470	7,067 41	67 25	271	4,877 32	28 00	28 47	42 00	70 47
Saratoga Springs, N. Y.	110	1,495 50	14 70	103	2,164 33	50 00	7 59	32 44	40 01
Seranton, Pa.	201	2,848 72	27 90	120	2,527 24	56 00	12 31	32 60	44 91
Sheboygan, Wis.	214	2,913 86	29 30	95	2,041 49	23 75	12 29	36 00	48 29
Springfield, Mass.	281	4,599 27	41 60	359	6,203 57	50 00	21 60	27 50	49 10
Springfield, Ill.	487	7,437 31	69 80	298	4,638 31	158 50	29 05	48 95	78 00
Syracuse, N. Y.	486	6,240 27	64 45	443	9,003 23	194 25	.....	36 92	36 92
Terre Haute, Ind.	262	3,303 77	34 60	104	1,989 61	66 84	14 00	28 75	42 75
Toledo, Ohio	471	6,476 40	63 95	301	6,271 50	94 67	29 14	41 50	70 64
Trenton, N. J.	221	4,083 53	33 90	214	4,348 43	36 00	16 71	15 00	31 71
Troy, N. Y.	715	10,360 91	99 10	346	6,369 29	124 78	40 97	24 00	64 97
Urbana, Ohio	137	1,446 60	17 15	28	515 55	.....	6 37	35 40	41 77
Utica, N. Y.	370	5,056 04	50 05	479	9,181 87	69 45	28 64	40 78	109 42
Vicksburg, Miss.	385	7,139 61	55 00	55	1,116 80	70 00	19 58	5 40	24 98
Vincennes, Ind.	437	6,004 17	60 20	36	692 21	49 00	20 87	25 90	46 77
Washington, D. C.	3,872	78,891 22	623 95	2,871	50,269 31	305 15	933 31	62 92	996 23
Watertown, N. Y.	183	2,885 04	37 60	177	2,564 58	65 00	13 62	20 00	33 62
Wheeling, West Va.	430	6,468 66	62 90	153	2,949 02	195 81	24 50	48 00	72 50
Williamsport, Pa.	313	5,341 19	46 40	91	1,765 26	90 00	17 65	37 20	54 85
Williamington, Del.	481	8,114 76	70 85	269	5,031 49	166 00	29 88	32 12	62 00
Winona, Minn.	162	2,420 79	23 25	99	2,026 91	12 50	10 26	44 87	55 13
Wooster, Ohio	154	2,360 83	22 25	52	1,066 60	20 00	8 71	19 00	47 71
Worcester, Mass.	414	7,928 30	62 35	365	7,946 06	181 00	29 69	24 19	53 88
Xenia, Ohio	169	2,354 47	22 90	151	3,283 53	68 00	11 72	38 50	50 22
Zanesville, Ohio	228	2,876 30	30 10	140	3,055 70	30 00	13 84	83 75	97 59

* Clerk hire allowed. † Commenced operations February 11, 1863.

I. N. ARNOLD, Auditor.

