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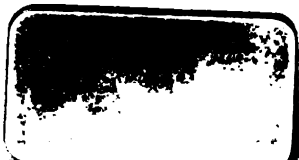
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THE EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES

DURING THE

SECOND SESSION OF THE FORTY-SECOND CONGRESS.

1871-'72.

IN EIGHTEEN VOLUMES.

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- Volume 2....No. 1, Part 2. War; Parts 1 and 2.
- Volume 3....No. 1, Part 5. Interior; Parts 1 and 2.
- Volume 4....No. 2 and Parts 3 and 4 of No. 1.
- Volume 5....Nos. 3 and 4.
- Volume 6....No. 5 to No. 20, inclusive.
- Volume 7....No. 21 to No. 84, inclusive.
- Volume 8....No. 85 to No. 106, inclusive.
- Volume 9....Nos. 107, 108, and 109.
- Volume 10....No. 110 to No. 212, inclusive; except No. 121.
- Volume 11....No. 121, Coast Survey.
- Volume 12....No. 213 to No. 277, inclusive; except No. 220.
- Volume 13....No. 278 to No. 281, inclusive; with Nos. 283, 290, 294, and 322.
- Volume 14....No. 282, Case of Great Britain, Geneva Conference; Parts 1, 2 and 3.
- Volume 15....No. 284 to No. 326, inclusive; except Nos. 290, 294, 322, and 324.
- Volume 16....No. 324, Counter-Case of Great Britain, Geneva Conference.
- Volume 17....No. 327, Report of the Commissioner of Agriculture.
- Volume 18....No. 220, Commercial Relations.

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CHIPPEWA RIVER, WISCONSIN.

LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

The Chippewa River, Wisconsin.

APRIL 30, 1872.—Referred to the Committee on Commerce and ordered to be printed.

WAR DEPARTMENT, *April 29, 1872.*

The Secretary of War has the honor to transmit to the House of Representatives a copy of the report of an examination by Colonel Macomb, Corps of Engineers, of the Chippewa River, Wisconsin, made at the instance of the Committee on Commerce of the House, and to invite attention to the recommendation contained therein and to the letter of transmittal of the Chief of Engineers.

He has also the honor to return the papers referred by the Committee on Commerce with others relating to the matter.

WM. W. BELKNAP,
Secretary of War.

OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D. C., April 22, 1872.

SIR: The the resolutions of the Committee on Commerce of the House of Representatives, of February 20, 1872, requesting the Secretary of War, "as early as practicable with his service, to cause to be made an examination and survey of the Chippewa River, as far up as the city of Chippewa Falls, in the State of Wisconsin, especially that portion alleged to be obstructed," and report "the result of such work as early as practicable," &c., are herewith respectfully returned.

The examination requested was made by Colonel Macomb, Corps of Engineers, in conformity with instructions from this office, dated February 24, 1872, and a copy of his report and map, and the original abstract of affidavits, and affidavits, thirty-two in number, accompanying it, are herewith submitted.

It will be observed that the examination was made on the ice, and, of course, could not be as much in detail or as reliable as if made during the season of navigation. The results show, however, that the

obstructions referred to in the resolutions of the committee actually exist, and are, in the opinion of Colonel Macomb, seriously detrimental to the navigation of the Chippewa River. His recommendation, that an instrumental survey, "which would definitely determine the channels, direction and velocity of the currents, positions of the cribs, booms, gravel-bars, &c.," be made, is concurred in by me. Such survey is provided for in the second section of the river and harbor bill recently passed by the House of Representatives.

Very respectfully, your obedient servant,

A. A. HUMPHREYS,

Brigadier General and Chief of Engineers.

Hon. W. W. BELKNAP,
Secretary of War.

Whereas the House of Representatives, on the 19th of December, 1871, agreed to the following resolution, to wit:

"Whereas it is alleged that obstructions have been placed in the main channel of the Chippewa river, a navigable tributary of the Mississippi, at points below the city of Chippewa Falls, the head of navigation of said river, seriously interfering with the commerce of the same, and that divers schemes are being projected, which, if permitted, will result in the further embarrassment of navigation: Therefore,

Resolved, That the Committee on Commerce be requested to inquire into the present state of the Chippewa river so far as the same has been navigated by steamboats, and if, in their judgment, any action on the part of Congress be required to effect the removal of such obstructions, or prevent the erection of works in said river, which shall injure its navigation, to report by bill or otherwise;"

And whereas affidavits, with an accompanying map of survey, have been presented to this committee, confirming the alleged obstructions in the Chippewa River, and further declaring and showing that other and more damaging structures have subsequently been and are being placed in said river, which, if not removed, it is represented, will totally destroy the navigation for boats and rafts during the most important season and stages of water;

And whereas it is not practicable for this committee, during the session of Congress, to make a personal examination of the facts, and it being desirable to obtain some official information upon which to base a report: Therefore,

Resolved, That the Secretary of War be, and he is hereby, requested by this committee, as early as practicable with his service, to cause to be made an examination and survey of the Chippewa River as far up as the city of Chippewa Falls, in the State of Wisconsin, and more especially that portion alleged to be obstructed, and to report to this committee the result of such work as early as practicable.

Resolved, That a copy of the foregoing, together with the affidavits and map of survey, now in the hands of this committee, be handed to the Secretary of War forthwith.

It is hereby certified that at the regular meeting of the Committee on Commerce, held this day, the above resolutions were adopted.

S. SHELLABARGER,

Chairman of Committee on Commerce, House of Representatives.

TUESDAY, February 20, 1872.

UNITED STATES ENGINEER'S OFFICE,
Rock Island, Illinois, April 15, 1872.

GENERAL: I have the honor to submit the following report of the result of my examination of the alleged obstructions to navigation in the Chippewa River.

On the 18th of March, 1872, I proceeded to the city of Chippewa Falls, accompanied by my assistant, Captain Amos Stickney, United States Engineers, and examined these alleged obstructions. I transmit herewith a map* of that portion of the river in which these obstructions are

* For map, see original.

placed, from which a pretty clear idea can be obtained of the nature and extent of the obstructions. At the point marked A on the tracing a sheer-boom has been built during the winter. This boom is a structure made of timber; is about 336 feet in length, 3 feet in width, and 1 foot in depth. It swings on a pivot-joint at one end and is fastened to a crib. By an arrangement of fins, hinged to the down-stream side, it can be thrown by the action of the current across the stream. Its object is to sheer floating logs over to the right side of the stream, so that they shall enter the boom of Farwell's mill. This sheer-boom, pilots state, will be an obstruction to the navigation of the river for rafts from above, inasmuch as it will throw them so far to the right-hand side of the stream that except in low water, when the current is not so rapid, they will be forced to pass into the channel to the right of the island just below, there not being distance enough between the sheer-boom and the head of the island to allow of their being pulled over so as to pass to the left of the island, which is the proper channel.

The next alleged obstruction is a timber-crib, filled with stone, about 300 feet below the aforesaid island, which is represented on tracing (in red) at B. This crib has been built during the winter. It is the head of the boom for Farwell's mill. The channel and direction of the current at this point, according to the testimony of the pilots, are such that rafts could not possibly use the channel to the right of the island without being forced directly upon this crib, and if they pass to the left of the island they must run either directly upon this crib, or, passing to the left of it, be thrown upon the crib of the boom on the left side of the stream, as indicated on the tracing by arrows.

The next alleged obstruction is a point indicated on the tracing at C. At this point a number of cribs have been put in this past winter, which, according to the testimony of pilots, are directly across the low-water channel. Pilots state that in low water the channel runs as indicated by the arrows on the tracing, the water being thrown first to the left shore by a gravel bar on the right side of the stream, then to the right shore by a gravel bar on the left side of the stream, crossing the line of cribs on the left side and striking the last crib on the right side.

The next and last obstruction is at the point marked D on the tracing. Here a line of cribs has been built, crossing the raft-channel in such a manner that rafts will undoubtedly be thrown against them. Messrs. Ingram and Kennedy, the parties who built these cribs, state that they intend to guard rafts from damage on them, by placing outside of them a stiff boom of timber, 3 feet wide by 2 feet deep, which, in their opinion, will allow rafts to slide along without damage or delay.

At the time of making my examination the Chippewa River was frozen over, so that I could not personally determine the direction and force of the current or the position of the channel. My information on these points was obtained entirely from the pilots who are engaged in navigating this portion of the river. Judging from the contour of the banks, however, I should think this information reliable; except at the point marked C, there is nothing here from which the position of the channel could be judged.

From such information as I have been able to obtain, and such examination as I was able to make, my opinion is that all of the alleged obstructions are real obstructions, with the exception of those at C, and these are certainly obstructions if the channel is situated as described.

The sheer-boom at the point A is an obstruction, because it is placed so near to the head of the island, being only about 600 feet above it, that rafts have no time to correct their course after passing it. The

owners of the boom probably intended to open it for the passage of rafts, but if there is any loss of time in opening it, and a raft should happen to strike, as the pilots say is almost invariably the case, it would be thrown out of its course as described.

The crib at the point B is an undoubted obstruction, because it shuts up one channel entirely and very much endangers the running of the only other one.

The cribs at point D are obstructions because of being directly in the raft-channel. The stiff boom which Ingram and Kennedy propose putting in will not, in my opinion, remedy the difficulty. The boom will not change the direction of the current, which will flow under it, and consequently keep a raft pressed hard against it all the time, if it does not break it up. All the cribs in this locality above the one marked A are, in my opinion, obstructions.

The above comprises the principal obstructions, though there are many other cribs which interfere more or less with the navigation of the river.

The river is used almost entirely for driving logs to the Mississippi and for floating rafts of the lumber which is manufactured on its banks. It is estimated that about 60,000,000 feet of lumber is annually manufactured on the Chippewa River which must be floated down in rafts past the above-described obstructions. Pilots state that before obstructions were placed in the river a raft consisted of twenty-eight cribs, which required one pilot and eight men as a crew. This crew was occupied one day in navigating the raft between Chippewa Falls and Eau Claire. After obstructions were put in a raft consisted of fourteen cribs, during high water, with the same crew and requiring the same time as before; in low water, eighteen cribs, with a crew of one pilot and twelve men. In high water, a crib contains 8,300 feet of lumber; in low water, 5,500 feet. Therefore the cost of running rafts from Chippewa Falls to Eau Claire before and after the obstructions were put in is as follows:

| | |
|--|-------|
| Before obstructions were put in, and during high water, twenty-eight cribs, containing 8,300 feet each, equal to 232,400 feet, could be run for— | |
| Services of one pilot one day | \$4 |
| Services of eight men one day, each at \$1.50 | 12 |
| | <hr/> |
| • Total | 17 |

which is equal to about $7\frac{3}{10}$ cents per thousand feet.

| | |
|---|-------|
| After obstructions were put in, and during high water, fourteen cribs, containing 8,300 feet each, equal to 116,200 feet, could be run for— | |
| Services of one pilot one day | \$5 |
| Services of eight men one day, each at \$1.50 | 12 |
| | <hr/> |
| Total | 17 |

which is equal to about $14\frac{6}{10}$ cents per thousand feet.

| | |
|---|-------|
| Before obstructions were put in, and during low water, twenty-eight cribs, of 5,500 feet each, equal to 154,000 feet, could be run for— | |
| Services of one pilot one day | \$5 |
| Services of eight men one day, each \$1.50 | 12 |
| | <hr/> |
| Total | 17 |

which is equal to about 11 cents per thousand feet.

After obstructions were placed in, during low water, eighteen cribs, of 5,500 feet each, equal to 99,000 feet, could be run for—

| | |
|---|-----------|
| Services for one pilot one day | \$5 |
| Services of twelve men one day, each at \$1.50..... | 18 |
| Total | 23 |

which is equal to about 23 $\frac{1}{2}$ cents per thousand feet.

Thus it will be seen by this statement that these obstructions put in the river previous to the winter of 1871 and 1872, during high water, added about 7 $\frac{3}{10}$ cents per thousand feet to the cost of getting lumber from Chippewa Falls to Eau Claire; and during low water they added about 12 $\frac{1}{2}$ cents per thousand feet. Supposing the average to be about 10 cents, the 60,000,000 feet manufactured was taxed \$6,000 annually by these obstructions, besides the losses by accidents. With the obstructions placed this past winter, fears are expressed that in the highest stage of water, when the current is very swift, rafts will not be able to run at all. Steamboats have been entirely driven out of this part of the river. During the summer of 1870 and previous to that time small steamers ran more or less regularly up to the city of Chippewa Falls, but since then none have cared to take the risk among the cribs for the small amount of freight which is offered them.

The channels and directions of the current, as I stated before, I could only locate from testimony of pilots, but the cribs and booms were visible. Nearly every one of these, and there are hundreds of them, is, to a certain extent, an obstruction to navigation, though, in most cases, not a serious obstruction. If any more definite information concerning this river is needed, an instrumental survey, which would definitely determine the channels, directions, and velocity of the currents, positions of the cribs, booms, gravel-bars, &c., should be made.

I inclose herewith, besides the maps, thirty-two affidavits from different parties interested in this matter and an abstract of these affidavits, including the original papers sent to me.

In presenting this report, called for by your favor of 24th of February, 1872, I beg leave to express my highest appreciation of the services of my assistant, Captain A. Stickney, of the Corps of Engineers, who has prepared the report from the examination of the field which we made together on the ice in the latter part of March.

All of which is respectfully submitted by your most obedient servant,

J. N. MACOMB,

*Colonel of Engineers, United States Army, Engineer in
Charge and General Superintendent United States
Improvements, Upper Mississippi River, &c.*

General A. A. HUMPHREYS,

Chief of Engineers, U. S. A., Washington, D. C.

CHIPPEWA COUNTY, State of Wisconsin :

O. R. Dahl, of lawful age, being duly sworn, says that he resides at Chippewa Falls, in said county; that he is a civil engineer by profession and occupation; that he has examined the obstructions in the Chippewa River in sections 5, 8 and 17, in township 27 north, of range 9 west, in Eau Claire County; that the piers and obstructions mentioned upon section 8 now occupy and obstruct 12 rods of the channel of the

river permanently, and, with obstructions placed in the channel of the river opposite, leaves only 8 rods in width of channel through which logs and lumber can pass down said river; that the obstructions on the opposite side of the river above referred to occupy and obstruct 8 rods in width of the channel, so that in fact 20 rods in width of the channel of the river is now obstructed on section 8 aforesaid for a distance on the east side of the river of about 224 rods, and there are preparations now going forward for building more new piers and obstructions below those already made and in the course of construction on the south side of the river aforesaid; and, as deponent is informed, the intention is, and it has such appearance, to extend the same along the east side of the entire channel of the river to the piers and obstructions on section 17, hereinafter mentioned. The piers referred to are made by driving about fifteen piles for each pier and covered on the top with timber, and on section 17 aforesaid there are a great number of piers, extending about one mile in length and about 14 rods apart, built of square timber, filled with rock; that each of said piers is an actual obstruction to the navigation of said stream with rafts of lumber and logs; that there is work being done on section 17 aforesaid by way of cutting the bank of the river so as to increase the volume of water behind the last-mentioned pier 60 links in width, which will greatly enhance the dangers of navigating the river at this point with rafts of lumber; that the enlargement of the channel of the river at this point is being done by blasting, it being a rock shore or bank to the river, and there are materials upon the ice above the channel enlargement for the purpose of erecting more piers within the channel of the river, which will necessarily further tend to obstruct the same; that the deponent saw the works aforesaid within three or four days past.

O. R. DAHL.

Subscribed and sworn, before me this 7th day of February, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, County of Chippewa :

George Winans, being duly sworn, deposes and says that he is a resident of the city of Chippewa Falls, in the county of Chippewa and State of Wisconsin, and that he is by occupation a pilot of rafts and steamboats on the Mississippi and Chippewa Rivers, from the city of Saint Louis, on the Mississippi River, to the city of Chippewa Falls, on the Chippewa River; and that he is duly licensed by United States authority to act as first-class pilot of steamboats between the above-named points; and that he has been engaged in said occupation for a period of fifteen years, during the season of navigation; and that he is thoroughly familiar with the channel of the Chippewa River from the head of navigation at Chippewa Falls to its confluence with the Mississippi; and that said channel, in its natural state, is uniformly navigable for rafts of lumber, and, during a greater portion of the season, for steamboats of light draught.

And he further says that he has examined the map of surveys of O. R. Dahl, civil engineer, certified to February 6, 1872, of that portion of the Chippewa River below the head of navigation, running through sections 31 and 32, in township 28, range 9 west, in Chippewa County, and sections 5, 6, 7, 8, 17, and 18, township 27, range 9 west, in Eau Claire

County, and that the channel of said river and location of piers as indicated on said map are substantially correct.

And he further says that, of his own personal knowledge, the piers constructed during the winter of 1871 were a serious obstruction to navigation, occasioning increased expense, great loss of property, and, for a portion of the season, obstructing navigation entirely; and that those piers constructed and being constructed the present winter are more serious and damaging in their character, construction, and location, and if allowed to remain will, for a greater period, totally obstruct the navigation of the river for rafts, and render its navigation by steamboats extremely hazardous to life and property, and will, at all times, vastly increase the expense and hazard of lumber navigation.

And he further says that during such stages of water as the navigation of said river is most available and necessary, both for boats and rafts, said piers will be a total obstruction to the navigation of lumber in rafts, and will render the navigation of steamboats so hazardous as to drive them entirely from the river.

GEORGE WINANS.

Subscribed and sworn to before me this 6th day of February, 1872.

[SEAL.]

JNO. PEASTON MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *County of Chippewa, ss :*

Peter Lego, being duly sworn, on oath says that he is a resident of the city of Chippewa Falls, in the said county and State of Wisconsin; that his business is and has for many years been that of a pilot on the Chippewa River, and he has been engaged in running and taking rafts of lumber from the city of Chippewa Falls aforesaid over said river; that by reason of obstructions placed in the said river between the said city of Chippewa Falls and the village of Eau Claire, which is situated about twelve miles below the said city of Chippewa Falls on the said river, he lost by the destruction of rafts, occasioned by said obstructions during the season of 1871, about \$4,000 worth of lumber, and was otherwise greatly hindered and delayed in his business, to his great detriment; that said river is a public highway and navigable up to the city of Chippewa Falls from its mouth, and has for years been used by parties engaged in manufacturing lumber at the city of Chippewa Falls aforesaid, as the only means of conveying their lumber to market; that the annual product of lumber manufactured at the said city of Chippewa Falls is about 75,000,000 feet, and is the leading and principal business of said city; that certain parties, living at the village of Eau Claire and engaged also in the manufacture of lumber, have for several years past been in the practice of building piers in the main channel of said river between the said city of Chippewa Falls and the village of Eau Claire, so as to render the navigation of said river extremely difficult and dangerous for boats and rafts; that they are now engaged in further obstructing the said river and building piers in such manner as to make it impossible, with any chance of safety, to run any rafts hereafter over said river from above the village of Eau Claire; that they threaten to continue such obstructions until navigation is entirely obstructed and the business and prosperity of the city of Chippewa Falls destroyed.

And this affiant further says that the said lumber manufacturers of

the village of Eau Claire have for many years been endeavoring to procure a charter from the legislature of the State of Wisconsin authorizing and empowering them to build a dam 16 feet in height at or near the said village of Eau Claire and below the head of navigation; that the erection of such a dam, as is proposed by some parties, or any dam below the head of navigation aforesaid, would be extremely detrimental and hostile to the interests of all the citizens above the same, and greatly increase the cost and expense of running lumber over said river to market by reason of delays in slack water and the danger in passing such dam.

PETER LEGO.

Subscribed and sworn to before me this 22d day of January, 1872.

[SEAL.]

WILLIAM R. HOYT,

County Judge, Chippewa County, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Frank Blair, being duly sworn, says that he resides in Chippewa Falls, county aforesaid; that he is thirty years of age, and is by occupation a pilot, and has been engaged in said business on the Chippewa River for the last sixteen years; that he is familiar with the Chippewa River from Chippewa Falls to mouth of the same; that said river is a navigable stream at all times for lumber-rafts, and during ordinary stage of water for steamboats also; has seen the obstructions put in on said river, at and near Eau Claire, lately and heretofore, which, in his opinion, are serious obstructions and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased in consequence of extra hazard and the necessity of extra men having to be employed. During the season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable for running either lumber-rafts or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for lumber-rafts or steamboats.

FRANK BLAIR.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Flavien Fournette, being duly sworn, says that he resides in Chippewa Falls, Chippewa County, and is thirty-eight years of age, and is by occupation a pilot, and has been engaged in said business on the Chippewa River for the last fifteen years; that he is familiar with the Chippewa River from Chippewa Falls to mouth of same; that said river is a navigable stream at all times for lumber, and during ordinary stages of water for steamboats also; has seen the obstructions put in on said river, at and near Eau Claire, lately and heretofore; in his opinion, are serious obstructions and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further saith that the cost of running lum-

ber is considerably increased in consequence of extra hazard and the necessity of extra men having to be employed. During the season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable for running either lumber or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for rafts or steamboats.

FLAVIEN ^{his} + FOURNETTE.
mark.

Witness signature:

JOHN M. SQUIRES.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Peter St. Martin, being duly sworn, says that he resides in Chippewa Falls, county aforesaid; that he is twenty-two years of age, and is by occupation a pilot, and has been engaged in said business on the Chippewa River for the last five years; that he is familiar with the Chippewa River from Chippewa Falls to mouth of the same; that said river is a navigable stream at all times for lumber-rafts, and during ordinary stages of water for steamboats also; has seen the obstructions put in on said river, at and near Eau Claire, lately and heretofore, which, in his opinion, are serious obstructions, and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased in consequence of extra hazard and the necessity of extra men having to be employed. During the season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable for running either lumber-rafts or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for lumber-rafts or steamboats.

PETER ^{his} + ST. MARTIN.
mark.

Witness signature:

CHARLES O. LAW.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Charles Felix, being duly sworn, says that he resides in Chippewa Falls, county aforesaid; that he is thirty years of age, and is by occupation a pilot, and has been engaged in said business on the Chippewa River for the last seventeen years; that he is familiar with the Chippewa River from Chippewa Falls to the mouth of the same; that said river is a navigable stream at all times for lumber-rafts, and during ordinary

stage of water for steamboats also; has seen the obstructions put in on said river, at and near Eau Claire, lately and heretofore, which, in his opinion, are serious obstructions and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased in consequence of extra hazard and the necessity of extra men having to be employed. During the season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable for running either lumber-rafts or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for lumber-rafts or steamboats.

CHARLES FELIX.

Subscribed and sworn to before me, this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Louis Blair, being duly sworn, says that he resides in Chippewa Falls, county aforesaid, and is thirty-three years of age, and is by occupation a pilot; has been engaged in said business on the Chippewa River for the last fourteen years; that he is familiar with the Chippewa River from Chippewa Falls to mouth of the same; that said river is a navigable stream at all times for lumber-rafts, and during ordinary stages of water for steamboats also; has seen the obstructions put in on said river, at and near Eau Claire, lately and heretofore; in his opinion, are serious obstructions, and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased in consequence of extra hazard and the necessity of extra men having to be employed. During season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable time for running either lumber-rafts or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for lumber-rafts or steamboats.

LOUIS ^{his} + BLAIR.
mark.

Witness as to signature:

CHARLES O. LAW.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss :*

Priest Felix, being duly sworn, says that he resides in Chippewa Falls, county aforesaid, and is thirty-seven years of age, and is by occupation a pilot, and has been engaged in said business for the past fifteen years on said Chippewa River; that he is familiar with the Chippewa River from Chippewa Falls to the mouth of the same; that said river is

a navigable stream at all times for lumber-rafts, and during ordinary stages of water for steamboats also; has seen the obstructions put in on said river at and near Eau Claire, lately and heretofore; in his opinion are serious obstructions, and damaging to the navigation of either lumber-rafts or steamboats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased, in consequence of extra hazard and the necessity of hiring extra men; that during season just past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river, near Eau Claire aforesaid; and that during high water, which is the most profitable season for running either lumber-rafts or steamboats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for rafts or steamboats.

his
PRIEST + FELIX.
mark.

Witness to signature:

L. F. MARTIN.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Chippewa County, ss:*

Narcise Beaudette, being duly sworn, says that he resides in Chippewa Falls, county aforesaid; that he is thirty-three years of age, and is by occupation a pilot, and has been engaged in said business on the Chippewa River for the last ten years; that he is familiar with the Chippewa River from Chippewa Falls to mouth of the same; that said river is a navigable stream at all times for lumber-rafts, and during ordinary stage of water for steamboats also; has seen the obstructions put in on said river at and near Eau Claire, lately and heretofore, which, in his opinion, are serious obstructions, and damaging to the navigation of either rafts or boats; has had rafts frequently injured by coming in contact with aforesaid obstructions. Deponent further says that the cost of running lumber is considerably increased, in consequence of extra hazard and the necessity of extra men having to be employed. During the season past serious damage was incurred, and the difficulties are considerably increased the past winter by new obstructions put in on said river near Eau Claire; and that during high water, which is the most profitable for running either lumber-rafts or boats, it will, in his opinion, amount to a total obstruction of the navigation of said river, either for lumber-rafts or steamboats.

NARCISE BEAUDETTE, W.

Subscribed and sworn to before me this 26th day of March, 1872.

[SEAL.]

JNO. P. MITCHELL,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *County of Chippewa, ss:*

Valentine Blum, being duly sworn, on oath says that he resides in Eau Claire, Eau Claire County, and is twenty-eight years of age, and is by occupation a pilot; has been engaged in said business for ten years past; is acquainted with Chippewa River from Chippewa Falls to its

mouth; has for the past five years run said river, chiefly from Chippewa River to Eau Claire; has known the river without obstructions; could run lumber safe then without any hazard whatever; as it is now obstructed in certain localities, at and near Eau Claire, no man can start with a raft from Chippewa Falls at a high stage of water without running the risk of breaking up to a great extent, causing considerable damage and loss to the manufacturer; has run lumber in high water with half the number of men between Chippewa Falls and Eau Claire, which he cannot do now on account of aforesaid obstructions. Further, there is a place in particular, which is at the foot of Pine Island, which is bound to cause a great deal of damage. I do not find any fault with any pier or booms which are or may be put in on said river in such places as do not interfere with the free navigation of the river. There are only two pilots besides myself who are in the habit of running rafts in the Chippewa River, between Chippewa Falls and Eau Claire, who reside in Eau Claire, and who have run on the river between Chippewa Falls and Eau Claire since the said obstructions were put in.

VALENTINE BLUM.

Sworn to and subscribed before me this 6th day of April, 1872.

[SEAL.]

JNO. P. MITCHELL,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *County of Eau Claire, ss :*

Orrin H. Ingram, being duly sworn according to law, deposes and says that he resides in the city of Eau Claire, in the county of Eau Claire, Wisconsin, where he has resided for fourteen years last past, during all of which time he has been engaged in the business of lumbering on the Chippewa River, running through said county; that he is a member of the firm of Ingram & Kennedy; that said firm own four saw-mills on said river, the sawing capacity of which said mills is 365,000 feet of lumber per day; that said lumber is all run to market in rafts down said Chippewa River to the Mississippi River; that it is the business of this deponent to superintend and to see to the running of the same; that such business has made him thoroughly acquainted with the channel and currents of said river; that deponent is well acquainted with all the booms and piers in said river from Chippewa Falls, in the county of Chippewa, in said State, to the Mississippi River, and knows what effect said piers and booms have upon the current of said river, having been acquainted with the channel in nearly every place before the erection of the piers and placing the booms thereon, and knows the effect upon the current by putting the same therein, and the influence the placing of said piers and booms therein had upon the navigability of said river for running of logs, rafts of lumber, and steamboats; that he is a stockholder in the Wilkins Island Boom Company; that said Wilkins Island Boom Company have caused to be erected at and near Wilkins Island in said river, between the city of Eau Claire and Chippewa Falls, piers and booms, and that the said firm of Ingram & Kennedy have caused to be erected in said river, about two miles below said Wilkins Island, at a place called Big Eddy, other piers and booms.

And deponent further says that the said firm of Ingram & Kennedy, as well as the said Wilkins Island Boom Company, have taken great care not to erect or cause to be erected or placed in said river any piers or booms within the channel of said river, or that would obstruct or in any way interfere with the free and unobstructed navigation of said

river for running logs, lumber in rafts, boats, or in any other way; that before erecting any piers they have consulted with and acted upon the best judgment and experience of old and reliable pilots on said river, so that in no instance they might be led to erect a pier or piers that should in any manner obstruct the navigation thereof.

And deponent further states that he knows the location of all the piers and booms placed in said river by the said Wilkins Island Boom Company, and by the said firm of Ingram & Kennedy above described, and with the exceptions of four piers placed in said river at the place called Big Eddy, the past winter, has witnessed the effect the same have upon the navigability of said river; and states upon such knowledge, and upon his best judgment and belief, that the same do not in any way obstruct the free navigation of said river for the running of logs, log-rafts, lumber in rafts, or boats of any kind on said river; and deponent states as to the piers placed in said river at the place called Big Eddy the past winter, he has the opinion and best judgment of the oldest and most experienced pilots on said river that the same are not only not an obstruction to the navigation of said river for the running of rafts of logs or lumber, but that the same, with the booms attached thereto, will be and is an actual benefit and an improvement to the navigation of said river, for all the purposes aforesaid; and deponent further states that from his experience, observation, and knowledge of the channel of said river, that said last-mentioned booms and piers erected in said place called Big Eddy are an actual improvement and benefit to the navigation of said river for the running of rafts of logs or lumber, boats, or crafts of any description.

ORRIN H. INGRAM.

Subscribed and sworn to before me this 23d day of March, 1872.

[SEAL.]

W. K. GALLOWAY,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

Donald Kennedy, first being duly sworn according to law, deposes and says that he resides in the city of Eau Claire, in said county, where he has resided for the last fourteen years and over; that his business is that of a lumberman, and has been during all that time. Deponent further says that he is a member of the firm of Ingram & Kennedy, referred to in the affidavit of the said Orrin H. Ingram, hereunto attached; that his business has been such as to make him thoroughly acquainted with the channel of the Chippewa River and with all the piers and booms therein, from Chippewa Falls, in the county of Chippewa, to the Mississippi River; that he has read the affidavit of Orrin H. Ingram aforesaid, taken on the 23d day of March, 1872, hereunto attached, and knows the contents thereof; that all the statements therein in relation to the piers and booms at Wilkins Island, and at the place called Big Eddy, in said river, he knows to be true. Deponent further says not.

D. KENNEDY.

Subscribed and sworn to before me this 23d day of March, 1872.

[SEAL.]

W. K. GALLOWAY,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

I, Martin Daniels, clerk of the circuit court of Eau Claire County, certify that William K. Galloway, whose name is subscribed to the annexed and foregoing certificate of acknowledgment, was, at the date thereof, a notary public within and for said county, and duly authorized by the laws of this State to take the same; that I am acquainted with the handwriting of said William K. Galloway, and believe his signature, subscribed thereto, to be genuine; and that the said affidavits executed and acknowledged according to the laws of the State of Wisconsin.

In testimony whereof I hereunto set my hand and affix the seal of the said court at Eau Claire, the 25th day of March, A. D. 1872.

[SEAL.]

MARTIN DANIELS, *Clerk.*

STATE OF WISCONSIN, *Eau Claire County, ss :*

Charles A. Bullen, being duly sworn according to law, says that he resides in the city of Eau Claire, in said county of Eau Claire; that he has resided in said county for the term of fifteen years next August, during all of which time he has been engaged in the business of lumbering; that he is a member of the firm of Daniel Shaw & Co.; that said company own and are running a saw-mill on said Chippewa River, the capacity of which mill is 15,000,000 feet of lumber per annum; that, in addition to the lumber manufactured by themselves, the said firm purchase lumber to a large amount on the Chippewa River above Chippewa Falls; that this deponent has charge, more or less, in connection with other members of said firm, in running the lumber from above Chippewa Falls, in the county of Chippewa, on said river; that all of said lumber is run down by the piers and booms at Wilkins Island and the place called Big Eddy, on said river; that there has never been any damage, loss, or difficulty in running said lumber by said piers and booms, and never to the knowledge of this deponent has any raft run against any or either of said piers or booms; that if there ever had been any raft run against or upon said booms or piers, or any of them, this deponent would have known of the same. And deponent further states that he has never heard any complaint from their said pilots that the said piers and booms above referred to were an obstruction to the navigation of said river for running of rafts; that deponent knows the location and situation of said piers and booms aforesaid, and is acquainted with the channel of said river; that the prominent piers at Wilkins Island were erected by the Wilkins Island Boom Company, upon consultation with the pilots running lumber from above said piers, and put in the places designated by said pilots, so that the same should not in any way interfere with the free navigation of said river; and this deponent further says that, from the best of his knowledge, information, and belief, the said piers and booms aforesaid are not an obstruction to the free and uninterrupted navigation of said river.

CHARLES A. BULLEN.

Subscribed and sworn to before me this 23d day of March, 1872.

[SEAL.]

W. K. GALLOWAY,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

John P. Pinkum, being duly sworn, says that he has resided at Eau

Claire, Wisconsin, for sixteen years last past and has been engaged in the lumber business and manufacture of the same for seven years past; that he has been and is acquainted with the location and construction of the various piers, booms, and improvements on the Chippewa River between Chippewa Falls and Eau Claire; that he has assisted in the construction of said piers and booms, at Wilkins Island and the Big Eddy, and that the same were located by old and experienced pilots, and constructed in such a manner as not in the least to delay or obstruct the safe and speedy running of rafts or other craft in said river past said improvements; that since said piers and improvements were put into said river he has at a great many times seen pilots run rafts of lumber past said piers and booms at the Wilkins Island and Big Eddy, and in no instance have said rafts of lumber been delayed or damaged by reason of the location or construction of the same; that he has examined the piers and improvements in said river put in at the above-named places during the past winter, and that said improvements cannot in any manner interfere with the safe running of rafts or other craft.

JOHN P. PINKUM.

Subscribed and sworn to before me this March 22, 1872.

[SEAL]

LEVI E. LATIMER,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

Allen Burditt, being duly sworn according to law, deposes and says that he resides in the town of North Eau Claire, in the county and State aforesaid; that he has resided in said county since the year 1857; that for the last eight years he has been acquainted with the Chippewa River, having been engaged in the lumbering business during that time, and for the last four years has been a member of the firm of Prescott, Burditt & Co., which said company own the saw-mill near the foot of Wilkins Island, in said Chippewa River; that said mill has been in operation for the last four years. Deponent further says that during that time he has had charge of said mill, manufacturing lumber; that all of the lumber manufactured at said mill is run down the Chippewa River to market; that there are piers and booms erected by the Wilkins Island Boom Company, which are nearly all below the said Prescott, Burditt & Co.'s said mill. Deponent further says that said mill is also above the piers and booms put in by the firm of Ingram & Kennedy at a place known as Big Eddy; that all the lumber manufactured by the said firm of Prescott, Burditt & Co., at their said mill aforesaid described, has to be run down by the piers and booms, both at the foot of Wilkins Island and the piers and booms at Big Eddy, in said river, and that the same has been run by said piers and booms for the last four years, during which time their lumber has been run with safety; that there has never been any accident or damage done to said lumber in running said piers, and no raft, to the knowledge of this deponent, has ever struck said piers or any of them; that the pilots employed by this deponent to run said lumber have never considered said piers or booms any obstruction or hinderance in the running of rafts on said river; that this deponent is interested in having said river free and clear from all obstruction of any kind. And deponent further says that, from his experience and observation as lumberman, and knowledge of the current of said river, he does not believe the said piers and booms

above referred to are an obstruction to the navigation of said river for the running of rafts of lumber, logs, or boats. And further says not.

A. BURDITT.

Subscribed and sworn to before me this 22d day of March, 1872.

[SEAL.]

W. K. GALLOWAY,
Notary Public, Wisconsin.

STATE OF MISSOURI, *Eau Claire County, ss :*

George W. Prescott, being duly sworn according to law, deposes and says that he is a member of the firm of Prescott, Burditt & Co. ; that he has resided in the county of Eau Claire for the fifteen years last past, and resides at North Eau Claire, in said county, at the present time; that he has been acquainted with the Chippewa River, as a lumberman and running steamboats thereon, for the last thirteen years; that he has read the affidavit of Allen Burditt, hereunto attached, and knows the contents thereof and has personal knowledge of the matters therein stated; that the same is true to his own knowledge, except as to those matters therein stated to be upon the opinion, experience, and observation of the said Allen Burditt; and as to those matters, from the knowledge and experience of this deponent as lumberman and in running steamboats, as above set forth, he does not believe the said piers and booms at Wilkins Island or the said piers and booms at Big Eddy, therein described, are any obstruction to the free navigation of said river, or that they endanger the running of rafts of lumber or logs in the least.

And further deponent says not.

GEORGE W. PRESCOTT.

Subscribed and sworn to before me this 22d day of March, A. D. 1872.

[SEAL.]

W. K. GALLOWAY,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

H. P. Graham, being duly sworn, says that he has resided at Eau Claire, Wisconsin, for the last fifteen years; that for four years last past he has been one of the firm of Prescott, Burditt & Co., and engaged in the manufacture of lumber at Wilkins Island, and is one of Wilkins Island Improvement and Boom Company; that he is fully acquainted with the piers, booms, and improvements put into said river at Wilkins Island and the Big Eddy, and that at both of said places said piers and improvements were located with special reference so as not to interfere with the safe and quick passage of rafts of logs or lumber or other craft, and are located without the channel of said river in which craft of any kind is run; that he has examined the improvements put in during the past winter at Wilkins Island and the Big Eddy, and, from their location, they cannot in any manner endanger or interfere with the navigation of said river; that during the last four years he has not known of any rafts or other craft delayed or damaged by reason of said improvements.

H. P. GRAHAM.

Subscribed and sworn to before me this March 23, 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public.

STATE OF WISCONSIN, *Eau Claire County, ss:*

L. W. Farwell, being duly sworn, says that he has resided at Eau Claire, Wisconsin, for the last sixteen years, and has been engaged in the manufacture of lumber for the last six years; that his mill for the manufacture of lumber is located on the Chippewa River above the piers, booms, and improvements of the Wilkins Island Improvement and Boom Company, and above the pier and works at the Big Eddy; that the capacity of his said saw-mill is 3,000,000 feet of lumber per annum; that all of his lumber manufactured as aforesaid is rafted at his mill, and run in rafts past said piers, booms, and improvements at Wilkins Island and the Big Eddy, and that during said term of six years none of the rafts of lumber manufactured by him and run have, in any manner, been hindered, or delayed, or damaged by reason of the location or construction of said improvements; that all of said piers and improvements were located by experienced pilots on said river, and are located outside of the channel in which rafts or other crafts are run; that he has examined the piers and improvements put in during the past winter at said points above named, and that from their location it is impossible that they could delay or damage the running of rafts or other craft on said river; that to deponent's knowledge no improvements have ever been put into said river that would interfere with the running of rafts, or other craft, except the jam-boom (so called) which was erected by the Union Lumbering Company, about four years ago, about two miles above Chippewa Falls; that said jam-boom referred to consisted of piers erected across the channel of said river; that on two successive seasons, to wit, the springs of 1869 and 1870, jams of logs were made at said jam-booms and piers several miles in length, and containing near 100,000,000 feet of logs, each year; that about two months' time was occupied in clearing said river of logs sufficiently to allow the passage of rafts or other craft, and that said jam-boom caused great and irreparable damage to many parties located both above and below said jam-boom.

L. W. FARWELL.

Subscribed and sworn to before me March 22, 1872.

[SEAL.]

LEVI E. LATIMER,

*Notary Public, Wisconsin.*STATE OF WISCONSIN, *County of Eau Claire, ss:*

George A. Buffington, being duly sworn, says on oath that he is a resident of Eau Claire, Eau Claire County, State of Wisconsin, and has resided at Eau Claire aforesaid for fifteen years last past, and for twelve years last past has been engaged in the lumber business on the Chippewa River, at Eau Claire aforesaid, and now, in connection with his partner, Charles M. Smith, owns a mill thereon and some 8,000,000 of saw-logs; that this affiant is well acquainted with the Chippewa River between Eau Claire and Chippewa Falls, and especially that portion thereof at and near Big Eddy, on said river, and where are placed the piers and booms of the Wilkins Island Booming Company; that this affiant has frequently examined said piers and booms at and near Big Eddy, on said river, and those above Big Eddy; that none of said piers or booms are placed in the channel of said river, and in no manner hinder or obstruct the navigation of said river or the running of lumber or logs thereon, single or in rafts; that, in the opinion of this affiant, said piers and booms at Big Eddy aforesaid are so constructed that

they improve the navigation of said river for the running of rafts of lumber, and that rafts of lumber can now be run with more ease and safety than they could or were run before said improvements were placed in said river.

G. A. BUFFINGTON.

Subscribed and sworn to before me the 25th day of March, A. D. 1872.

[SEAL.]

W. P. BARTLETT,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

I, Martin Daniels, clerk of the circuit court of Eau Claire County, certify that William P. Bartlett, whose name is subscribed to the annexed and foregoing certificate of acknowledgment, was, at the date thereof, a notary public within and for said county, and duly authorized by the laws of this State to take the same; that I am acquainted with the handwriting of said William P. Bartlett, and believe his signature, subscribed thereto, to be genuine; and that the said affidavits executed and acknowledged according to the laws of the State of Wisconsin.

In testimony whereof I hereunto set my hand and affix the seal of the said court at Eau Claire, the 25th day of March, A. D. 1872.

[SEAL.]

MARTIN DANIELS, *Clerk.*

STATE OF WISCONSIN, *Eau Claire, ss :*

Louis Fulton, being duly sworn, says that for the last twelve years he has been a regularly licensed steamboat pilot, licensed by the United States to run on the Upper Mississippi River, the St. Croix River, and the Chippewa River; that for the past twenty years he has been engaged in the business of pilot on the Chippewa River, piloting rafts and steamboats; that during the past twelve years he has been engaged eight years as pilot on the steamers Chippewa Falls, Chippewa Valley, Silas Wright, Clyde, Minnettes, and Chippewa, and four years as captain on the steamers Silas Wright and Chippewa; that he is well acquainted with the Chippewa River and all its steamboat and raft channels; that since the piers, booms, and improvements have been put in on the Chippewa River at Wilkins Island and the Big Eddy, he has frequently piloted steamboats past said works, both up and down said river; that said piers, booms, and works, at both of the above-named places, are so located and constructed that they do not interfere with or hinder or delay the safe and quick passage of steamers or other craft, neither do they cause any danger to the navigation of said river by steamers or rafts; that he has examined the piers, booms, and improvements put in during the past winter at the Big Eddy and at Wilkins Island, and from their location and construction he is satisfied that they will not hinder, delay, or cause danger to the running of boats or rafts past said improvements.

L. FULTON.

Subscribed and sworn to before me March 22, 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

William Miller, being duly sworn, says that for the period of more than ten years last past he has been a pilot on the Chippewa River, and engaged in running rafts of lumber and logs between Chippewa Falls and the mouth of said river; that as such pilot he is fully acquainted with said river and its channels, and is also acquainted with the different piers, booms, and improvements put into said river for the purpose of holding and sorting logs; that the piers, booms, and works put into said river at or near Wilkins Island, in said county, are of such a nature, and situated in such places, that they do not in the least interfere with the safe running of rafts of logs or lumber, neither do they hinder nor delay the running of rafts; that the improvements and booms in said river at or near the Big Eddy (so called) are so located and constructed that they have not and will not in any manner delay the running of rafts or interfere with the safe and quick passage of rafts or boats in said river past said booms and improvements; that all of said improvements, piers, and booms mentioned aforesaid are located entirely outside of the channel of said river in which boats or rafts are run; that on many occasions he has been called upon by different lumber concerns on said river between Chippewa Falls and Eau Claire to give his opinion and help locate piers and works in such a manner as not to interfere with the safe running of craft and rafts; and that no piers or booms have been put into said river, to his knowledge, that have hindered or impeded or caused damage to rafts or any kind of craft navigating said river whatever.

WM. MILLER.

Subscribed and sworn to before me March 23, 1872.

[SEAL.]

LEVI R. LATIMER,
Notary Public.STATE OF WISCONSIN, *Eau Claire County, ss :*

Myron A. Briggs, being duly sworn, says that for the period of more than twelve years last past he has been engaged, during the season of navigation, in the occupation of running lumber-rafts and log-rafts as a pilot on the Chippewa River, in said State, between Chippewa Falls, in Chippewa County, and Reed's Landing, in the State of Minnesota; that as such pilot he has become fully acquainted with said Chippewa River and its channels between said Chippewa Falls and the mouth of said river; that during said period of twelve years he has been called upon at various times by different parties and corporations on said river to give his opinion in regard to proposed booms, piers, and improvements in said river, and as to whether such proposed works and improvements, or such works and improvements already put in and established, would interfere with the safe running of rafts of logs and lumber; that he has fully and carefully examined the booms, piers, and improvements put into said river at or near Wilkins Island by the Wilkins Island Improvement and Boom Company, and for several years has run rafts of lumber in said river past said piers, booms, and improvements, and that said piers, booms, and improvements do not in any manner hinder, delay, impede, or obstruct the running of rafts of lumber or logs; that he has fully and carefully examined the piers, booms, and improvements in said river at or near what is known as the Big Eddy, by Ingram & Kennedy, and that said improvements will not and do not in

any manner hinder, delay, or obstruct the running of rafts; and that the same are not in channel of said river, but are located entirely out of the channel in which rafts are run.

MYRON A. BRIGGS.

Subscribed and sworn to before me this March 22, 1872.

[SEAL.]

LEVI E. LATIMER,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County*, ss :

John O. French, being duly sworn, says that he has resided at Eau Claire, Wisconsin, for the last sixteen years; that during the years 1866, 1867, 1868, 1869, he was one of the firm of French, Leonard & Co., which firm owned the mill property known as the Jim's Falls Mills, situated about twelve miles above Chippewa Falls; that the capacity of said mill at Jim's Falls was about 6,000,000 of feet per annum; that during the years 1866, 1867, 1868, and 1869 said firm manufactured at said mill more than 15,000,000 feet of lumber at said Jim's Falls; that all of said lumber, so manufactured as aforesaid, had to be run in rafts over Chippewa Falls, and past all the booms, piers, and improvements in Chippewa River below Chippewa Falls; that none of the piers, booms, and improvements put into said river below Chippewa Falls were ever any obstructions to the safe and quick passage of rafts past said improvements; that in the winter of 1867 and 1868 the Union Lumbering Company of Chippewa Falls erected in said river, about two miles above Chippewa Falls, piers, booms, and works entirely across the channel of said river; that in the spring of 1869 said piers and improvements, so put in by the Union Lumbering Company, caused a jam of logs in said river for more than two miles, making an entire blockade of said river of several months and rendering it impossible for parties owning mills above said works to run their lumber to market; that in the spring of 1870 said piers and improvements caused a jam of logs of nearly 100,000,000 feet and several miles in length, requiring months of time to remove the same; that said mill property at Jim's Falls cost the said firm of French, Leonard & Co. \$75,000; that by reason of said works and improvements, so put in by the said Union Lumbering Company, the said property at Jim's Falls was rendered entirely worthless; that by reason of the same and the ruin of said property the said firm of French, Leonard & Co. were thrown into bankruptcy; that the assignees of said firm in bankruptcy have commenced suit and said suit is now pending in the United States district court of Wisconsin, for \$20,000 damages, for the delay and damage caused to said firm in being unable to run their lumber to market and take advantage of the high price of lumber in the spring and summer of 1869; that Waterman & Howe, James H. Woodruff, B. F. Manahan, W. T. Rumsey, and Gilbert Brothers & Co. had saw-mills above said works, so put in by the said Union Lumbering Company, and that their mill property was seriously damaged or ruined by reason of the aforesaid improvements, and that suits have been commenced by some of said parties for damages against said Union Lumbering Company.

JOHN O. FRENCH.

Subscribed and sworn to before me this March 23, 1872.

[SEAL.]

LEVI E. LATIMER,

Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

I, Martin Daniels, clerk of the circuit court of Eau Claire County, certify that Levi E. Latimer, whose name is subscribed to the annexed and foregoing certificate of acknowledgment, was, at the date thereof, a notary public within and for said county, and duly authorized by the laws of this State to take the same; that I am acquainted with the handwriting of said Levi E. Latimer, and believe his signature, subscribed thereto, to be genuine, and that the said affidavits executed and acknowledged according to the laws of the State of Wisconsin.

In testimony whereof I hereunto set my hand and affix the seal of the said court at Eau Claire, the 25th day of March, A. D. 1872.

[SEAL.]

MARTIN DANIELS, *Clerk.*

STATE OF WISCONSIN, *Eau Claire County, ss :*

Charles Desilets, being duly sworn, says that for the last fourteen years he has been engaged, during the season of navigation, as a raft-pilot on the Chippewa River, between Chippewa Falls and the mouth of said river; that he, with other old and experienced pilots on the Chippewa River, have at various times been called upon by the firms and lumber-manufacturing companies on said river to give advice in regard to the location and construction of piers, booms, and improvements on said river so as not to interfere or obstruct the running of rafts; that he, with other pilots, have given advice in said matters, and that the piers, booms, and improvements at Wilkins Island and the Big Eddy, put in by Ingram & Kennedy and the Wilkins Island Improvement and Boom Company, were not located until after several of the oldest and more experienced pilots on the river had decided that said piers and works would not interfere with navigation; that since said piers and improvements were put in at Wilkins Island and the Big Eddy he has frequently run rafts of logs and lumber past said piers and booms, and that the same do not in any manner hinder, obstruct, or delay the safe and quick passage of rafts or other craft; that he has examined the piers, booms, and works put into the Chippewa River during the past winter at Wilkins Island and the Big Eddy, and that the same are located entirely without the channel in which rafts or boats are ever run, and cannot in any way delay or cause danger or damage to the safe-running of rafts or other craft in passing said improvements; that, in the opinion of your deponent, the piers and works put in at the Big Eddy during the past winter will improve the navigation of said river for rafts.

CARLES DESILETS.

Subscribed and sworn to before me this March 22, A. D. 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

W. W. Lee, being duly sworn, says he has been a regularly licensed pilot for the period of ten years last past, licensed by the United States to pilot steamboats on the Chippewa River; that about eight of said twelve years he has run on said river as captain and pilot on said river; that he is fully acquainted with the said river from Chippewa Falls to

the mouth, and all its courses, currents, and channels; that he has, at various times, run steamboats on said river past the piers, booms, and improvements at the Big Eddy and Wilkins Island, and that said improvements do not in any manner hinder or delay the passage of the boats and rafts; that during the past winter he has superintended the piers, booms, and works, and the construction of the same, put in at the Big Eddy by Ingram & Kennedy; that the same are located entirely without the channel of said river ever run by either steamboats or rafts, and that it is impossible that the same could delay or cause damage to the safe and quick passage of rafts or other craft sailing on said river.

WILLIAM LEE.

Subscribed and sworn to before me this March 22, A. D. 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County*, ss :

Benjamin Graves and James K. Warren, being duly sworn, say, and each for himself says, that for the period of more than six years last past he has been engaged during the season of navigation in the business of running log and lumber rafts on the Chippewa River as pilot between Chippewa Falls and the mouth of said river; that as such pilots they are fully acquainted with said river and its courses and channels from said Chippewa Falls to the mouth; that they have carefully examined the piers, booms, and works put into said river by the firm of Ingram & Kennedy near what is known as the Big Eddy, and that from a careful survey of the same they are satisfied that such piers and improvements will not in any manner hinder or obstruct the running of rafts or damage the same; that said piers and works are located entirely out of the channel of said river in which rafts are run, and that it is impossible that delays or damage should occur to navigation by reason of said piers and booms; that during all of said years they have very frequently run rafts of logs and lumber in said river past the piers, booms, and improvements of the Wilkins Island Improvement and Boom Company; that said last-named piers and booms do not, in any manner, delay, obstruct, or cause any damage to the safe and speedy running of rafts, and that it is impossible that damage or delay should happen by reason of said improvements.

BENJAMIN GRAVES.
J. K. WARREN.

Subscribed and sworn to before me this March 22, 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County*, ss :

Levi W. Pond, being duly sworn, says that he has resided at Chippewa Falls and Eau Claire for more than twelve years last past; that during a large portion of said time he has been engaged in the location and construction of many of the piers, booms, and improvements on the Chippewa River below and above Chippewa Falls; that in the locating and constructing all of said piers below Chippewa Falls the courses, currents, and channels of said river have been taken into consideration.

as well as the advice of the oldest and most experienced pilots, in order that none of said improvements should interfere with the safe and speedy passage of rafts and other craft; that he has been on rafts of lumber and boats past the improvements at Wilkins Island and the Big Eddy, and that said improvements do not in the least hinder, delay, or damage the navigation of said river; that from an examination of the improvements put in during the past winter at Wilkins Island and the Big Eddy, he is certain that the navigation of said river will be improved thereby.

LEVI W. POND.

Subscribed and sworn to before me this March 22, 1872.

[SEAL.]

LEVI E. LATIMER,
Notary Public, Wisconsin.

THE STATE OF WISCONSIN, *Eau Claire County, ss :*

H. Clay Williams, being duly sworn, on oath says that he has been a resident of the Chippewa Valley for the past fifteen years, and is well acquainted with the Chippewa River from its source to its mouth, and has for the past ten years been engaged in the lumbering business; was from 1861 thereafter for eight years receiver of the United States land-office at Eau Claire, Wisconsin; that he has run lumber from Jim's Falls, on the Chippewa River, and from Yellow River, a tributary of the Chippewa above the falls of Chippewa, more or less for the past ten years, and has met with more or less losses by breaking up and detention, first from the booms and piers at Chippewa City; second, at what is called the Big Eddy above Chippewa Falls; and, third, in passing over the dam at the falls of the Chippewa, at Chippewa Falls. Deponent further says that the chute or slide at Chippewa, Falls has never, to the knowledge of this deponent, been in good order and safe to run, and that those, including this deponent, interested in running lumber over the falls preferred and did run over the dam rather than take the chances over the defective and dangerous slide. And deponent further says that, in consequence of booms and piers being put into the Chippewa River at the Big Eddy, a very large log-jam occurred in the springs of 1869 and 1870, entirely obstructing navigation, not only of lumber manufactured above that point, but also all logs designed to be manufactured on the river below, to the very great damage of all engaged in manufacturing above and below the Chippewa Falls.

H. CLAY WILLIAMS.

Subscribed and sworn to before me this 25th day of March, 1872.

[SEAL.]

B. F. TEALL,
Notary Public, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

James F. Moore, being first duly sworn according to law, deposes and says that he now is, and for fifteen years last past has been, a resident of Eau Claire, in the county and State aforesaid; that he is, and for twenty years past has been, by profession a civil engineer; that for more than ten years past deponent has been and now is well acquainted and familiar with the Chippewa River, from the head of the Wilkins Island Boom Company's works to the mouth of the Eau Claire River. Deponent further says that, as a civil engineer as aforesaid, he has made

a personal examination and inspection of the piers, booms, and works which have already been put in said river by Ingram & Kennedy at the point on said river known as the Big Eddy, and has also examined the plan of the proposed works to complete said improvements being made by said Ingram & Kennedy; and in the opinion and judgment of this deponent, neither said works already put in, nor the proposed additions thereto, will impede, obstruct, hinder, or delay the navigation of said river for lumber or log rafts, or other craft, but, on the contrary, this deponent is confident that the works already put in by said Ingram & Kennedy have materially improved and rendered much less dangerous the navigation of said river for lumber and log rafts and other craft at the point aforesaid, and have improved the channel of said river, and that the further works and improvements contemplated and proposed to be built at said point by said Ingram & Kennedy must and will further improve and secure safe and quick navigation at the point aforesaid for lumber and log rafts and all other craft.

JAMES F. MOORE.

Subscribed and sworn to before me this 23d day of March, A. D. 1872.

[SEAL.]

L. M. VILAS,
Notary Public, Eau Claire County, Wisconsin.

Henry C. Putnam, being duly sworn, says he graduated as a civil engineer in the year 1851; was employed as such on the New York and Erie Railway and Syracuse and Binghamton Railway, in New York, and for two years on the Blue Ridge Railway, in South Carolina; has had some fifteen years' experience in his said profession; that while thus engaged he had occasion to familiarize himself with the proper location of bridge and boom piers with reference to the action of currents and eddies thereon; that he has lived upon the Chippewa River for the past fifteen years, and has frequently passed over that portion of said river from Eau Claire to Chippewa Falls by boat and on rafts; that he is familiar with the channels thereof between said points, and has been for said fifteen years; that he has recently (to wit, the 23d day of March, 1872) carefully examined the piers and booms now in and being put in said stream between said Eau Claire and Chippewa Falls by parties living at Eau Claire, for the greater security of logs and lumber and to improve the navigation of said stream; that he certifies and swears, as the result of such critical examination, that said piers and booms will greatly benefit the navigation of said river for logs and lumber or steamboats; that the said piers are placed and located with especial reference to facilitate the safe running of lumber and timber from the mills above said improvements; that in every instance the main channel is left free and unobstructed; that eddies and dangerous rocks that before were difficult to pass are now protected by powerful booms, the same being so arranged that a raft is forced by said improvements to keep the main channel, and all the time in good water; that certain old piers and booms that were placed in the river some years since, and that were considered detrimental to its safe navigation, are now being removed and are removed, so that on the opening of navigation the said Chippewa River between said points will be in better condition for the running of lumber and logs than ever before, for it will be an absolute impossibility, with said improvements complete, to force a raft of lumber

to strike any of said piers or for logs to form a jam or obstruction thereon.

HENRY C. PUTNAM.

Subscribed and sworn before me this 23d day of March, 1872.

[SEAL.]

L. M. VILAS,

Notary Public, Eau Claire County, Wisconsin.

STATE OF WISCONSIN, *Eau Claire County, ss :*

I, Martin Daniels, clerk of the circuit court of Eau Claire County, certify that Levi M. Vilas, whose name is subscribed to the annexed and foregoing certificate of acknowledgment, was, at the date thereof, a notary public within and for said county, and duly authorized by the laws of this State to take the same; that I am acquainted with the handwriting of said Levi M. Vilas, and believe his signature, subscribed thereto, to be genuine, and that the said affidavits executed and acknowledged according to the laws of the State of Wisconsin.

In testimony whereof I hereunto set my hand and affix the seal of the said court at Eau Claire, the 25th day of March, A. D. 1872.

[SEAL.]

MARTIN DANIELS, *Clerk.*

Abstract of affidavits relating to the alleged obstructions in the Chippewa River.

O. R. Dahl, civil engineer and surveyor, resides at Chippewa Falls. Has examined the obstructions in the Chippewa River in sections 5, 8, and 17, in township 27 north, of range 9 west, in Eau Claire County, Wisconsin. The piers in section 8 obstruct 20 rods of the channel, leaving but 8 rods through which logs and lumber can pass. In section 17 mentioned are a great number of piers, extending about one mile in length and about 14 rods apart. Piers on section 8 are made of fifteen piles driven for each and covered with timber. Those on section 17 of square timber filled with rock. Each of these piers is an actual obstruction to navigation. Also that parties are now blasting rock from the river bank in section 17, the effect of which will be to increase the volume of water behind these piers and greatly to enhance the danger of navigating the river.

George Winans, pilot, residing at Chippewa Falls. The Chippewa River in its natural state is navigable from Chippewa Falls to its confluence with the Mississippi. Has examined the map of O. R. Dahl, surveyor. The channel of the river and the location of the piers as indicated are correct. Knows the piers built during the winter of 1871 were a serious obstruction to navigation and that those building the present winter are more damaging in their character, and if allowed to remain will totally obstruct the navigation for rafts during the most available part of the season and make it extremely hazardous for steamboats.

Peter Lego, pilot, residing at Chippewa Falls. Has been engaged for many years in running rafts from Chippewa Falls down said Chippewa River. Lost \$4,000 during the season of 1871 by reason of the obstructions in the river between Chippewa Falls and Eau Claire, and was also greatly hindered and delayed in his business; that this river is navigable to the city of Chippewa Falls and has been used for years by parties manufacturing lumber at Chippewa Falls to convey their lumber

to market; that the annual production of lumber at Chippewa Falls is about 75,000,000 feet, and that this is the leading business of said city. Certain parties, living at Eau Claire, engaged in lumbering, have built piers in the main channel, between Chippewa Falls and Eau Claire, which render the navigation extremely difficult for boats and rafts, and that they are now engaged in building more in such a manner as to make it impossible to run rafts with any chance of safety. He further says that the proposed dam at or near Eau Claire would be extremely hostile to the interests of all above said dam.

Frank Blair, pilot on Chippewa River for sixteen years, says that the said river is navigable to Chippewa Falls, at all times, for rafts, and in ordinary stage of water for steamboats. Has seen the obstructions put in said river at or near Eau Claire, and that they are serious obstructions. Has frequently had rafts injured by coming in contact with said obstructions. Says, too, the cost of running lumber is considerably increased by them. In his opinion, they amount to a total obstruction during high water, the most profitable time for rafts or boats.

Flavien Fournette, pilot on Chippewa River for the last fifteen years. Affidavit substantially the same as Frank Blair's.

Peter St. Martin, pilot of five years' experience on the Chippewa river. Affidavit substantially like Frank Blair's.

Charles Felix, pilot of seventeen years' experience on the Chippewa River. Affidavit substantially like Frank Blair's.

Louis Blair, pilot of fourteen years' experience on the Chippewa River. Affidavit substantially like Frank Blair's.

Priest Felix, pilot of fifteen years' experience on the Chippewa River. Affidavit substantially like Frank Blair's.

Narcise Beaudette, pilot of ten years' experience on the Chippewa River. Affidavit substantially like Frank Blair's.

Valentine Blum, pilot, resides at Eau Claire. Has been engaged in this business for years; for the last five years chiefly from Chippewa to Eau Claire. Knew the river without obstructions, and could run lumber then without danger; as it is now obstructed at and near Eau Claire, no man can run a raft from Chippewa Falls in high water without risk of breaking up. Has run lumber in high water over this part of the river with half the men it now requires. At Pine Island particularly the obstruction is bound to cause a great deal of damage. All the piers and booms that are or may be put in interfere with navigation. There are but two pilots besides himself residing at Eau Claire who have run on the river between Chippewa Falls and Eau Claire since said obstructions were put in.

Orrin H. Ingram resides at Eau Claire. Has been engaged in lumbering fourteen years on the Chippewa River. Is of the firm of Ingram & Kennedy, which owns four saw-mills, the capacity of which is 365,000 feet per day; that said lumber is all run to market down the Chippewa River; that is his business, to run the lumber to market, and that he knows the channel of said river. Is acquainted with the booms and piers below Chippewa Falls. Knew the channel in nearly every place before the piers, &c., were built. Is a stockholder in the Wilkins Island Boom Company. Said company have built at and near Wilkins Island, between Chippewa Falls and Eau Claire, piers and booms; that the firm of Ingram & Kennedy have built other piers and booms two miles below Wilkins Island, at Big Eddy. Both of said firms have taken care not to place any of said piers or booms in the channel or in any way to interfere with the navigation. In his judgment, the piers, &c., built by said company and firm do not interfere with the free navi-

gation in any way; that the piers placed at Big Eddy the past winter are an actual benefit to navigation.

Donald Kennedy resides at Eau Claire. Is a member of the firm of Ingram & Kennedy. Has read the affidavit of Orrin H. Ingram, and knows the statements therein to be true.

Charles A. Bullen resides at Eau Claire. Is a member of the lumbering firm of Daniel Shaw & Co. Said company produce 15,000,000 feet per annum, all of which is run down by the piers and booms at Wilkins Island and Big Eddy; that there never has been any damage to their lumber by reason of said piers and booms. Never heard their pilots complain of the location of said piers. To the best of his knowledge, they are not an obstruction to the free navigation of said river.

John P. Pinkum resides at Eau Claire. Has for seven years past been engaged in lumbering. Assisted in the construction of piers, booms, &c., at Wilkins Island, Big Eddy. Said piers, &c., were located by experienced pilots, so as not to interfere with the running of rafts, &c. Has many times seen rafts pass said piers, and that they were in no instance delayed or damaged by said piers or booms. Has examined those built during the past winter, and says they cannot interfere with the free navigation for rafts or other craft.

Allen Burditt resides at North Eau Claire. Engaged in lumbering on the Chippewa River for the last eight years. Has been a member of the firm of Prescott, Burditt & Co. for four years past; that said company's mill is on the foot of Wilkins Island; that all of their lumber is run by the piers and booms at the foot of Wilkin's Island and those at Big Eddy, and that there has never been any accident or damage to their lumber by said piers. Is interested in having the river free of obstructions and does not believe said piers and booms interfere with the running of rafts or boats.

George W. Prescott resides at Eau Claire. Is a member of the lumbering firm of Prescott, Burditt & Co. Has been acquainted with the Chippewa River as a lumberman, and running steamboats thereon for the last thirteen years. Has read the affidavit of Allen Burditt, and that the same is true.

H. P. Graham resides at Eau Claire. For four years past has been a member of the firm of Prescott, Burditt & Co., and is one of the Wilkins Island Improvement and Boom Company. Is acquainted with the piers, &c., at Wilkins Island and Big Eddy, and that at both places their piers, &c., were located with special reference not to interfere with the safe passage of rafts or other craft. Has examined the improvements put in during the past winter, and says they cannot interfere with the navigation. Has not known of any rafts or other craft being delayed or damaged by reason of said improvements during the last four years.

L. W. Farwell resides at Eau Claire. For the last six years has been engaged in the manufacture of lumber. His mill is above the piers, &c., of the Wilkins Island Improvement Company, and also above the piers, &c., at Big Eddy; that all of his lumber, amounting to 3,000,000 feet per annum, is run in rafts past said piers, &c., and that none of his rafts have, within the six years, been delayed or damaged by said piers, &c. Has examined the works built the past winter at said points, and says it is impossible for them to delay or damage rafts or other craft. No improvements have been put in said river that would interfere with rafts, &c., except the jam-boom built by the Union Lumbering Company, two miles above Chippewa Falls; that said boom was built across the channel, and by causing jams of logs did great damage to many parties in the springs of 1869 and 1870.

George A. Buffington resides at Eau Claire. Engaged in lumbering for twelve years past. Knows the Chippewa River between Eau Claire and Chippewa Falls. Has examined the piers and booms at Wilkins Island and Big Eddy, and says that none of them are placed in the channel, and that they in no way obstruct navigation; that said piers, &c., at Big Eddy are an improvement to navigation.

Louis Fulton, pilot, has for the past twenty years been engaged as pilot of rafts and steamboats on the Chippewa River. Is well acquainted with the river; that he has frequently run steamboats past the piers, &c., at Wilkins Island and Big Eddy, and that said piers, &c., are so located that they do not interfere with navigation; that the works put in the last winter at the above-named points will not hinder or delay the running of boats or rafts.

William Miller, pilot on the Chippewa River for ten years past; that the piers, &c., at Wilkins Island and Big Eddy do not interfere with navigation. Has many times been called upon by lumbermen concerned in piers to help locate them so as not to hinder navigation.

Myron A. Briggs, pilot on Chippewa River over twelve years last past. Has many times been called upon to give his opinion in regard to location of piers and booms, &c., in said river. Has examined the piers, &c., put in at Wilkins Island, and also at Big Eddy, and that they do not hinder or delay the running of rafts or other craft in said river.

John O. French resides at Eau Claire. Was during the years 1866-'67-'68-'69 member of the lumbering firm of French, Leonard & Co., which owned a mill known as the Jim's Falls Mill, located about twelve miles above Chippewa Falls; that said mill produced during the four years mentioned over 15,000,000 feet of lumber, all of which was run in rafts past the piers, &c., below Chippewa Falls, without receiving injury therefrom; that the Union Lumbering Company of Chippewa Falls erected in the winter of 1867 and 1868 piers and booms in the channel of the river, two miles above Chippewa Falls, which caused a jam of logs in the spring of 1869, and again in 1870, which required months to remove; that the said mill property (Jim's Mill) was rendered entirely worthless by reason of said piers, &c., and that the said firm was thereby thrown into bankruptcy; that Waterman & Howe, James H. Woodruff, B. F. Manahan, W. T. Rumsey, and Gilbert Brothers & Co., had mills above said works, and that the mill property was seriously damaged thereby; that suits have been commenced by some of said parties for damages against said Union Lumbering Company.

Charles Desilets, raft pilot on the Chippewa River. Has, with other pilots, been called upon by various lumbering firms to give advice in regard to locating piers, booms, &c., in said river; and that the piers, &c., at Wilkins Island and Big Eddy were not located until several pilots had decided that they would not interfere with navigation. Has frequently run rafts past said piers, &c., and that they do not interfere with navigation; that the works at these points put in this winter will not injure navigation; that, in his opinion, the piers, &c., put in this winter at Big Eddy will improve navigation for rafts.

William Lee, pilot on the Chippewa River. Has at various times run steamboats on said river past the piers, &c., at Big Eddy and Wilkins Island; and that said piers, &c., do not in any way hinder the passage of boats and rafts. Has, during the past winter, superintended the construction of the piers, &c., put in at Big Eddy by Ingram & Kennedy; that they are located without the channel, and that they cannot delay or cause damage to rafts or other craft.

Benjamin Graves and James K. Warren, raft pilots on Chippewa

River. Have examined the piers, booms, &c., put in by Ingram & Kennedy at Big Eddy, and are satisfied that they will not hinder or obstruct navigation. Have frequently run rafts of logs and lumber past the piers, &c., of the Wilkins Island Improvement and Boom Company, and that said piers, &c., do not delay or obstruct the safe-running of rafts.

Levi W. Pond resides at Eau Claire. Has been engaged in the construction of many of the piers, &c., on the Chippewa River below Chippewa Falls; and that the currents and channels have been taken into consideration, as well as the advice of pilots, in the location of all these piers, &c; that he has run rafts and boats past the works at Wilkins Island and Big Eddy, and that these works do not interfere with navigation; that the piers, &c., put in at these points this winter will improve the navigation.

H. Clay Williams, resident of the Chippewa Valley for the last fifteen years. Has for the past ten years been engaged in lumbering. Has run lumber from Jim's Falls, on the Chippewa River, and from the Yellow River, above the falls of Chippewa, more or less for ten years, and has met with more or less loss by breaking up from the booms, &c., at Chippewa City and at Big Eddy, above Chippewa Falls, and also in passing over the dam at Chippewa Falls; that the slide at Chippewa Falls has never, to his knowledge, been in good order, and that those running lumber over the falls run over the dam rather than take the chances over the slide; that in consequence of booms, &c., at the Big Eddy, a jam occurred in the spring of 1869 and 1870, entirely obstructing navigation, to the great damage of all manufacturers of lumber above and below the falls.

James F. Moore, resident for fifteen years at Eau Claire; by profession a civil engineer. Is well acquainted with the Chippewa River from the head of Wilkins Island to the mouth of Eau Claire River. Has examined the piers and booms built by Ingram & Kennedy at Big Eddy, and also their plans for completing the same, and believes that the works now in, and also those proposed to be put in by said Ingram & Kennedy, will improve the navigation at this point.

Henry C. Putnam, civil engineer of fifteen years' experience. Has lived upon the Chippewa River the past fifteen years, and has frequently passed that part between Eau Claire and Chippewa Falls by boat and on rafts; that he did, on the 23d of March, 1872, examine the piers and booms now in and building between these points, and that they, in his opinion, will greatly benefit the navigation of said river; that in every instance the main channel is left free and unobstructed; that eddies and rocks are protected by booms; that the rafts are kept in the main channel; that certain old piers and booms that were considered detrimental are being removed; and that the Chippewa River between said points will be in better condition for running lumber than ever before.

APPROPRIATION REQUIRED FOR INVESTIGATION OF INDIAN BOUNTY FRAUDS.

LETTER

FROM

THE SECRETARY OF THE INTERIOR,

ASKING FOR

An appropriation to meet expenses incurred in the investigation of Indian bounty frauds.

APRIL 30, 1872.—Referred to the Committee on Appropriations and ordered to be printed.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., April 25, 1872.

SIR: During the last fall and winter a commission, authorized by this Department, was engaged in the investigation of certain charges made by the authorities of the Cherokee, Creek, and Seminole Nations against a former agent of this Department, in the matter of the payment of bounties and back pay due the members of the First, Second, and Third Regiments of Indian Home Guards. In order to meet the expenses of this commission, I have the honor to submit the accompanying estimate of appropriation, amounting to \$2,000, and respectfully request the favorable action of Congress upon the same.

I am, sir, very respectfully, your obedient servant,
B. R. COWEN,
Acting Secretary.

HON. JAMES G. BLAINE,
Speaker of the House of Representatives, United States.

Estimate of appropriation required for the payment of expenses incurred, by order of the Secretary of the Interior, in the investigation of certain charges of fraud in the payment of bounties and back pay to the members of the First, Second, and Third Regiments of Indian Home Guards..... \$2,000

PROFESSORSHIP OF DENTAL SURGERY IN MILITARY AND
NAVAL ACADEMIES.

(To accompany H. R. 2140.)

L E T T E R

FROM

T H E S E C R E T A R Y O F W A R ,

RELATIVE TO

*Creating a professorship of dental surgery at the United States Military
and Naval Academies.*

APRIL 30, 1872.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT,
April 27, 1872.

The Secretary of War has the honor to state to the House of Representatives, for the information of the Committee on Military Affairs, before which a bill (H. R. 2140) creating a professorship of dental surgery at the United States Military and Naval Academies is pending, that, so far as the Military Academy is concerned, there is no necessity for such a provision of law, as it is now provided with a thoroughly competent dentist, who is a hospital steward on special service for the purpose. A moderate charge is allowed for service for cadets which, when approved by the Superintendent of the academy, is entered against their accounts with the treasurer, and paid as are other charges. The present arrangement gives entire satisfaction. There is no reason why cadets, their pay permitting, should not be charged with a fair part of the expense. If at any time it should not be practicable or desirable to continue the present arrangement, the insertion in the yearly appropriation for the support of the Military Academy of an item for the pay of a dentist would meet all the necessities of the case, and be more economical to the Government.

WM. W. BELKNAP,
Secretary of War.

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FIRST REGIMENT FLORIDA CAVALRY.

LETTER

FROM

THE SECRETARY OF WAR,

RELATIVE TO

Company E, First Regiment Florida Cavalry.

APRIL 30, 1872.—Referred to the Committee on Military Affairs and ordered to be printed.

WAR DEPARTMENT, *April 29, 1872.*

The Secretary of War has the honor to report to the House of Representatives, in reply to an inquiry of the Committee on Military Affairs as to what date Company E, First Regiment Florida Cavalry, had sufficient men enlisted to authorize the muster-in of a captain, that the original muster and descriptive roll of the company, dated April 26, 1864, bears the names of eighty-five enlisted men, the enrollment of a sufficient number to complete the number to its minimum strength.

Under the rulings of this Department a captain is entitled to muster-in on the completion and muster-in of the company, provided he rendered service.

WM. W. BELKNAP,
Secretary of War

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REPORT

ON THE

CONDITION OF THE OFFICE OF THE TREASURER THE UNITED STATES.

MARCH 25, 1872.—Referred to the Committee on Expenditures in the Treasury Department.

MAY 2, 1872.—Ordered to be printed.

TREASURY DEPARTMENT,
Washington, D. C., March 22, 1872.

SIR: I have the honor to transmit for the information of the House of Representatives the report of the committee appointed to examine the office of the Treasurer of the United States.

The committee consisted of five gentlemen connected with the Treasury Department, and two bankers well known to the public.

The report shows that a very thorough examination of the Treasurer's office was made, and its condition is, in the most essential particulars, satisfactory. There are, however, several facts stated in the report to which I ask attention.

There is a deficiency due to the dishonesty of Seth Johnson, lately a clerk in the office, of \$37,894.20. A similar deficiency arising from the dishonesty of Frederick A. Marden, also lately a clerk in the Treasurer's office, of \$11,413.97, and a further deficiency of \$11,500, not recovered from a package of \$20,000 stolen from the division of issues about two years since. There are other discrepancies amounting in the aggregate to \$406.35 arising from errors in accounts, loss of coupons, and deficiencies in cash of clerks and tellers.

Some of these errors and deficiencies have been carried upon the books for a long time, and in view of all the circumstances the suggestion is respectfully made that Congress should relieve the Treasurer by authorizing the adjustment of these losses and discrepancies in the accounts.

With the exceptions mentioned and the several cash items hereinafter referred to as rejected by the Comptroller, the cash and cash assets correspond in amount to the aggregate represented by the books of the office. It appears, however, that there is a deficiency of coin as called for by the books of \$653,373.63. This is represented by an excess of currency of \$629,467.28, and by the deficiencies before mentioned, with the exception of that arising from the dishonesty of Johnson. The explanation of this excess of currency and the deficiency of coin may be found in document No. 3, accompanying the report of the committee, which shows that the difference is not the result of dishonesty, but of an erroneous classification of entries in the books of the office.

It will be seen from one of the schedules of details that the interest-

teller has a small amount of defaced, defective, and partially burned notes and securities paid by him, some by direction of the Treasurer and some by order of my predecessors, and also that part of the funds of the "box of miscellaneous contents" enumerated among the assets of the office and fully explained in the report, consists of similar defective securities and notes, which the First Comptroller of the Treasury his declined to allow.

It seems to me proper that relief should be given in this respect also, by an act of Congress. A bill will be prepared at the Treasury Department designed to meet these and other discrepancies in the accounts of the office, and submitted to the House of Representatives. There are also forty-one special deposits, consisting of various articles, some valuable and others worthless. I respectfully recommend that authority be given by law to the Secretary of the Treasury to order the destruction of the articles that are worthless and the sale or other proper disposition of whatever may be valuable; an account to be kept of the proceeds, subject to any valid claim that may hereafter be made.

Upon the whole, the result reached by the committee is such as to justify the expression of the opinion that the business of the Treasury has been well conducted, and that the losses in the aggregate are very insignificant as compared with the transactions of the office.

Very respectfully, your obedient servant,

GEO. S. BOUTWELL,
Secretary.

Hon. J. G. BLAINE,
Speaker of the House of Representatives.

REPORT OF COMMITTEE OF INVESTIGATION ON CONDITION, ETC., OF THE
OFFICE OF THE TREASURER OF THE UNITED STATES.

WASHINGTON, D. C., *March 13, 1872.*

SIR: The committee appointed by you under date of December 8, 1871, to make a thorough examination of the books, accounts, and moneys in the office of the Treasurer of the United States, for the purpose of ascertaining the true condition of said office, and of submitting such suggestions and recommendations regarding the security of the public funds and the manner of transacting the business thereof as the condition of things might require, have completed their labors, and, as the result of their investigation, have the honor to make the following report:

Amount of cash and securities called for by the books of the several divisions at the close of business, December 9, 1871.

CASH-ROOM.

| | |
|-----------------------------------|------------------|
| Surplus fund..... | \$150,222,000 00 |
| Coin certificates..... | 366,925,000 00 |
| Three per cent. certificates..... | 65,020,000 00 |
| General Treasury account..... | 41,572,441 61 |
| | 623,739,441 61 |

LOAN AND INTEREST DIVISION.

| | |
|---|-----------------|
| Coin coupons..... | \$14,287,933 87 |
| Currency coupons..... | 13,280 00 |
| Interest checks..... | 1,143,529 24 |
| Gold certificates..... | 1,483,000 00 |
| Five-twenty bonds purchased..... | 120,500 00 |
| • Sixty-two bonds for redemption..... | 20,965,750 00 |
| Five-twenty bonds for conversion..... | 262,000 00 |
| | <hr/> |
| | 38,275,993 11 |
| Less amount included in general Treasury account of cash-room : | |
| Sixty-tvos bonds for redemption..... | \$19,558,150 00 |
| Sixty-tvos bonds, interest paid..... | 96,859 39 |
| Interest checks paid..... | 7,642 50 |
| Coin coupons paid..... | 659,663 62 |
| Gold certificates paid..... | 714,000 00 |
| | <hr/> |
| | 21,036,315 51 |
| | <hr/> |
| | 17,239,677 60 |

REDEMPTION DIVISION.

| | |
|---|--------------|
| Notes and fractional currency..... | \$952,246 83 |
| Less amount included in general Treasury account of cash-room : | 669,622 88 |
| | <hr/> |
| | 282,623 95 |

DIVISION OF ISSUES.

| | |
|---|---------|
| Fractional currency..... | \$50 00 |
| Less amount included in general Treasury account..... | 50 00. |
| | <hr/> |

DIVISION OF NATIONAL BANKS

| | |
|--------------------------------------|------------------|
| Securities for circulation..... | \$372,599,450 00 |
| Securities for regular deposits..... | 15,432,000 00 |
| Securities for coin deposits..... | 9,514,550 00 |
| | <hr/> |
| | 397,546,000 00 |

Recapitulation of liabilities as shown by the books of the Treasurer's office, December 9, 1871, and February 17, 1872.

| | |
|---------------------------------|------------------|
| Cash-room..... | \$623,739,441 61 |
| Loan and interest division..... | 17,239,677 60 |
| Redemption division..... | 282,623 95 |
| Division of issues..... | |
| Division of national banks..... | 397,546,000 00 |
| | <hr/> |
| Total liabilities..... | 1,038,807,743 16 |

Amount of cash, securities, and cash items on hand, as shown by actual count and examination.

| | |
|--|--------------|
| Paying-teller's cash..... | \$100,050 22 |
| Receiving-teller's cash..... | 5,515 35 |
| Assistant paying-teller's cash..... | 32,696 28 |
| Interest-teller's cash, coin..... | 1,204,657 90 |
| Interest-teller's cash, currency..... | 21,142 49 |
| Assorting clerk's cash..... | 112,800 00 |
| Cash of division of issues..... | 50 00 |
| Redemption division..... | 952,115 46 |
| Specimen currency..... | 130,928 23 |
| Canceled three per cent. certificates..... | 1,402,822 06 |
| Box miscellaneous contents..... | 1,240 00 |
| Nickel's, coppers, &c..... | 1,823 02 |

4 · CONDITION OF OFFICE OF UNITED STATES TREASURER.

| | |
|---|------------------------|
| Loan and interest division | \$38,275,963 11 |
| Gold coin | 2,342,830 81 |
| Silver coin | 21,630 09 |
| Legal-tender notes, new | 151,199,945 00 |
| Fractional currency, new | 1,944,700 00 |
| Gold certificates, statistical | 366,925,000 00 |
| Three per cent. certificates, statistical | 65,020,000 00 |
| Coin interest paid on unclaimed schedule | 40,681 60 |
| Amount overcharged on account of redemption of bonds of 1848 at New York, afterward refunded, coin | 78 90 |
| Coin to the credit of the Treasurer's transfer account at Boston | 340,549 82 |
| at Philadelphia | 264,346 57 |
| at New Orleans | 43,638 29 |
| at San Francisco | 174,563 50 |
| Currency to the credit of the Treasurer's transfer account at New York | 1,373,761 00 |
| at Boston | 1,351,573 52 |
| at Philadelphia | 1,448,624 95 |
| at New Orleans | 845,559 66 |
| at San Francisco | 2,142,884 76 |
| Currency interest on Pacific Railroad stock, paid | 687 29 |
| Certificates of the Speaker of the House of Representatives, paid | 35,165 60 |
| Currency paid by cash-room on account of redemptions : | |
| Legal-tenders, new issue | • 1,761,977 00 |
| Legal-tenders, June, 1869 | 227,862 00 |
| Fractional currency, first issue | 18 21 |
| Fractional currency, second issue | 20 35 |
| Fractional currency, third issue | 3,025 62 |
| Fractional currency, fourth issue | 786,794 35 |
| National bank-notes of insolvent banks, &c. | 700,053 80 |
| Securities for circulation | 372,599,450 00 |
| Securities for regular deposits | 15,432,000 00 |
| Securities for coin deposits | 9,514,550 00 |
| Total assets | 1,038,783,836 81 |
| Total liabilities as shown by books | \$1,038,807,743 16 |
| Total assets per examination and count | 1,038,783,836 81 |
| Deficit | 23,906 35 |

Explained as follows :

| | |
|--|-------------|
| Part of the amount of a package of \$20,000 stolen from division of issues, and still missing | \$11,500 00 |
| Checks of Frederick A. Marden, fraudently paid | 12,000 00 |
| Specimen currency, short | 71 77 |
| Interest-teller, one coin-coupon short | 30 00 |
| Loan and interest division, one coin-coupon short | 30 00 |
| Paying-teller's cash, short | 20 |
| Package new notes short | 1 00 |
| Redemption division, short | 131 37 |
| Cash-room, short | *142 01 |
| | <hr/> |
| | 23,906 35 |
| | <hr/> |

* The general cash book shows a discrepancy in the cash of the cash-room at the close of business, December 9, 71 of \$204.37, which is now reduced to \$142.01, as follows :

| | |
|--|--------------|
| Discrepancy | \$204 37 |
| Less error in charge to redemption division. December 9, 1871, amount charged | \$344,737 00 |
| Should be | 344,745 00 |
| | <hr/> |
| Insolvent banks, teller's cash, over | \$8 00 |
| Coin, over | 53 80 |
| Nickles, over | 54 |
| | <hr/> |
| | 62 36 |
| | <hr/> |
| | 142 01 |
| | <hr/> |

To the above-mentioned deficit of \$23,906.35 there should, however, be added the further sum of \$50,000, known as the Johnson defalcation, and which is hereafter more fully explained. Your committee therefore found—

An actual deficit in the cash of the Treasurer's office of..... \$73, 906 35
 But this amount has since been reduced by collections and stoppages of salary—

| | | | |
|-----------------------------------|--------------|---------------------|-------------------|
| On Seth Johnson's account : | | | |
| From Fant, Washington & Co..... | \$10, 125 81 | | |
| From Lockwood & Co..... | 1, 868 04 | | |
| Salary withheld..... | 111 95 | | |
| | | <u>\$12, 105 80</u> | |
| On Marden's account : | | | |
| Cash returned..... | 322 98 | | |
| Bond and interest..... | 128 81 | | |
| Salary withheld..... | 134 24 | | |
| | | <u>586 03</u> | |
| | | | <u>12, 691 83</u> |
| Showing a present deficit of..... | | | <u>61, 214 52</u> |

| | |
|--|-------------------|
| From Seth Johnson..... | \$37, 894 20 |
| From F. A. Marden..... | 11, 413 97 |
| Amount of stolen notes..... | 11, 500 00 |
| Specimen currency, short..... | 71 77 |
| Paying-teller's cash, short..... | 20 |
| Interest-teller's cash, short..... | 30 00 |
| Bond and interest division, short..... | 30 00 |
| Package new notes, short..... | 1 00 |
| Redemption division, short..... | 131 37 |
| Cash-room, short..... | 142 01 |
| | <u>61, 214 52</u> |

It is expected that the "Johnson" deficit will shortly be still further reduced by the collection of a debt due Seth Johnson, and represented by notes amounting to \$3,700. Said notes bear 6 per cent. interest, are now in possession of the Treasurer, and fall due in about five months.

To properly divide the liabilities and assets of the office—excepting those of the division of national banks, which are of a mixed character, and were not separated during the count—into coin and currency, the following is the result :

Coin.

LIABILITIES.

| | |
|--|-------------------------|
| General Treasury account, as per books of accounting division..... | \$22, 131, 218 70 |
| Loan and interest division..... | 17, 226, 397 60 |
| Registered interest account..... | 977, 582 00 |
| Transfer account, New York overdraft..... | 3, 006, 959 54 |
| United States disbursing officers..... | 6, 876 38 |
| Coin certificates, statistical..... | 366, 925, 000 00 |
| Total amount coin called for..... | <u>410, 274, 034 22</u> |

AMOUNT FOUND ON HAND BY ACTUAL COUNT AND EXAMINATION.

| | |
|--|-------------|
| Amount overpaid in bond account, since refunded..... | \$78 90 |
| Interest paid on unclaimed schedule..... | 40, 681 60 |
| Treasurer's transfer account at Boston..... | 340, 549 82 |
| Treasurer's transfer account at Philadelphia..... | 264, 346 57 |
| Treasurer's transfer account at New Orleans..... | 43, 638 29 |

| | |
|--|-----------------------|
| Treasurer's transfer account at San Francisco..... | \$174,563 50* |
| Interest-teller's coin, &c. | 1,204,657 90 |
| Gold coin in vault..... | 2,342,830 81 |
| Silver coin..... | 21,630 09 |
| Coin coupons..... | 14,287,903 87 |
| Interest-checks..... | 1,143,529 24 |
| Gold certificates canceled..... | 1,483,000 00 |
| Five-twenty bonds purchased..... | 120,500 00 |
| Sixty-tvos called bonds..... | 20,965,750 00 |
| Five-twenty bonds for conversion..... | 262,000 00 |
| Gold certificates, statistical..... | 386,925,000 00 |
| Total coin and coin items..... | 409,620,660 59 |
| | |
| Aggregate coin called for..... | \$410,274,034 22 |
| Aggregate coin and coin items on hand..... | 409,620,660 59 |
| | |
| Deficit..... | *653,373 63 |

According to the books of the cash-room, the amount of coin called for in the general Treasury account, December 9, 1871, is \$22,131,709.05, or \$490.35 more than the amount called for by the books of the accounting division, there being that difference between the two sets of books. If this balance were to be taken as correct, the foregoing deficit in the coin would be increased by the amount of this difference, \$490.35.

Currency.

LIABILITIES.

| | |
|---|-----------------------|
| Surplus fund..... | \$150,222,000 00 |
| Three per cent. certificates, statistical..... | 65,020,000 00 |
| General Treasury account..... | 10,050,302 05 |
| Post-office account..... | 2,867 27 |
| Division of loans and interest..... | 13,280 00 |
| National bank account..... | 3,601,017 12 |
| Metropolitan National Bank of Washington, D. C..... | 135,929 35 |
| First National Bank of New Orleans, Louisiana..... | 97,967 90 |
| United States disbursing officers..... | 1,561,707 30 |
| Two per cent. advance deposit, account funded loan..... | 24 00 |
| Redemption division..... | 282,623 95 |
| Total currency called for..... | 230,987,708 94 |

AMOUNT FOUND ON HAND BY ACTUAL COUNT AND EXAMINATION.

| | |
|--|--------------|
| Interest on Pacific Railroad stock, paid..... | \$657 29 |
| Speaker's certificates, paid..... | 35,165 60 |
| Redemptions of legal-tender notes, new issue..... | 1,761,977 00 |
| Redemption of legal-tender notes, issue of 1869..... | 227,862 00 |
| Fractional currency, first issue..... | 18 21 |
| Fractional currency, second issue..... | 20 35 |
| Fractional currency, third issue..... | 3,025 62 |
| Fractional currency, fourth issue..... | 786,794 35 |
| Transfer account at New York..... | 1,373,761 00 |

* An examination which the Treasurer had instituted previous to the one ordered by the Secretary of the Treasury, and which was going on at the time this discrepancy of \$653,373.63 was discovered, has since demonstrated that this discrepancy was the result of charging certain currency items as coin, and crediting coin items as currency, &c. A statement presented to the committee March 9, 1872, by the receiving-teller, and which has been carefully verified by the committee, shows that now the coin exceeds the amounts called for some \$8,900, while a corresponding discrepancy exists in the currency, the general balance being correct and unaffected. This discrepancy is explained by partial payments made for demand-notes, payable in coin, in currency.

CONDITION OF OFFICE OF UNITED STATES TREASURER. 7

| | |
|---|-------------------------|
| Transfer account at Boston..... | \$1,351,573 52 |
| Transfer account at Philadelphia..... | 1,448,624 95 |
| Transfer account at New Orleans..... | 845,559 66 |
| Transfer account at San Francisco..... | 2,142,884 76 |
| Redemption division, cash and items..... | 952,115 46 |
| Currency coupons, division of loans, &c..... | 13,280 00 |
| Paying-teller's cash..... | 100,050 22 |
| Receiving-teller's cash..... | 5,515 35 |
| Assistant paying-teller's cash..... | 32,696 28 |
| Interest-teller's cash..... | 21,142 49 |
| General assorting clerk's cash..... | 112,800 00 |
| Cash of division of issues..... | 50 00 |
| Insolvent banks, teller's cash..... | 700,053 80 |
| Specimen currency..... | 130,928 23 |
| Three per cent. certificates, canceled..... | 1,402,882 06 |
| Three per cent. certificates, statistical..... | 65,020,000 00 |
| Box of miscellaneous contents..... | 1 240 00 |
| Nickels and coppers..... | 1 823 02 |
| New legal-tender notes..... | 151,199,945 00 |
| Fractional currency..... | 1,944,700 00 |
| Total currency and currency items..... | 231,617,176 22 |
| Aggregate amount of currency called for..... | \$230,987,708 94 |
| Aggregate amount of currency on hand..... | 231,617,176 22 |
| Excess..... | 629,467 28 |

If to this excess be added the amount found short in the actual count of the entire balance, viz, \$23,906.35, the difference in the coin, viz, \$653,373.63, will be accounted for as far at least as the total balance called for in dollars and cents is concerned.

RECAPITULATION.

| | |
|--|---------------------------|
| Aggregate amount coin called for..... | \$410,274,034 22 |
| Aggregate amount coin on hand..... | 409,620,660 59 |
| Deficit..... | 653,373 63 |
| Aggregate amount currency called for..... | \$230,987,708 94 |
| Aggregate amount currency on hand..... | 231,617,176 22 |
| Excess..... | 629,467 28 |
| Total balance cash and securities called for..... | \$1,038,807,743 16 |
| Coin and coin items on hand..... | \$409,620,660 59 |
| Currency and currency items on hand..... | 231,617,176 22 |
| Securities in division of national banks..... | 397,546,000 00 |
| Amount of deficit as per books of the cash-room..... | 23,906 35 |
| | 1,038,807,743 16 |

SPECIAL DEPOSITS.

In addition to the above-named funds and securities the following deposits, which do not enter into any of the regular accounts of the Treasury, were also found on hand:

| | |
|---|------------|
| Among the assistant paying-teller's cash..... | \$5,600 00 |
| Among the assistant paying-teller's cash..... | 252 50 |

In explanation of these see statement of details inclosed.

In the cash-room vault were found—

1st. One box, deposited May 10, 1849, by the Patent-Office, containing one bottle of roses, one bottle of pearls, one bottle of diamonds, one gold plate, one gold ornament and silk tassel, one box of diamonds and pearls, and two pieces of gold.

2d. One bag, deposited May 10, 1849, by M. C. Young, Acting Secretary of the Treasury, containing counterfeit coin and dies.

3d. One package of bonds and coupons, deposited April 9, 1855, by Redin & Fendall per H. May, on account of the United States, being amount received by them from Messrs. Corcoran & Riggs, in the case of the United States *vs.* Gardner and consisting of—

| | |
|---|----------|
| Bonds of the State of Tennessee..... | \$20,000 |
| Bonds of the city of Nashville..... | 6,000 |
| Bonds of Muskingum County, Ohio..... | 10,000 |
| Bonds of Licking County, Ohio..... | 10,000 |
| Bonds of the Dayton and Western Railroad Company..... | 5,000 |
| Bonds of the Greenville and Miami Railroad Company..... | 5,000 |
| Envelope containing ten coupons of the Greenville and Miami Railroad Company..... | 350 |
| Bonds of the State of Missouri..... | 20,000 |
| | <hr/> |
| | 76,350 |
| | <hr/> |

4th. One package, deposited June 22, 1843, by M. C. Young, Acting Secretary of the Treasury, containing notes of the Bank of Tombeckbe, Alabama, amounting to \$24,963.

5th. One box, deposited June 10, 1852, by Brevet Captain Hardcastle, United States Topographical Engineers, through W. H. Emory, United States Engineers, containing notes of survey of boundary between the United States and Mexico, under the treaty of Guadalupe Hidalgo, from the junction of the Gila and Colorado Rivers to the Pacific coast.

6th. A package, deposited January 27, 1857, by the Bank of the Metropolis, containing uncurrent bank-notes, \$2,273. An order for a note of \$786.64.

7th. A package, deposited by Alexander Kerr, containing coin found in safe of E. French, assistant disbursing-clerk for the Treasury extension, \$53.29.

8th. A package containing bonds belonging to the Smithsonian fund, \$538,000.

9th. A package, deposited by the Treasurer of the United States, October 29, 1866, containing \$450 in 6 per cent. notes, being notes stolen from Lieutenant James Brunaugh in the battle of Pittsburgh Landing, forwarded for payment and payment refused.

10th. Envelope, deposited by the Commissioner of Internal Revenue March 16, 1867, on account of Butler and Carpenter, containing registered United States 5-20 bonds, \$50,000.

11th. Envelope containing eighty-nine counterfeit ten-dollar United States demand notes, left on special deposit by W. A. Shannon, August 23, 1863, by order of the Secretary of the Treasury.

12th. Envelope containing bonds issued on account of Pacific Railroad by the State of Missouri, deposited by the Secretary of the Treasury January 4, 1868, \$9,000.

13th. Envelope, deposited August 6, 1870, by the Secretary of the Treasury, in trust for the Alaska Commercial Company, containing registered 5-20 bonds, \$55,000.

14th. One box, deposited by the Secretary of the Treasury June 18,

1868, containing the original "Field medal" in gold, struck at the United States Mint under a resolution of Congress.

15th. Envelope containing coupon bond for \$1,000, held subject to the order of the Commissioner of Internal Revenue as collateral security for the sale of internal revenue stamps by J. R. Atwell, postmaster at Winchester, Virginia.

16th. A package, deposited by the Secretary of War, September 1, 1870, containing funds taken from David O. Dodd, who was tried, convicted, and executed as a spy at Little Rock, Arkansas, in January, 1864.

17th. Funded loan bonds belonging to the State of Texas, \$61,000.

These bonds were delivered to Mr. D. Baker, acting chief of the loan branch, Secretary's office, upon a letter, of the Secretary, January 6, 1872.

18th. United States bonds held by the Treasurer as security for internal revenue stamps furnished to P. Eichele, of Saint Louis, Missouri, stamp agent, \$20,000.

19th. United States registered bonds, \$200,000; funded loan bonds, \$50,000; and coupon bonds, \$52,000; deposited by General O. O. Howard and General Balloch. Most of these bonds have since been withdrawn and converted into currency, in pursuance to instructions of the Secretary of the Treasury.

20th. A box containing articles of plate, &c., with names attached, from the War Department, and deposited in the vaults of the Treasury by H. A. Risley, receiver, in accordance with instructions of the Secretary of the Treasury, June 11, 1869. This box bears the joint seals of the War and Treasury Departments.

21st. A box containing articles of jewelry, &c., with names attached, received from General Ketchum of the War Department, and deposited in the vaults of the Treasury by H. A. Risley, receiver, in accordance with instructions of the Secretary of the Treasury, December 15, 1868.

22d. A box containing Louisiana State notes and confederate bonds issued during the war.

23d. Bond of Monroe County, New York, belonging to Captain J. D. O'Connell, Fourteenth Infantry, United States Army, filed by Second Auditor, and by him requested to remain on deposit until further orders, as per his letter of February 28, 1868. This bond has seven coupons of \$21 each attached to it, overdue.

24th. A package of official bonds of Commissioners of Patents.

25th. Certificates of indebtedness belonging to the National Life Insurance Company of the United States, \$110,000.

26th. Bonds of the State of South Carolina, deposited by the Secretary of the Treasury, \$4,000.

26th. Arkansas bonds and papers pertaining to the Chickasaw fund, \$3,000.

27th. A package of confederate notes and fractional currency of the Southern States from A. Millsbaugh, late postmaster at Washington, Louisiana.

28th. A package of counterfeit specimens from J. E. D. Cozzens, chief of police, Saint Louis, Missouri.

29th. A package of counterfeit United States and national bank currency from H. Johnson, captain and military store-keeper.

30th. A package of Virginia State bonds, deposited by the Secretary of the Treasury, February 16, 1867, \$14,500.

31st. Check for \$375 on the United States assistant treasurer at Saint Louis, Missouri, drawn by A. A. Cronchite, assistant quartermaster,

United States Army, and deposited by the Secretary of the Treasury May 4, 1866. Supposed to be worthless.

32d. A package of counterfeit Treasury and bank notes from John B. Henderson, sentenced to the penitentiary in 1838.

33d. A package of first mortgage bonds, 7 per cent., 30 years, of the Alexandria, Loudon and Hampshire Railroad Company, \$75,000, less \$30,000 withdrawn by authority of the Quartermaster General, \$45,000.

34th. A package containing Louisiana State and New Orleans municipal bonds, brought to the archive office of the War Department, and by that Department sent to the Treasury for safe-keeping.

35th. One ten-dollar counterfeit plate.

36th. A package containing certificate of deposit of Quigley, Morton & Co., for \$1,500; also a \$500 United States bond and thirty-six coupons attached, and \$675 United States demand notes transmitted by the Secretary of War, November 25, 1862.

37th. A package of Interior requisitions.

38th. A package containing two hundred and seventeen bonds of the State of Louisiana of \$1,000 each, issued to the Clinton and Port Hudson Railroad Company.

39th. Confederate bonds, subject to the orders of the Secretary of War, \$12,050.

40th. One bag of gold-dust; and the

41st. A package of specimen gold notes of old issues held as samples, \$52,960.

Also a number of special deposits belonging to employes of the Department, bankers, Army officers, and others, which, being locked, your committee did not examine.

Inasmuch as these special deposits take up much valuable room, encumber the vaults, complicate the storing away of the public moneys, and some of them are constantly decreasing in value, many of them of no value at all, while the history of all grows daily more and more indistinct, your committee beg leave to recommend the following disposition to be made of them and that without unnecessary delay:

Those belonging to employes and other persons, and in which the United States have no interest, should be immediately returned to them, and hereafter no special deposits should be received except upon the order of the Secretary of the Treasury, and then only in the manner hereinafter provided for.

Deposit No. 1, containing, among other things, perishable articles, which are becoming daily less in value on account of evaporation and other causes. Tradition has it that the contents of this deposit were presented to President Van Buren by the Imaum of Muscat, and the history of its present custody is understood to be, briefly, that in 1849 these articles were in the Patent-Office on exhibition, and were stolen therefrom. They were afterward recovered, and to avoid a recurrence of loss were placed in a box and deposited in the Treasury for safe-keeping.

They are properly the property of the United States, and are undoubtedly subject to the orders of the Secretary of the Interior or Commissioner of Patents. It is the opinion of your committee that the Secretary of the Interior should be requested to reclaim them and provide for their care in the Interior Department, which is now quite as safe a place for their deposit as the Treasury.

Of No. 2, the counterfeit coin should be sent to the Mint, the proceeds, if any, to be covered into the Treasury, and the dies destroyed in presence of some committee, a memorandum of the same having first been made.

Nos. 11, 28, 29, 31, 32, and 35, containing counterfeit notes, dies, &c., should be destroyed after retord of the amount and character of contents.

No. 3, consisting of \$76,350 in miscellaneous bonds, recovered by the United States on account of one "Gardner" who swindled the Government out of a large sum of money, should be disposed of to the best advantage, and the proceeds covered into the Treasury to the credit of the fund created by the fifteenth article of the treaty with the republic of Mexico of February 2, 1848.

Upon investigation it appears that this Gardner submitted a large fraudulent claim under said treaty, and—

Under date of May 16, 1851, was paid the sum of \$321,562 50

The character of said claim having been ascertained, the United States recovered, through the attorneys of said Gardner, Messrs. Fendall and Redin, the following sums:

| | | |
|--------------------------------------|------------|-------------------|
| April 12, 1855 | \$8,101 33 | |
| June 4, 1855 | 13,592 50 | |
| June 20, 1855 | 355 00 | |
| | | 22,048 83 |
| Leaving a balance still due of | | <u>299,513 67</u> |

against which amount the proceeds of the bonds referred to should be credited.

Nos. 4 and 6, if of any value, should be disposed of, and the proceeds paid into the Treasury; if not, they should be destroyed.

Nos. 5, 16, 20, 21, 34, 36, and 39, being deposits made by, on behalf of, or subject to the orders of the Secretary of War, the attention of the War Department should be called to them, and an early withdrawal and proper disposition requested.

No. 7 should be deposited to the credit of the Treasurer of the United States, in the name of E. French, late assistant disbursing-clerk for the Treasury extension.

The contents of No. 9 should be canceled, and their aggregate amount, principal and interest, carried to the credit of Lieutenant Brunaugh, he being charged with the amount of all notes stolen from him.

Nos. 10, 15, and 18, being bonds deposited by certain parties to secure internal revenue stamps advanced to them, will have to remain intact.

The \$9,000 Pacific Railroad bonds of the State of Missouri, contained in deposit No. 12, were formerly held in trust for the Ottawa Indians of Blanchard's Fork and Rache de Bœuf, but having reverted to the United States under the provisions of article four, treaty of June 24, 1862, by reason of the payment by the Secretary of the Interior to said Indians of the principal and interest of said bonds from appropriations made by Congress for that purpose, they should be sold, and the proceeds carried into the Treasury.

No. 13, being securities filed by the Alaska Commercial Company for the proper observance of their contracts, should remain on deposit.

No. 14, the Field medal, should be sent to the United States Mint, melted, and the proceeds covered back into the Treasury to the credit of the proper fund.

No. 17 has been withdrawn, and No. 19 directed to be.

No. 22, consisting of worthless southern securities, should be destroyed.

The Second Auditor should be instructed to make a proper disposition of deposit No. 23 as soon as practicable.

Nos. 24 and 25 are on deposit in compliance with existing laws.

No. 26, containing four coupon bonds of the Blue Ridge Railroad of South Carolina of \$1,000 each, with twenty-six coupons of \$30 each,

was forwarded to the Secretary of the Treasury by Special Agent D. Heaton as captured and abandoned property, turned over to him by a provost marshal.

Your committee have been advised that a claim has been made upon the Department for these bonds by a bank in Charleston, but that the Solicitor has reported against its allowance. The bonds, therefore, should be disposed of, and the proceeds credited in the account of captured and abandoned property.

No. 27, being worthless confederate notes and fractional currency, should be destroyed.

No. 30, containing \$14,500 in Virginia State certificates, was taken from a person formerly a confederate officer. They should be sold, and the proceeds covered into the Treasury as captured and abandoned property.

No. 33 is held subject to the orders of the Quartermaster General, whose attention for its proper disposition should be called to it.

The Interior requisitions, contained in No. 37, should be delivered to the Secretary of the Treasury, to be placed with the regular files.

No. 38, if of value, should be disposed of, its proceeds to be credited to captured and abandoned property; if not, its contents should be destroyed.

No. 40 should be sent to the United States Mint, and the proceeds, if any, covered into the Treasury; and the contents of No. 41, being specimen gold certificates, and the Treasurer desires to remain on deposit.

If special deposits are objectionable in the vaults, they are much more so among the tellers' cash, complicating the count of their moneys and furnishing opportunities for covering up deficits, in case any should exist, from funds of which, on account of their peculiar character, no definite or permanent record exists. Special deposits ought never to be allowed to enter into either of the teller's cash. If they are at all necessary, a separate space in one of the vaults should be allotted them; they should be numbered in order of the date of their receipt, an accurate numerical register kept of them, and a formal receipt given to the depositor for each to be delivered up upon the surrender of the deposits. Another class of special deposits are those reported in the weekly statements of disbursing officers, balances to the credit of the Secretary of the Treasury, viz: Deposited July 23, 1870, amount sent to Mrs. George B. McCartee, at the Ebbitt House, and which is explained in the letter of the Secretary of July 23, \$1,761.35. July 3, 1871, amount received from an anonymous writer (an invalid) to aid and comfort sick or disabled soldiers in any way, except by giving tobacco or alcoholic drinks, \$50. April 17, 1871, amount paid by the Alaska Commercial Company, to be held for decision of the Secretary of the Treasury upon an application by said company, \$27,500.

The first of these your committee would recommend to be covered into the Treasury as a bribe offered to a United States officer; the second to the sick and disabled soldier fund; and the third as a payment by the Alaska Commercial Company on account of their contracts.

A box, said to be under the supervision of Mr. Wallace, contained the following securities for which the Treasurer had previously been reimbursed by requisition of November 29, 1871:

| | |
|---|------------------|
| 3 per cent. certificates received during November | \$2, 225, 654 20 |
| One and two years 5 per cent. notes and interest | 1, 834 00 |
| Compound interest notes, principal and interest | 16, 236 22 |
| 7 $\frac{1}{2}$ notes, principal and interest | 9, 869 81 |

Also a 5 per cent. interest note from the assistant treasurer at New York, charged to the Treasurer, but not yet credited to New York, \$21.

It seems that the Treasurer, from time to time, submits a requisition based upon the estimated disbursements for the current month, on a certain account, and is reimbursed for the amount of such requisition. Its amount is charged to the Treasurer, on the books of the Register's Office, and at the end of the month he prepares and renders his accounts containing all canceled and paid vouchers for which he receives credit. The securities above mentioned are canceled vouchers of this class, and are redeemed in the manner indicated, in pursuance of instructions of the Secretary of the Treasury.

SPECIMEN CURRENCY.

The \$130,928.23 specimen currency, consists of currency of all issues and denominations; some fit to be used as ordinary currency, being properly finished; some printed on but one side; and some arranged in shields for sale. The demand for this currency having become very limited, the profit in its disposition being small, and the trouble in keeping it properly classified, arranged, and counted very great, your committee would recommend that the amount on hand be transferred to the proper committee, counted and destroyed, and the Treasurer properly reimbursed.

BILLS FOR TRANSFERS OF PUBLIC FUNDS.

One of the items in the interest-teller's cash, viz, \$7,700, consists of paid bills of Messrs. Lees & Waller, of New York, for the transfer of coin from California to New York. The carrying by tellers of vouchers and memoranda as cash being entirely out of place, bills of this kind ought hereafter to be excluded therefrom; they should be treated like any other claims against the Department, *i. e.*, referred for examination and settlement to the proper accounting officers and paid by Treasury drafts.

DEFACED, MUTILATED, AND REJECTED NOTES, ETC.

Several other items in the same teller's cash consists, as will be seen from schedule of details, of defaced, defective, and burned notes, and securities paid by him; some by direction of the Treasurer, and some by order of the Secretary of the Treasury. Several of these notes have been rejected by the First Comptroller.

The longer these items continue in the accounts without proper adjustment, the more indistinct their history becomes. Either the officer who paid these notes or authorized their payment should reimburse the United States for their payment, or Congress should be requested to make provision for their allowance and adjustment.

LIGHT, MUTILATED, AND FOREIGN COIN.

A large quantity of the coin on hand being very old and much worn, your committee would respectfully suggest the propriety of separating such portions of it as fall short of the proper weight and character and forwarding the same to the United States Mint for recoinage. Independent Treasury officers having received instructions to make allowance but

for a very limited wastage in the receipt of coin for public dues, it is hardly proper or just that coin of the description mentioned should be used for public disbursements.

By actual trial it was found that among the smaller coins a variation of from \$25 to \$50 in bags of \$5,000 existed.

BOX OF MISCELLANEOUS CONTENTS.

The box of miscellaneous contents enumerated among the assets of the office contains a package of ninety canceled and cut \$10 United States notes—\$900, which the chief of the redemption division returned to the cash-room, claiming that though charged to him as a full package of one hundred notes, it contained but ninety, the error not being admitted by the cashier; this package is still retained and counted as \$1,000.

The Treasurer is clearly liable for this difference under his official bond and should be called upon to adjust the matter. Nothing can be gained by further delay; a lot of burned national bank-notes amounting to \$180, which should be forwarded to the several issuing banks for redemption; a defective national bank-note, received by mistake, \$10; a defective national bank-note, paid by order of the Secretary of the Treasury, \$10; a defective compound interest note, paid by order of the Secretary of the Treasury, February 1, 1868, \$20; this note is one of a number stolen from the Bureau of Engraving and Printing; and two compound interest notes, no seal and date, each \$10—\$20. Total \$1,140. Counted as \$1,240.

It also contains \$100 in defective compound interest notes not counted as cash. These notes are supposed to be part of the stolen notes already alluded to.

The contents of this box should be properly disposed of and the accounts to that extent adjusted.

PAYMENT OF COIN INTEREST ON FORGED PAPERS.

Referring to the charge made by one H. C. Harmon, a clerk in the Second Auditor's office; one J. M. Davidson, a clerk in the Register's office; and Jos. Fales, an examiner in the Patent-Office, your committee would state that the matter has received a careful and thorough examination, and aside from the payment of a few hundred dollars on such papers presented through the firm of Chipman, Hosmer & Co., and A. T. C. Dodge, to which Mr. Harmon refers, and which amount, the character of the papers having been ascertained soon after payment, was promptly refunded, nothing whatever could be found to substantiate the charge. The evidence of both Harmon and Davidson abounds in vague generalities, nothing certain, a mere statement that they *think* so and so or have heard something mysterious intimated. The former, when questioned closely, could not make a single definite reference to any particular case. In fact, he knew nothing but mere hearsay, and deserves censure in spreading reports calculated to injure the Department and to excite the public without the least shadow of foundation. Mr. Davidson referred to a Mr. Fales as administrator of one John H. Quail, who, he claimed, had been defrauded of his legitimate interest in certain registered bonds. With great difficulty the schedules, showing the payment of the interest on the several bonds referred to from the time of their first issue to date, were withdrawn from the Register's files, exhibited to Mr. Fales, and his acknowledgment obtained that the sig-

natures of Mr. Quail opposite each payment, from the time he purchased the bonds to his death, were regular and genuine.

Without withdrawing all interest schedules, vouchers, and powers of attorney, examining them carefully, comparing the signatures with those specially obtained from the parties purporting to have made those on the schedules and powers of attorney, and which, on account of the death of thousands, would now be utterly impossible, your committee could not be more positive about the correctness of this branch of the public business. Were such payments to be made to any considerable extent they would necessarily be speedily discovered. Letters calling for the interest due would follow as a matter of course; these would go either to the chief clerk of the Treasurer's office or some clerk in that of the Secretary of the Treasury; inquiry would ensue resulting in some detection.

MANNER OF CONDUCTING THE EXAMINATION.

Having now given a somewhat detailed statement of the actual condition and contents of the Treasurer's office, as far as the public funds are concerned, and having shown the falsity of the rumors which, some time ago, found their way into the public press, relative to the payment of coin interest on forged papers, your committee deem it proper, before going further, to explain to you the manner of conducting their examination, in order, not only to show its thoroughness, but also to exhibit to you the gratifying result of counting over a thousand millions of dollars in cash and securities, making a careful examination of the books and accounts, suggesting and inaugurating various reforms without even for a moment interrupting the current business of the office.

Commencing at the close of business on Saturday, the 9th of December last, the several vaults and safes containing the funds and securities of the office, excepting the vault in the division of national banks, containing the securities of said banks for circulation and deposits, were taken possession of and securely sealed. Your committee proceeded next to count the loose money in the cashier's vault, known as the teller's cash. This occupied the time of your committee, together with some twelve of the most expert counters in your office, who had been detailed for the purpose of assisting in the actual count of the moneys, until late that night. The following day, Sunday, the 14th of December, was devoted to an actual count of such of the moneys of the redemption division as would be necessary for the continuance of the business of that division the following morning.

A large proportion of the funds of the redemption division, having been previously counted and assorted ready for canceling and cutting, was cut, and, with such other moneys as were already cut and those known as discount moneys, was turned over to the proper officers and committee for final count and destruction, with directions to make a separate count of such funds and report the result to your committee. In this manner we succeeded on Monday morning, without hindrance or delay, to furnish the several branches of the office with the necessary funds for the business of the day. An accurate account was kept of the funds thus handed over, and the balance on hand at the time of taking possession of the vaults, &c., was kept separate from subsequent receipts and in possession or under the control of the committee. Some twenty additional expert counters having been detailed to assist the committee the count was proceeded with with due regard to the requirements of the several branches of the office. At the close of each day's business the outside funds were placed in their respective repositories under the supervision of some members of the committee, and, at the commence-

ment of it on each succeeding day, they were again turned over to the proper gentlemen. Subsequently, and before the balance of the funds on hand had been counted, the several officers and committee to whom certain moneys of the redemption division had been turned over, reported the result of their count, which were substantially in accordance with the amounts as claimed by the chief of that division and as shown by his books.

The correctness of the bulk of the coin on hand was ascertained by an actual count, made by the committee, of a bag of each denomination, and weighing the balance by their contents. Whenever in any bag the variation was too great, as was frequently the case, as herein before already shown, an actual count of its contents was made.

Of the vault in the division of national banks containing, as afore-said, the securities of said banks, your committee, to avoid embarrassment and because it was deemed perfectly safe to do so, (most of said securities consisting of registered bonds, and all of them having printed upon their back the object for which they were deposited, so that they could not be used for any improper purpose without discovery,) did not take possession until all the other funds of the office had been examined and counted, viz, at the close of business, Saturday, February 17, 1872.

PROOF OF THE CORRECTNESS OF ACCOUNTS.

The correctness of several of the accounts was ascertained and proven by sources outside of the Treasurer's office. Thus to prove the surplus fund the chief of the currency division and the chief of the Bureau of Engraving and Printing were called upon to furnish a statement showing the entire amount of United States notes (new issue) printed and turned over to the Treasurer. The books of the Register of the Treasury, and those of the independent treasury division of your office, were resorted to for the purpose of ascertaining the amount of said notes credited in the general Treasury account, the latter, deducted from the former, demonstrated the correctness of the surplus fund, viz:

| | |
|---|-----------------|
| Printed and delivered to the Treasurer of the United States up to and including December 9, 1871..... | \$359, 222, 000 |
| Issued and credited in general account..... | 209, 000, 000 |
| | <hr/> |
| Surplus on hand..... | 150 222, 000 |

A similar course was adopted with regard to the correctness of the gold and 3 per cent. certificates. All these certificates being issued through the office of the United States assistant treasurer at New York, the correctness of these accounts was established by the books of that office in conjunction with those of your own; thus according to the books of the currency division of your own office—

| | |
|--|---------------------|
| The entire amount of coin certificates printed and delivered to the Treasurer of the United States to and including December 9, 1871, was..... | \$483, 725, 000 |
| The amount received by the assistant treasurer at New York, per his own letter of January 5, 1872..... | 116, 800, 000 |
| On hand..... | <hr/> 366, 925, 000 |

| | |
|--|-----------------|
| Of 3 per cent. certificates, the amount printed was..... | \$160, 000, 000 |
| The amount received by the United States assistant treasurer at New York, per his letter of January 8, 1872..... | \$93, 000, 000 |
| Amount destroyed, January 8, 1869..... | 1, 980, 000 |
| | <hr/> |
| On hand..... | 94, 980, 000 |
| | <hr/> |
| On hand..... | 65, 020, 000 |

The several balances due the United States and disbursing officers thereof, as shown by the books of the cash-room and the accompanying statement of liabilities and assets, were verified partly by information obtained from external sources and partly by a comparison of the entries on the books with the funds on hand.

The books and records of the independent treasury division of your office containing a duplicate of the general account of the Treasurer as far as the *aggregate* balance is concerned, no division being there made of coin and currency, the correctness of that balance was known to some of the members of your committee beforehand. But while the aggregate balance of that account is correct, it has already been shown a large discrepancy was found to exist between the coin and currency as called for in it, *i. e.*, a deficiency of \$653,374.84 in the former, and if the amount actually found short be taken into consideration, a corresponding excess in the latter.

As the Treasurer had previously discovered that deficit, and was then engaged in its examination, your committee thought best not to interfere, but to have his examination continued. As will hereafter be shown by detailed statements, examined and verified by your committee, this discrepancy arose from crediting currency items as coin, charging coin-drafts paid as currency, and *vice versa*, and has by this time been almost entirely reconciled. So, also, has the difference of \$489.14 between the books of the accounting division and those of the cash-room.

The correctness of the balance reported to the credit of the Post-Office Department is certified by the Postmaster General. That of the national bank account has been proven by the books of the Comptroller of the Currency, who has control of the funds pertaining to this account.

Schedules furnished by the Comptroller, under date of January 16, 1872, call for the following amounts :

| | |
|--|-----------------------|
| For the redemption of circulating notes of banks in liquidation..... | \$2, 576, 748 85 |
| For the benefit of creditors of insolvent banks..... | 917, 283 17 |
| For the redemption of circulating notes of insolvent banks..... | 106, 985 10 |
| Total..... | 3, 601, 017 12 |

Which agrees with the amount called for.

The correctness of the balances reported to the credit of United States disbursing officers was ascertained by addressing a letter to each of the officers having an account with the Treasurer, and asking them to report to you the balances which they claimed to have had on deposit to their credit at the close of business on the 9th of December. In all but two cases the amounts claimed were either the same or less, the difference in the latter cases being accounted for by outstanding checks. One of the two excepted cases was that of the late pension agent, Collins, who has since been removed for the improper use of public funds, and the other that of Captain F. Whyte, in whose account the book-keeper of the Treasurer, by inadvertence, had charged a large draft of Commissioner W. Watts. The captain's report led to a further investigation, and the correction of the error. The remainder of the items enumerated on the statement of liabilities and assets were, as already stated, verified by an examination of the entries in the books, and a comparison with them of the vouchers and securities on hand.

Excepting, therefore, the differences in the coin and currency of the general account and the general daily cash-book or trial-balance, to which your committee is about to refer, in connection with the "Johnson defalcation," the books and accounts of the office, as far as we have been enabled to ascertain, appear to have been correctly kept.

JOHNSON DEFALCATION.

In the general daily cash-book or trial-balance, which, up to the time of the discovery of the above defalcation, was kept by "Seth Johnson,"* who was also interest-teller, the following false entries occur:

May 31, 1870.—The vault-clerk is credited with \$15,000, the amount having been delivered by him to Johnson as interest-teller. Instead, however, of charging himself with this amount, Johnson increases the liabilities of the redemption division by charging it with an imaginary receipt of \$15,000.

August 31, 1870.—Johnson credits himself with an excessive disbursement of \$10,000 by error in the aggregate, and charges a similar amount to the redemption division.

January 26, 1871.—He corrects these entries by charging himself with the sum of \$25,000, and crediting the redemption division with it in the nature of a "burning."

March 11, 1871.—Johnson credits the vault with \$25,000, an amount received by him from the vault-clerk, and charges the amount to the redemption division as a receipt of old fractional currency from the United States depository of Pittsburgh, Pennsylvania.

May 17, 1871.—Johnson was notified, as usual, by the chief of the redemption division of the daily receipts of that division. Among them were two remittances of mutilated currency of \$50,000 each; one from the United States assistant treasurer at New York City, and one from the same officer at Philadelphia. These he omitted to charge to the redemption division; nor did he credit them to the respective officers transmitting them, in the general Treasury account; so that credit for remittances of moneys of this kind to independent treasury officers being given them on the general *ledger* of the Treasury only, when the amounts are entered as receipts in the general *account* of the Treasurer on the books of the cash-room, these amounts became suspended items against the accounts of those officers, and were thus transferred to the general books of the Treasury, instead of having been entered on those of the cash-room. By this omission the cash of the redemption division was \$75,000 in excess of the amount charged against it on the daily cash-book, \$25,000 having, as already mentioned, been erroneously charged against that division March 1, 1871, and this sum of \$75,000 remained an available balance for his manipulations. Whenever he chose to use it he could charge it to the redemption division, and yet reconcile the cash with his cash-book.

September 11, 1871.—He received from the vault-clerk \$15,000, which he credited to the vault and charged to the redemption division by charging, as the aggregate day's receipt of that division, \$177,186.06, instead of \$162,186.06, as shown by the slip of the chief of that division.

October 12, 1871.—He received from the vault-clerk \$25,000, which he credited to the vault and charged partly to himself and partly to the redemption division, viz: he charges himself with \$15,000, and the redemption division, by error in the aggregate of daily receipts, with \$10,000. The same day, his attention having been called by the general book-keeper to the suspended item of \$50,000 in the Philadelphia account, he corrects that omission by charging the redemption division with it and crediting the amount to the assistant treasurer at Philadelphia in general account. The \$50,000 suspended item in the New York account remains, and is the amount actually abstracted and used by Johnson. With this amount the Treasurer should be charged, and

the assistant treasurer at New York credited, in general account. The amount since collected on Johnson's account should then be placed with the regular cash of the office, and the balance, viz, \$37,894.20, should, until varied by further collections or finally adjusted, be accounted for as the "Johnson defalcation."

It occurs to your committee in this connection that the question might be asked, why was Johnson's attention called to the Philadelphia suspended item and not to that of New York? We answer that, on account of the peculiar system of book-keeping which prevails in the Treasurer's office, remittances of currency charged by assistant treasurers not being credited in the general ledger until their receipt has been acknowledged by the redemption division and they have been credited in the general account on the books of the cash-room, and the fact that the New York office invariably makes its remittances of old currency in sums of \$50,000, and makes them much more frequently than any other independent treasury office, while the Philadelphia office makes its remittances in different sums and only at considerable intervals, the daily suspensions in the New York account frequently amount to hundreds of thousands of dollars, generally multiples of \$50,000, a difference of \$50,000 would readily escape attention, while in the Philadelphia account a uniform suspension of \$50,000 currency attracted the attention of the book-keeper.

To those who are familiar with the system of Treasury accounts, the manner of making up the daily trial-balance or daily cash, it will not seem at all strange that a shrewd and dishonest man, such as Johnson has shown himself to be, who, at the same time that he acts as interest-teller has access to large sums of public money and is charged with vast disbursements, is also intrusted with the keeping of the daily cash-book of the office, or rather the preparation of the daily trial-balance, should be able not only to defraud the Government but cover up his tracks in such a manner as to almost defy detection.

The great mistake in this case was to allow one and the same person to keep so important a book and to handle unlimited sums of public money at one and the same time.

Had his duties been confined to the books he could not have gotten or used any of the public funds without collusion with others.

This daily cash-book or trial-balance ought, in the opinion of your committee, to be kept under the immediate supervision of the assistant treasurer; it ought to be based upon the written reports of the several heads of the money branches of the office and the tellers, and those reports should be verified one with the other.

MARDEN DEFALCATION.

This defalcation consists in nine checks of F. A. Marden, numbered respectively, from 547 to 555, all dated June, 1870 :

| | |
|--|---------------|
| The first for | \$9,000 |
| The second | 1,000 |
| The third, fourth, fifth, sixth, seventh, and eighth, each for \$300 | 1,800 |
| And the ninth for | 200 |
| Total | <u>12,000</u> |

These checks were found among the interest-teller's cash, and their amounts were paid by Mr. Johnson; so that he is really partly responsible, too, for this defalcation. He must have known that he had no right to pay the checks of any one from the public funds, unless the

drawer of such checks had sufficient funds to his credit on the books of the office. Marden never had any disbursing funds to his credit on the Treasurer's books.

After deducting from this sum of \$12,000 the amount since collected on Marden's account, viz, \$586.03, the difference, \$11,413.97, should be reported as the "Marden deficit."

Many suggestions might be offered as to the best plan to avoid a recurrence of defalcations. Checks might be introduced which to those less familiar with such matters might be deemed quite sufficient for this purpose, but no check can be devised which will make a dishonest man honest, or which will keep him from peculation if he is brought in contact with the funds he desires to appropriate and has the means given him to cover up his frauds. The earnest attention of the Treasurer should therefore be directed to diminishing the opportunities for peculation and the successful covering of them up. The number of employés who have access to or handle the public funds should always be limited as much as possible; those who have such access should be held to a strict account; the correctness of their balances proven by occasional examinations by the cashier of the office and the general current cash balance of the office kept within as narrow a compass as practicable with the demands of business so that its correctness or incorrectness may at any time be ascertained by an actual count of funds on hand.

The deficit of \$73,906.35 which your committee found to exist in the funds of the office, and now reduced to \$61,214.52, is as nothing compared with the aggregate amount of funds and securities on hand and counted. Where the transactions aggregate millions daily, it must be a matter of pride for the Treasurer to point to his record, notwithstanding the above deficit. Still, it is to be regretted that *any* should exist, and if any changes can be devised by which similar occurrences as those of the Johnson and Marden defalcations can be avoided in future it ought to be done.

Where the many millions of new money necessarily kept on hand to replace the flood of old, mutilated, and defaced currency which finds its way to the Department for redemption, and which, technically speaking, is not money, are allowed to be mixed up with the current cash of the office, it is obvious that the actual and true condition of the office can never be ascertained without months of hard labor.

Your committee need only again to remind you that it took some thirty of the most expert counters of the Department nearly two months to make an actual count of the moneys on hand and under the control of the cashier and vault-clerk, whereas an examination of the books and cash balance of the office properly separated from the surplus fund, the surplus new fractional currency, the new gold and three per cent. certificates would have consumed but a very few days. Your committee would therefore most respectfully, yet urgently, recommend such a separation. There is no necessity whatever for the intermixture with the current cash of the office of either of the last mentioned classes of funds. The separation having been made, they should be placed in a separate vault, the combinations of which should, if it may be legally done, be held in joint possession of a representative both of the Secretary of the Treasury and the Treasurer of the United States in such a manner as that neither representative can have access to said vault in the absence of the other. A record should then be made by denominations and amounts by said representatives, and hereafter in lieu of the plan heretofore pursued, your committee would suggest that all deliv-

eries of new money by the Bureau of Engraving and Printing be, after count in the division of issues, made to these representatives jointly, a receipt signed by both given for each delivery and the amounts carefully verified with the books of said Bureau and entered in books to be kept by each representative. No funds should then be drawn from this vault except upon a draft signed by either the assistant treasurer or cashier, and said draft, if drawn for legal-tender notes, should be based upon a prior destruction of old notes, and should at no time exceed the amount of notes so destroyed, except when authorized in writing by the Secretary of the Treasury. When the draft is for fractional currency it should be based upon the actual wants of the current business. The same course should be pursued regarding coin and three per cent. certificates. This plan will establish an effective check upon the Treasurer as far as this vast amount of money is concerned, and give the Secretary such information in his own office concerning the surplus fund as will enable him more readily and satisfactorily to regulate the affairs of the Printing Bureau. As a more perfect check upon the redemption division of the Treasurer's office, your committee would recommend that all receipts of moneys for redemption, both by express and mail, be turned over to the chief clerk of the office or some branch of the office other than where it is counted, and that an accurate book-entry of the purported contents of each package and letter be made; the packages and letters should be sent to the redemption division, there examined and counted, and a report of their actual contents sent to the chief clerk or recording branch of the office, there to be entered opposite the original entries. The slips for payment, or credit, as the case may be, should also be made out by the recording branch, and after being certified by the chief of the redemption division, sent to the cash-room.

Your committee have thought that an entire separation of the cash department of the office of the Treasurer from the accounting department, and the establishment of a separate independent treasury office, upon the basis of other sub-treasuries, would simplify matters greatly. This, however, is merely offered as a suggestion, and is based upon the general rule that a person intrusted with keeping accounts ought not also to be allowed to handle moneys; the one should always be a check upon the other, and the best check of this kind would, in our opinion, be secured by a separation of the two branches of the office. The condition of the general Treasury account, as far as the separation of the coin and currency is concerned, shows that there is not that care exercised by some of the employes charged with keeping the accounts, that there should be; the office in this respect is very much in need of reform. Your committee would therefore recommend that the attention of the Treasurer be called to the thirteenth section of the act of August 26, 1842, Statutes at Large, volume 5, page 525, and that he be requested to instruct the chief clerk of his office hereafter to exercise a general supervision of the business of the office, look into and examine the affairs of the several branches, and see that proper checks are introduced and maintained, that all discrepancies, disallowances, and suspended items arising in any of the accounts be properly examined and adjusted, and that the discipline of the office be properly maintained by the removal of incompetent and inattentive clerks, and the advancement of such as are faithful and competent.

Your committee have taken the liberty to suggest to the proper gentlemen in the office some changes in the system of general book-keeping, which having been already adopted, or being in course of adoption, we do not deem it necessary to mention in detail.

The peculiar organization of the independent treasury system of which the Treasurer of the United States is the head, and the several assistant treasurers, designated and national bank depositaries, the branches, the intimate connection of these branches with the head, brings your committee to the consideration of the subject so often referred to in the annual report of the Treasurer and other communications, viz: the absence of the adjustment of independent treasury accounts by any of the accounting officers of the Treasury. There is, at present, no real check upon the transactions of those officers and banks other than that established by the books of the Treasurer and by the books of the independent treasury division of your own office. The latter, containing but one side of said accounts, furnishes, as a matter of course, but a partial and unsatisfactory check. Your committee would therefore recommend either that the attention of Congress be specially called to this matter, with a view to such further legislation as may be deemed necessary to secure a proper accountability on the part of such officers, and the auditing, &c., of their accounts, or, if existing laws are deemed to contain sufficient authority for the Secretary to secure the desired result, that he issue the necessary instructions for its accomplishment. A plan designed to secure this result is respectfully inclosed herewith.

Section three of the act of March 3, 1857, makes it the duty of each and every person who shall have moneys of the United States in his hands or possession, to pay the same to the Treasurer, the assistant treasurer, or public depositary of the United States, and take his receipt for the same in duplicate, and forward one of them *forthwith to the Secretary of the Treasury*. This law is complied with directly or indirectly in case of the deposit of all public moneys, excepting such as are made on account of semi-annual duty; those under present regulations, and contrary to the above act, are forwarded to the Treasurer of the United States, which ought not to be. This defect and apparent violation of law should be remedied *at once*, as by having all certificates of deposit recorded in one and the same office, and compared with the independent treasury accounts, greater correctness in said accounts and security for the public funds will undoubtedly be secured.

In conclusion it gives your committee pleasure to state that the Treasurer and his immediate subordinates, his assistant, and the cashier, afforded us every facility to make our examination as thorough and complete as possible; that we could ascertain nothing that would in any way implicate any of the other gentlemen of the office with the defalcation of Johnson or Marden, and especially that the rumors and statements published in the press pending this investigation concerning the complicity of the assistant treasurer and cashier are totally false. As already said, considering the vast transactions of his office, the result of this investigation is, in our opinion, decidedly flattering to the Treasurer.

The following papers and statements are herewith inclosed :

1. Balance-sheet of general ledger, cash division.
2. Statement of disbursing officers' balances.
3. Statement of details, showing erroneous classification, as far as the division of coin and currency is concerned, in the general Treasury account and in explanation of the difference between the coin and currency hereinbefore reported. This statement shows that the difference in the coin and currency is not the result of speculation but, as before stated, consists in an erroneous classification of entries.
4. Statement explaining the difference in the coin as between the books of the accounting division and those of the cash-room.

5. Schedules of the duties and employés of the several divisions and the books kept therein.
6. Statement of details of tellers' cash.
7. Proposed plan for the settlement, &c., of independent treasury accounts.
8. Statements of national bank moneys under the control of the Comptroller of the Currency.
9. Letters of United States disbursing officers.
10. Statements, in detail, of surplus fund.
11. Statements, in detail, of gold certificates.
12. Statements, in detail, of 3 per cent. certificates.
13. Statements, in detail, of coin balance.
14. Letter of Postmaster General, certifying correctness of Post-Office Department balance.
15. Statement of details of securities, &c., in loan and interest division.
16. Statement of details of notes and currency in redemption division.
17. Statements, in detail, of securities in national bank division.
18. Explanation of discrepancies in cash of redemption division, and sundry other papers.

We have the honor to be, very respectfully, your obedient servants,
 GEO. W. RIGGS,

Chairman.

S. E. MIDDLETON.
 J. H. SAVILLE.
 R. H. T. LEIPOLD.
 ROS. A. FISH.
 E. B. DASKAM.
 J. D. PATTON, JR.

Hon. GEO. S. BOUTWELL,
Secretary of the Treasury.

[Inclosure 1.]

Balance sheet of general ledger of cash division of the Treasurer's office for week ending December 9, 1871.

| | DR. | CR. |
|--|-----------------|-----------------|
| Cash balance | \$11,075,619 23 | |
| General Treasury balance: | | |
| General Treasury | \$32,181,520 75 | |
| Post-Office Department | 2,867 27 | |
| | ----- | \$32,184,388 02 |
| National bank account balance | | 3,601,017 12 |
| Interest on Pacific Railroad stock, (currency)..... | 687 29 | |
| Secretary of the Treasury, "bond account" | 78 90 | |
| Treasurer United States, agent for paying members House of Representatives, Forty-second Congress... | 35,165 60 | |
| Treasurer United States, as fiscal agent for payment of the public debt, (coin) | | 977,582 00 |
| Treasurer United States, as agent for certain creditors of Merchants' National Bank, Washington, D. C. | | 135,929 35 |
| Treasurer United States, as agent for certain creditors of First National Bank, New Orleans, La. | | 97,957 90 |
| Treasurer United States, unclaimed interest on public debt, (coin) | 40,681 60 | |
| Redemption account, United States notes, "new issue," (legal tender) | 1,761,977 00 | |
| Redemption account, United States notes, "issue of 1869" | 227,862 00 | |

| | DR. | CR. |
|---|-----------------|------------------|
| Redemption account, fractional currency, first issue.... | \$18 21 | |
| Redemption account, fractional currency, second issue.... | 20 35 | |
| Redemption account, fractional currency, third issue.... | 3, 025 62 | |
| Redemption account, fractional currency, fourth issue.... | 786, 794 35 | |
| Transfer account, currency, New York | 1, 373, 761 00 | |
| Transfer account, currency, Boston | 1, 351, 573 52 | |
| Transfer account, currency, Philadelphia | 1, 448, 624 95 | |
| Transfer account, currency, New Orleans | 845, 559 66 | |
| Transfer account currency, San Francisco | 2, 142, 864 76 | |
| Transfer account, coin, New York | | \$3, 006, 959 54 |
| Transfer account, coin, Boston | 340, 549 82 | |
| Transfer account, coin, Philadelphia | 264, 346 57 | |
| Transfer account, coin, New Orleans | 43, 638 29 | |
| Transfer account, coin, San Francisco | 174, 563 50 | |
| Amount due disbursing officers, currency | | 1, 561, 707 30 |
| Amount due disbursing officers, coin | | 6, 876 38 |
| Funded loan of 1841, currency | | 24 00 |
| 5-20 bonds of 1862, principal | 19, 558, 150 00 | |
| 5-20 bonds of 1862, interest | 96, 859 39 | |
| | 41, 572, 441 61 | 41, 572, 441 61 |

A. U. WYMAN,

Cashier, United States Treasurer's Office.

[Inclosure 2.]

Cash balances due United States disbursing officers at the United States Treasury, Washington, for week ending December 9, 1871.

| | |
|---|-------------|
| Abbott, B. V., disbursing-clerk | \$148 66 |
| Boutwell, Hon. Geo. S., (special account) | 1, 761 35 |
| Brown, S. P., navy-agent | 135 68 |
| Boutwell, Hon. Geo. S., (special account, No. 3) | 27, 500 00 |
| Bell, George, commissary of subsistence | 9, 788 43 |
| Birch, B., disbursing clerk | 22, 757 64 |
| Boutwell, Hon. Geo. S., (account of fines, penalties, &c) | 4, 618 58 |
| Bell, George, commissary of subsistence, (poor fund account) | 302 34 |
| Billings, J. S., assistant surgeon, United States Army | 104, 068 13 |
| Babcock, O. E., major of engineers | 27, 270 04 |
| Babcock, O. E., aqueduct account | 19, 094 40 |
| Belknap, W. W., Secretary of War, (poor fund account) | 4 92 |
| Boutwell, Geo. S., (special account, No. 2) | 50 00 |
| Coyle, Randolph, secretary M. and A. commission | 339 20 |
| Chenowith, G. D., disbursing clerk | 5, 011 78 |
| Cushing, C., attorney | 6 54 |
| Cash, J. C., paymaster Marine Corps | 8, 142 62 |
| Clark, Robert, pension agent | 246 69 |
| Collins, W. T., pension agent | 15, 726 88 |
| Clum, Colonel H. R., acting commissioner | 899 59 |
| Craig, Robert, assistant quartermaster | 3 75 |
| Cushing, M. B., paymaster Navy | 10, 154 64 |
| Delano, Hon. C., (coin account) | 70 05 |
| Delano, Hon. C., (Sac and Fox account) | 1, 965 51 |
| Delano, Hon. C., (Cherokee account) | 929 67 |
| Dimon, Theo. W., disbursing agent, (Department of State) | 10, 242 51 |
| Dimon, Theo. W., disbursing agent, (new building) | 91, 289 47 |
| Dutton, Lieutenant C. E., assistant commissary of subsistence | 19 91 |
| Eveleth, James, disbursing agent | 4, 518 31 |
| English, Charles S., collector | 376 71 |
| Eaton, J. H., paymaster | 105, 541 86 |
| Everett, Lieutenant W., Fourth Artillery | 91 49 |
| Elliot, George H., Engineer Corps | 19, 445 45 |
| Edmunds, J. M., postmaster | 5, 620 82 |
| Elliot, George H., aqueduct account | 15, 756 13 |
| Fuger, Lieutenant F., acting assistant quartermaster | 235 43 |
| Falls, A. J., disbursing-clerk | 552 50 |

| | |
|---|-----------------------|
| Fuger, Lieutenant F., assistant commissary of subsistence..... | \$1 22 |
| Graham, J. A., disbursing agent, (coin account)..... | 3, 658 65 |
| Graham, J. A., disbursing agent, (currency account)..... | 3, 301 82 |
| Gallaudet, E. M., superintendent..... | 4, 406 18 |
| Gorham, George C., (Comptroller's account)..... | 36, 984 26 |
| Gorham, George C., (contingent account)..... | 25, 859 40 |
| Grimes, George S., assistant commissary of subsistence..... | 456 92 |
| Gorham, George C., (salary account)..... | 11, 888 53 |
| Goldsborough, W., paymaster..... | 6, 448 18 |
| Hodges, H. C., quartermaster..... | 50 |
| Hilgard, J. E., disbursing clerk..... | 589 26 |
| Howgate, H. W., disbursing agent..... | 5, 717 07 |
| Haslett, C., disbursing clerk..... | 886 65 |
| Hogg, J. W., disbursing clerk..... | 2, 095 30 |
| Hobbs, Thomas J., disbursing clerk..... | 46, 221 79 |
| Hein, Samuel, disbursing clerk..... | 7, 407 97 |
| Hodge, J. L., paymaster..... | 5 50 |
| Hayden, F. V., United States Geologist..... | 16, 383 87 |
| Howard, General O. O., Commissioner Bureau Refugees, Freedmen, and Abandoned Lands..... | 327, 346 80 |
| Howard, General O. O., commissioner, freedmen and refugees' fund..... | 8, 452 41 |
| Jackson, C. C., paymaster, Navy..... | 10 92 |
| Jenkins, T. A., secretary Light-House Board..... | 4, 443 01 |
| King, Clarence, engineer..... | 2, 808 38 |
| Lamed, Charles T., paymaster..... | 11, 387 67 |
| Magruder, J. A., collector..... | 3 93 |
| Nichler, N., major engineers..... | 560 60 |
| McPherson, E., Clerk House of Representatives..... | 2, 195 04 |
| Murry, James D., paymaster, Navy..... | 05 |
| Myers, William, assistant quartermaster..... | 145, 892 38 |
| McCoy, J. C., aide-de-camp..... | 2, 609 47 |
| McMillan, J., disbursing officer..... | 13, 336 94 |
| McMillan, J., (special account)..... | 2, 196 35 |
| Moore, George O., secretary, &c..... | 5 44 |
| Nichols, C. H., superintendent Insane Asylum..... | 9, 026 92 |
| Nichols, C. H., agent Insane Asylum..... | 1, 650 23 |
| Otis, G. A., surgeon, United States Army..... | 1, 618 85 |
| Potts, John, disbursing clerk, (coin account)..... | 3, 051 45 |
| Potts, John, disbursing clerk, (currency account)..... | 7, 131 41 |
| Potter, J. B. M., paymaster..... | 81 |
| Risley, H. A., special agent..... | 689 47 |
| Robinson, J. H., special agent..... | 4, 240 29 |
| Rocheater, W. B., paymaster..... | 1, 123 48 |
| Roche, James R., disbursing clerk..... | 5, 071 01 |
| Seely, Erwin, United States Army..... | 6 29 |
| Spinner, Hon. F. E., special agent foreign property, &c..... | 16, 512 32 |
| Smoot, W. S., acting commissary subsistence, volunteers..... | 26 00 |
| Sharp, Alexander, United States marshal..... | 15, 140 00 |
| Stewart, Edwin, paymaster, Navy..... | 81, 155 43 |
| Stanton, T. H., paymaster, Army..... | 140 22 |
| Slack, W. B., quartermaster Marine Corps..... | 6, 068 12 |
| Sniffen, C. C., disbursing agent..... | 1, 453 63 |
| Stanton, T. H., (new account)..... | 02 |
| Stewart, Edwin, paymaster, (coin account)..... | 96 23 |
| Townsend, E. D., Adjutant General United States Army, (currency account)..... | 74, 783 16 |
| Tuttle, L. R., assistant treasurer United States, prize-money..... | 73, 632 47 |
| Thomas, D. G., acting division quartermaster..... | 61 13 |
| Tulloch, Thomas L., disbursing agent..... | 124 04 |
| White, F., M. S. K..... | 34, 339 61 |
| White, E. E., collector..... | 2, 708 51 |
| White, A. H. S., disbursing clerk..... | 54 00 |
| Watts, Frederick, Commissioner, (currency account)..... | 13, 828 44 |
| Total | 1, 568, 583 68 |

A. U. WYMAN,
Cashier, United States Treasurer's Office.

[Inclosure 3.]

Statement of details, showing erroneous entries, as far as the division of coin and currency is concerned, in the general Treasury account, and in explanation of the difference between the coin and currency, as found upon a careful examination by the cashier and receiving-teller of the Treasurer's office and verified by the committee.

| | |
|--|-------------------|
| Amount of coin called for by the books of the accounting division November 30, 1871..... | \$15, 895, 377 47 |
| To which add receipts from November 30 to December 9, 1871, transfer order..... | 5, 000, 000 00 |
| Coin coupons and gold certificates..... | 1, 381, 306 12 |
| National bank transfers of subscriptions to new loan..... | 95, 394 42 |
| Import duties, &c..... | 7, 500 02 |
| Amount of drafts outstanding, unpaid..... | 10, 745 93 |
| | <hr/> |
| Deduct drafts paid from November 30 to December 9, 1871..... | 22, 390, 323 96 |
| | 24, 344 35 |
| | <hr/> |
| Amount of coin called for December 9, 1871, as per books of accounting division..... | 22, 365, 979 61 |
| To this amount should be further added the following sums received in coin but charged to the Treasurer as currency; being errors discovered previous to December 9, 1871, but not yet corrected, viz: | |
| March 29, 1867..... | \$485 15 |
| February 1, 1868..... | 1, 154 10 |
| March 31, 1868..... | 53 |
| July 8, 1868..... | 1 30 |
| July 16, 1868..... | 80 |
| September 1, 1868..... | 2, 223 00 |
| April 20, 1869..... | 248 16 |
| July 19, 1870..... | 25 00 |
| March 11, 1871..... | 90 00 |
| Also amounts of drafts paid, credited twice: | |
| September 30, 1867..... | 01 |
| April 30, 1868..... | 485 94 |
| Also amount of coupons received from San Francisco, California, and not charged to the Treasurer..... | 3, 387 00 |
| | <hr/> |
| | 8, 030 99 |
| | <hr/> |
| | 22, 374, 010 60 |

And from it deducted coin items treated as currency:

| | |
|---|-------------|
| October 7, 1867, amount of transfer of gold certificates to New York not credited to the Treasurer..... | 5, 000 00 |
| January 11, 1863, draft paid, not credited..... | 500 00 |
| January 23, 1869, draft paid, not credited..... | 49 50 |
| February 13 and 20, 1869, drafts paid, not credited..... | 1, 484 90 |
| April 14, 1869, counter entry of receipts omitted..... | 117, 747 50 |
| January 31, 1870, error in receipts..... | 10 00 |
| August 13, 1870, error in receipts..... | 18, 000 00 |
| May 20, 1871, error in receipts..... | 100, 000 00 |
| | <hr/> |
| | 242, 791 90 |

| | |
|---|-----------------|
| Amount of coin called for December 9, 1871, taking into consideration errors previously discovered..... | 22, 131, 218 70 |
|---|-----------------|

This \$22,131,218.70 is the amount embodied in the report as the amount called for December 9, 1871, by the books of the accounting division.

If to this sum be added the several coin receipts subsequently discovered to have been charged to the Treasurer as currency, viz:

| | |
|--|-----------|
| November 2, 1863, interest on 6 per cent. bonds, 1831's... | 20 33 |
| November 6, 1863, interest on 6 per cent. bonds, 1831's... | 21 04 |
| November 7, 1863, interest on 6 per cent. bonds, 1831's... | 58 10 |
| January 5, 1864, interest on account Smithsonian fund.... | 1, 002 00 |
| January 5, 1864, interest on account Chickasaw Nation .. | 5, 182 25 |
| July 9, 1864, interest on account Chickasaw Nation | 5, 182 25 |
| July 9, 1864, interest on account Smithsonian fund..... | 1, 002 00 |
| July 15, 1864, interest on account Chickasaw Nation.... | 1, 085 93 |
| November 4, 1864, interest on account Chickasaw Nation... | 1, 830 00 |

| | | |
|--|------------|-------------|
| January 5, 1865, interest on account Chickasaw Nation, &c | \$6,184 25 | |
| May 11, 1867, bonds of 1867 and 1868 from New York.... | 40,587 19 | |
| January 10, 1867, bonds of 1867 and 1868 from New York | 3,724 60 | |
| August 27, 1866, 6 per cent. interest account bonds, 1861. | 4 83 | |
| | <hr/> | \$65,884 82 |

The amount of coin transfers charged as currency, viz :

| | | |
|---|------------|------------|
| February 18, 1864, New York transfer order, No. 1341 ... | 200,000 00 | |
| March 2, 1864, Philadelphia transfer order, No. 1378 | 100,000 00 | |
| March 4, 1864, New York transfer order, No. 1384 | 100,000 00 | |
| August 10, 1864, Boston transfer order, No. 1817 | 100,000 00 | |
| March 24, 1866, New York transfer order, No. 2877 | 300,000 00 | |
| September 12, 1864, Boston transfer order, No. 1881 | 2,800 00 | |
| September 17, 1864, New York transfer order, No. 1904 ... | 31,000 00 | |
| January 18, 1865, Boston transfer order, No. 2,163 | 1,865 00 | |
| | <hr/> | 835,665 00 |

The amount of coin to the credit of the Treasurer's transfer accounts in the following independent treasury offices not taken into account at the time a distinction was first made between coin and currency, (September 30, 1863,) viz :

| | | |
|---|-----------|------------|
| September 30, 1863, New York account | 82,283 71 | |
| September 30, 1863, Philadelphia account | 26,280 00 | |
| September 30, 1863, Boston account | 68,800 00 | |
| September 30, 1863, San Francisco account | 33,347 03 | |
| | <hr/> | 210,710 74 |

The amount of coin on hand as per cash-book not taken into account at the time a distinction was first made between coin and currency, (September 30, 1863)

| | | |
|---|-----------|-----------|
| | 77,874 37 | |
| Less amount due disbursing officers | 5,617 83 | |
| | <hr/> | 72,256 54 |

And the amount of certificates of indebtedness paid in currency, and for which the Treasurer was reimbursed in coin, viz

| | | |
|--|--|-----------|
| | | 17,716 53 |
|--|--|-----------|

The amount of coin called for will be

| | | |
|--|--|---------------|
| | | 23,333,452 33 |
|--|--|---------------|

From which amount, however, should be deducted the following sums, for which the Treasurer was erroneously reimbursed in currency, being sums paid by him in coin for old demand notes, viz :

| | |
|--------------------------|------------|
| October 19, 1863 | 83,000 00 |
| October 19, 1863 | 38,500 00 |
| October 29, 1863 | 67,400 00 |
| November 16, 1863 | 10,342 25 |
| November 25, 1863 | 187,616 00 |
| December 26, 1863 | 179,000 00 |
| April 1, 1864 | 24,570 00 |
| April 4, 1864 | 139,715 00 |
| May 10, 1864 | 40,000 00 |
| May 14, 1864 | 176,090 00 |
| May 27, 1864 | 58,000 00 |
| July 9, 1864 | 57,895 00 |
| July 22, 1864 | 54,640 00 |
| August 1, 1864 | 83,350 00 |
| August 25, 1864 | 24,060 00 |
| September 2, 1864 | 12,660 00 |
| September 9, 1864 | 10,640 00 |
| October 12, 1864 | 31,000 00 |
| December 10, 1864 | 71,495 00 |
| March 7, 1865 | 35 00 |
| April 18, 1865 | 8,500 00 |
| June 3, 1865 | 11,000 00 |
| August 19, 1865 | 65,000 00 |
| August 30, 1865 | 4,635 00 |
| September 16, 1865 | 6,575 00 |
| September 22, 1865 | 2,638 25 |
| September 29, 1865 | 1,685 00 |
| May 1, 1866 | 82 50 |
| May 15, 1866 | 53,000 00 |

28 CONDITION OF OFFICE OF UNITED STATES TREASURER.

| | | |
|--|-----------------|-----------------------|
| August 4, 1866..... | \$21,490 00 | |
| September 3, 1866..... | 265 00 | |
| September 10, 1866..... | 33 00 | |
| October 25, 1866..... | 2,290 00 | |
| December 6, 1866..... | 46,675 00 | |
| February 23, 1867..... | 12,560 00 | |
| March 21, 1867..... | 690 25 | |
| March 1, 1864..... | 227,810 25 | |
| Also amount of transfer order No. 1131, coin, November 28, 1863, erroneously reimbursed in currency..... | 1,500 00 | |
| Also the following drafts paid by Treasurer, in coin, reimbursed in currency, viz: | | |
| September 9, 1864, No. 1399..... | 1,100 00 | |
| September 10, 1864, No. 555..... | 240 00 | |
| September 14, 1864, No. 601..... | 240 00 | |
| September 23, 1865, No. 2967..... | 55,000 00 | |
| | | 1,873,007 50 |
| Less amount of partial payments made for these notes in currency by way of change, though payable in coin.... | 8,489 46 | |
| | | <u>\$1,864,518 04</u> |
| Showing the balance called for by taking into consideration the foregoing erroneous entries and omissions to be.. | | <u>21,468,934 29</u> |
| Amount called for as per report..... | \$22,131,218 70 | |
| Amount called for after making the above corrections..... | 21,468,934 29 | |
| Differenco..... | 662,284 41 | |
| Deficit in coin as per report..... | 653,373 63 | |
| Excess in coin*..... | 8,910 78 | |
| In endeavoring to reconcile the difference between the amount called for by the books of the accounting division and those of the cash-room mentioned in the report, viz, \$490.35, the following additional erroneous entries were discovered, as shown by inclosure No. 4: | | |
| Additional receipts not charged to the Treasurer..... | \$4,840 20 | |
| Less overcharges, &c..... | 1,319 85 | |
| | | <u>3,520 35</u> |
| Which if taken into consideration shows a present excess in the coin of the office of..... | | <u>5,390 43</u> |

This excess will very likely be found to be accounted for by further partial payments for demand notes which are payable in coin, in currency.

As a matter of course the several erroneous entries herein detailed, if corrected will cause a corresponding variation in the currency, (though they by no means affect the aggregate balance of cash called for,) so that at the time the receiving-teller submitted his statement of corrections, March 9, 1872, the books, if the erroneous entries as far as discovered had been corrected, would have shown a surplus of coin and a corresponding deficiency (in addition to the \$61,214.52 mentioned in the report) in the currency of \$8,910.78, and upon the adjustment of the difference between the books of the accounting division and those of the cash-room an excess in the coin and a corresponding deficit in the currency (in addition to the \$61,214.52 mentioned in the report) of \$5,390.43.

This remaining difference will no doubt be entirely explained in the manner indicated before many days.

* See note in report foot of page 6.

[Inclosure 4.]

Reconciliation of general Treasury coin account between books of cash division and division of accounts.

| | |
|---|-----------------|
| November 30, 1871 : | |
| Division of accounts, balance..... | \$15,660,616 56 |
| Accounts must add : | |
| Coupons, Saint Louis, March 6, 1869..... | \$1,491 00 |
| Receipts omitted November 17, 1868..... | 3,318 80 |
| For error in crediting cash division, September 19, 1867, coin coupon short in New York remittance..... | 30 00 |
| Receipts omitted, September 30, 1868..... | 40 |
| | 4,840 20 |
| | 15,665,456 76 |
| Accounts must deduct : | |
| Overcharge of receipts, August 31, 1867..... | 805 80 |
| Overcharge coupons, Saint Louis, December 31, 1867..... | 15 00 |
| Erroneous charge coupons, Saint Louis, March 6, 1869, (see item \$1,491 above)..... | 308 20 |
| Overcharge of receipts, May, 1867..... | 130 00 |
| Overcharge coupons, Boston, November 30, 1867..... | 1 50 |
| Overcharge coupons, Boston, May 10, 1869..... | 3 00 |
| Error in charging transfer from Omaha, March 7, 1868..... | 10 00 |
| Erroneous correction, November 30, 1871, (see item March 6, 1871, below)..... | 20 00 |
| Draft on Washington, (credited cash division, but paid by New York,) March 23, 1866..... | 26 35 |
| | 1,319 85 |
| | 15,664,136 91 |
| | 15,661,106 91 |
| Cash division, balance..... | \$15,661,106 91 |
| Cash division must add : | |
| Demand notes, Saint Louis, November 13, 1866, credited as currency, (transfer order No. 3225)..... | \$700 00 |
| Demand notes, Buffalo, September 12, 1868, credited as currency..... | 70 00 |
| Demand notes, Cincinnati, charged by accounts as coupons, credited as currency October 25, 1866, (transfer order 3212).... | 2,280 00 |
| | 3,050 00 |
| | 15,664,156 91 |
| Cash-room must deduct for amount erroneously entered as receipts March 6, 1871, (deposit on account subscription funded loan of 1881,) and counter entered March 20, 1871, as currency..... | 20 00 |
| | 15,664,136 91 |
| | 15,664,136 91 |

[Inclosure 5.]

General statement of the duties of the employes of the Treasurer's office, with a statement of the books kept and the business done.

TREASURY OF THE UNITED STATES,
Washington, January 27, 1872.

SIR: In compliance with your oral request, I beg to submit, for the information of your committee, the following statement of the work performed—aside from the general duties of chief clerk—books kept and persons employed in the chief clerk's room of the Treasurer's office:

WORK PERFORMED.

1. Opening, briefing, recording, and distributing the official mail received, and work incidental thereto.
2. Copying official letters written, and binding and indexing the press copies.
3. Making and copying a "daily statement of issues and redemptions" of United States currency.

4. Conducting all correspondence of a general nature, not properly belonging to any division of the office.

5. Preparing bonds of indemnity for execution before issuing duplicate drafts and transfer checks, and deducting correspondence relating thereto.

6. Miscellaneous work, such as preparing and distributing circulars, superintending annual report, making synopsis of Treasurer's rulings, telegraphing, and making telegraphic transfers of coin.

BOOKS KEPT.

1. Register of letters received, showing dates of letters, dates of receipt, names of writers, division or office to which referred, abstract of contents, and dates of answers.

2. Receipts for letters, containing receipts for all valuable letters, except those containing mutilated currency, distributed to divisions of this office, and for *all* letters referred to other offices.

3. Receipts for mutilated currency.

4. Daily statement of issues and redemptions, showing daily and total issues, destructions, deliveries for destruction, and amounts outstanding of each issue of United States currency.

5. Register of drafts and checks returned from the post-office as unclaimed.

6. Memoranda of telegraphic transfers.

7. Press copies of manuscript letters, and of blank forms A, B, C, D, F, and I, of which latter copies are inclosed.

8. Bound volumes of letters received.

9. Memoranda of certificates of deposit, delivered to the Secretary's office.

10. Record of mutilated currency lost in the mail.

PERSONS EMPLOYED.

Chief clerk, salary \$2,000 and \$700 additional compensation.

One clerk of class three.

One clerk of class two.

One clerk of class one.

One lady at \$900 per annum.

One messenger at \$340 per annum.

Very respectfully,

E. O. GRAVES,
Chief Clerk.

R. H. T. LEIPOLD, Esq.,
For Committee of Investigation.

List of employes of cash division, their salaries, duties, and the books kept by them.

Paying-teller, \$2,200, E. W. Hale—pays Treasury drafts, disbursing officers' checks, post office warrants, and makes change; keeps daily cash account of moneys received from vault disbursements, and balance on hand; reports to general cash balance book.

Receiving-teller, \$2,200, J. W. Whelpley—duties: examination of any accounts that may be required, and any duty assigned to him; keeps general cash balance book.

Assistant paying teller, \$2,000, H. A. Whitney—ships new notes and currency on transfer orders, redemption division orders, and for deposits made with depositaries; keeps record of the same by amounts, denominations, &c., keeps books of receipts of Adams's Express Company; reports daily to the general cash balance.

Assistant receiving-teller, \$2,000, F. W. Moffat—acting as receiving-teller; receives deposits on account of general Treasury and disbursing accounts; keeps book of cash receipts receives and pays Speaker's certificates; draws the currency transfer checks of this division; keeps register of collections on other offices for semi-annual duty, &c.; register of Speaker's certificates; keeps the books of certificates of deposit necessary for his desk; cash settlement book; reports to general cash balance.

Interest-teller, \$1,800, C. I. Jones—pays coin and currency coupons, interest notes, registered interest, original and unclaimed; keeps register of powers of attorney transmitted to Auditor; keeps copy of schedules of unclaimed interest paid; receives and examines three per cent. certificates; reports daily to general cash balance.

George Schermerhorn, \$1,800—with interest-teller.

John Greenwood, \$1,800—redemption of national bank notes that are redeemed by the Treasurer; assort same, prints, cancels, and delivers to Comptroller of Currency; keeps journal and ledger accounts with each bank for redemption of notes, also accounts of Comptroller of Currency; agent for creditors of banks that have failed.

F. A. Tavernis, \$1,200—assists in assorting and printing national bank notes.

Book-keeper, C. E. Coon, \$1,800—engaged generally on the books and accounts.

Book-keeper, F. A. Simons, \$1,800—keeps general cash-journals and ledgers of disbursing officers and impersonal accounts; makes weekly balances of debits and credits; examines books of disbursing officers; reports to Secretary of Treasury and division of accounts weekly balances.

Assistant to book-keeper, J. W. Babe, \$1,400—writes up books of disbursing officers; attends daily burnings of notes and currency on behalf of Treasurer, makes lists of Speaker's certificates for settlement of accounts, &c.

Book-keeper, E. R. True, \$1,800—examines transfer accounts, and performs such other duties as may be required.

A. Zoller, \$1,800—on transfer accounts and assists in other work.

Book-keeper, J. G. Rumsey, \$1,800—keeps books of Treasury, proper, and Post-Office Department; sends lists and accounts to Secretary and to Post-Office Department.

Corresponding clerk, A. R. Quaffle, \$1,800—receives letters that belong to this division; distributes them to the proper desks; receipts for all money packages; takes receipts upon delivery to tellers; keeps the books necessary for his desk, copies of printed forms of letters, &c.

B. B. Halleck, \$1,200—assistant to acting receiving-teller.

David McCurdy, \$1,400—assistant to Whitney, the assistant paying-teller.

Louis Burgdorf, \$1,200—sealer for assistant paying-teller; also assists generally in care of moneys from division of issues, &c.

Vault-teller, Henry Croggon, \$1,800—keeps account of all moneys and securities received in and issued from vault—gold, notes, &c.; reports daily to general cash balance; keeps daily cash balance of vault; statement of vault cash—gold, notes, &c.

William Behrens, \$1,800—in charge of pay-roll of Treasurer's office, and makes payment of salaries on approved rolls, of moneys received from the Department disbursing clerks, under direction of the cashier, to whose order checks are made by Disbursing-clerks Hobbs and Birch; keeps books of records, leaves, absences, &c.

Amos Cronse, \$1,200—acting as messenger.

T. J. Phillips, \$1,200—acts as sealer of packages when necessary, and generally assists in receipt and delivery of packages of money, and such other duties as may be required of him.

B. G. Underwood, \$1,600—assorts money, keeps books, or any duty that may be required of him.

Albert Wallace, \$1,800—assorts money received at the vault from tellers, takes $7\frac{1}{2}$ notes and other currency interest notes that are received from Treasury offices; forwards to Auditor; keeps book of requisition for same.

Daniel Taggart, \$1,400—in charge of hand printing-press; prints names of national banks on notes redeemed, indorsements on bonds deposited with, and withdrawn from, division of national banks.

H. H. Thompson, \$1,200—appointed January 15; engaged now upon the accounts; assigned as yet to no special desk.

Edward L. Jones, \$340—messenger.

Books formerly kept by C. L. Jones transferred to interest counter:

Ledger No. 1, issues and redemption of demand notes, legal-tender notes, "new issue," one-year notes, 1863, two-year notes, 1863; two-year coupon notes, 6 per cent. notes, 1863; 6 per cent. notes, 1864; fractional currency, first, second, and third issues; coin certificates, old issue; coin certificates, Washington 3 per cent. certificates. Ledger No. 2, United States notes, series 1869; fractional currency, first and second series; coin certificates, series 1870 and 1871; daily balance-book; daily issues and redemptions of notes, series 1869, and fractional currency, first and second series; issues and redemptions coin certificates; register of issue of United States notes, series 1869.

Names of employes in division of accounts, United States Treasurer's office, with the nature of the work upon which each is engaged, viz:

Charles L. Caron, principal book-keeper, in charge of distribution of mail; makes daily cash statement, and examines statements of assistant treasurers and United States depositaries; supervises reports of United States disbursing officers.

W. Williams, principal book-keeper: keeps book of receipts into the Treasury by assistant treasurers and United States depositaries; statistical ledger of such receipts; account of captured and abandoned property; register of warrants covering receipts.

J. F. Meline, jr., fourth-class clerk; keeps balances of moneys held by national banks; draws transfer orders and letters on such banks.

L. Falk, fourth-class clerk; keeps book of receipts into the Treasury by national bank depositaries; register of warrants covering such receipts.

A. L. Rutter, fourth-class clerk; keeps journal and ledger of receipts and disbursements by national bank depositaries.

F. Kroell, fourth-class clerk; keeps general ledger and journal; book of daily receipt reports by assistant treasurers and United States depositaries.

G. A. Mercer, fourth-class clerk; keeps journal and ledger of coin receipts and disbursements; book of letters to national banks in relation to missing transcripts.

J. H. Arnold, fourth-class clerk; keeps transfer register; book of uncovered receipts from all sources; pension-agents' ledger; memorandum book; journal and ledger funded loan 1881; transfer order book assistant treasurers United States depositaries.

Lewis Mann, fourth-class clerk; receives, distributes, and delivers warrants and drafts.

G. C. Chipman, fourth-class clerk; keeps numerical registers of warrants.

W. H. Pinnkett, third-class clerk; keeps classified register of pay and receipt warrants, and ledger of same.

W. M. Ferguson, third-class clerk; keeps register of receipt warrants by appropriation.

J. S. Snowden, third-class clerk; keeps register of pay warrants by appropriations.

F. C. Harris, first-class clerk; draws drafts on account of War, Navy, and Interior.

G. W. Center, third-class clerk; draws drafts on account of customs, Treasury, public debt, diplomatic service, War and Interior, (civil.)

C. H. Buxton, fourth-class clerk; draws drafts on account of internal revenue, quarterly salaries, and judiciary.

Thomas Petingale, fourth-class clerk; keeps register of drafts issued and paid.

Robert Patterson, second-class clerk; register of warrants, pay, and receipt for use in making up quarterly accounts.

T. J. Hurlburt, fourth-class clerk; register and files of covering warrants, and book of delivery of same.

S. M. Bootes, fourth-class clerk; quarterly settlements.

J. W. Green, third-class clerk; journal and ledger of post-office accounts.

C. F. Hurlbert, fourth-class clerk; making up quarterly reports of post-office accounts.

Willis Patten, fourth-class clerk; examining and mailing drafts.

Jesse M. Bassett, \$1,000 per annum; messenger, press-copy and files.

William Brown, \$840 per annum; messenger, books, &c.

George Holmes, \$600 per annum; messenger, general service.

Henry Weber, \$840 per annum; messenger, warrants.

Miss Kate Brady, \$900 per annum; examines drafts, and assort and attaches them to proper warrants when returned paid.

Miss S. M. Brady, \$900 per annum; examines and states disbursing officers' balances.

Miss M. J. Churchill, \$900 per annum; assists on disbursing officers' balances.

Mrs. Mary Stone, Mrs. Mary Courtney, Mrs. M. E. Cromwell, Mrs. M. Tod, Miss F. A. Finch, Miss Lena Relay, Miss Helen Peck, \$900 per annum; copyists.

Mrs. M. E. J. Dean, \$900; assists in making up accounts of Post-Office Department, (with Mr. Green.)

S. GUTHRIE,
Chief of Division.

DIVISION OF ACCOUNTS,

UNITED STATES TREASURER'S OFFICE, *January, 1872.*

Statement of the principal duties of employes of the division of national banks, office of Treasurer of the United States.

DIVISION OF NATIONAL BANKS, TREASURY OF THE UNITED STATES, *Washington, January 24, 1872.*

N. J. Rockwood has charge of the work pertaining to the collection of semi-annual duty from national banks. Fourth class.

John R. Croggon, vault-clerk, has the handling and care of all securities held here in custody of Treasurer of United States, and keeps an account of each deposit and withdrawal. Fourth class.

J. R. Hertford posts the general account of this division, examines Treasurer's receipts given for securities, keeps books of stock account, draws depositary receipts, &c. Third class.

O. A. Pennoyer keeps books of account of semi-annual duty received from banks, and assists Mr. Rockwood in the examination of returns from banks and in the work generally. Third class.

H. J. Morgan draws Treasurer's receipts for securities pledged for bank circulation, and enters bonds received in the stock accounts. Second class.

August Duddenhausen attends to withdrawal of securities held for circulation, writes letters to Comptroller of Currency describing bonds withdrawn, journalizes withdrawals, &c. Third class.

Sarah J. Carson is temporary assistant of the vault-clerk in counting, cutting coupons, and other like work.

James F. McGill, messenger, duties various in the work of the division and delivery of securities to the different offices of the Treasury.

A. W. EATON,
Chief of Division.

List of employés of the division of loans, Treasurer's office, and their duties, salaries, &c.

Adams, R. O., \$1,400—keeps journals and ledgers of bond purchases and record of five-twenties of 1862, redeemed; makes charge ticket for cashier, daily; assists in drawing quarterly checks.

Anderson, John S., \$1,600—draws all checks on New York, Philadelphia, and Boston; also quarterly checks for interest on funded loan; makes credit tickets for cashier.

Rowling, E. M., \$1,600—represents the Treasurer on counting committee.

Brown, J. E., \$1,600—represents Treasurer on burning committee.

Kingdom, John, \$1,400—schedules five-twenties received for redemption and visées all checks issued, and all letters, inclosing checks, and keeps record of funded loan of 1861.

Stieilin, Carl, \$1,600—keeps the record of 7½ notes redeemed and converted, of which there are now few; receipts for five-twenties for redemption, and keeps numerical registers of purchased five-twenties of 1862, and consols of 1865.

Weiler, Ferd., \$1,800—makes up the slips for redemption of five-twenties; makes computations for back of debt statement; keeps register of quarterly interest checks, and has the immediate oversight of redemption and conversion of five-twenties.

Wilson, W. W., \$1,800—keeps registers of coin coupons paid; record of five-twenties redeemed; record of bond purchases.

Cross, C. E., \$900—has charge of the coupon-room, in which there are eleven lady counters, and keeps the record of five-twenties received.

Pierce, Mrs R. A.—examines purchased bonds, and keeps the numerical registers of five-twenties of 1835, June 1834's, and consols of 1867 and 1868.

Steel, Mary C., \$900—makes schedules of five-twenties sent for redemption and computations of interest, and writes all letters inclosing checks on that account.

The following persons are employed in the coupon-room at a salary of \$900:

Forsyth, M. V., Greene, C. S., Heald, Anna, Jones, S. P., Kinch, E. L., May, J. G., Magruder, S., Norris, E. R. S., Reily, M. K., Thomas, L. J., Tuttle, S. M.

Very respectfully,

JAMES GILFILLEN,
Chief of Division.

FEBRUARY 3, 1872.

Duties of employés of division of issues.

The division of issues receives from the printing and separating bureau all the legal-tender notes and fractional currency that are issued by the Government, for circulation, for which a receipt is given by the chief of the division. The notes are counted and put up in parcels convenient for circulation, then inclosed in packages of four thousand notes each, and sealed with the seal of the United States Treasurer.

The fractional currency is counted, put up in parcels like the notes, placed in boxes made for that purpose, and sealed in the same manner as the notes.

The notes and fractional currency are then delivered to the cash division and a receipt is taken for the same. The daily receipts average about seven hundred thousand pieces, making one hundred packages or boxes.

The books kept in this division are, one for the record of legal-tender notes, one for fractional currency, one for counter record, and one for the receipts of the delivery of legal-tender notes and fractional currency to the cash division.

H. G. ROOT,
Chief of Division.

WASHINGTON, D. C., January 29, 1872.

FILES-ROOM, TREASURY OF THE UNITED STATES,
Washington, January 24, 1872.

Sir: In accordance with instructions, I have the honor to report the duties of this room as follows:

To take charge of all documents (books and papers) and arrange them in a manner convenient for reference, said documents being registered, numbered, and alphabetically in-

H. EX. 283—3

34 CONDITION OF OFFICE OF UNITED STATES TREASURER.

dexed. To take charge of all wrapping-paper, blotting-board, blanks of every description, all official envelopes, see that the supply does not become exhausted; to take care of all printed matter, in the shape of congressional documents, circulars, &c., and to perform such other duties not herein enumerated as may properly belong to a files-room.

Inclosed herewith will be found a form, showing, to some extent, the manner in which books and papers are registered and arranged; also, a list of the employés, &c.

All of which is respectfully submitted.

P. H. EATON.

In charge of Treasurer's Files-Room

R. H. T. LEIPOLD,
Committee.

Employés of Treasurer's files-room.

| Number. | Names. | Class. | Date of appointment. | State from whence appointed. | Remarks. |
|---------|------------------|--------|----------------------|------------------------------|--|
| 1 | P. H. Eaton | 4 | Aug. 16, 1865 | New York... | At present employed in division of issues. |
| 2 | W. T. Parker ... | 3 | — —, 1864 | Pennsylvania. | |
| 3 | Samuel Wallace. | 2 | Sept. 20, 1866 | New York.... | |
| 4 | T. B. Dulany ... | 1 | Dec. 5, 1870 | New York.... | |

Form of register, Treasurer's files-room.

| No. of Document. | Designation. | Numbers. | | Date. | |
|-----------------------|--|----------|--------------------------------|------------------------------|------------------------------|
| | | From— | To— | From | To— |
| | | 1 | Agency certificates of deposit | 1 | 100 | July 15, 1867 | July 28, 1870 |
| 2 | Balances to credit of disbursing officers, &c | | | Jan. 1, 1870 | June 30, 1871 |
| 3 | Cash receipts | 1 | 8 | Nov. 2, 1863 | Dec. 31, 1868 |
| 4 | Cash settlements, &c | | | | |
| 5 | Cash balances | | | | |
| 6 | Certificates of deposit, all kinds | | | | |
| 7 | Draft stubs, War, Navy, Treasury, Interior, &c | 3001 | 4000 | | |
| 8 | Daily reports of liabilities and assets | | | | |
| 9 | Express receipts | | | | |
| 10 | Exchange orders | | | | |
| 1 | Examination of United States bonds | | | | |
| 2 | Emancipation of slaves in District Columbia | | | | |
| 3 | Fractional currency | | | | |
| 4 | Gold notes and certificates | | | | |
| 5 | Internal revenue tax, &c | | | | |
| 6 | Journals | | | | |
| 7 | Ledgers, Treasury | 1 | 30, inc. | July 1, 1853 1829 1791 | Dec. 7, 1870 1863 1872 |
| 8 | Letters | | | | |
| 9 | Moneys delivered to Adams Express Company | | | | |
| 20 | National bank and other transcripts | | | | |
| 1 | Outstanding Post-Office Department warrants, checks, &c. | | | | |
| 2 | Powers of attorney | | | | |
| 3 | Paid transfer drafts, checks, &c. | | | | |
| 4 | Quarterly accounts, Treasurer's | | | | |
| 5 | Registers and records of every description | | | | |
| 6 | Sub-treasury ledgers, statements, &c. | | | | |
| 7 | Transfer orders, transcripts, Treasurer's accounts, &c. | | | | |
| 8 | Uncovered moneys | | | | |
| 9 | Vault cash | | | | |
| 20 | Warrant-books, registers, &c. | | | | |
| <i>Miscellaneous.</i> | | | | | |
| 1 | Blank-books of all kinds | | | | |
| 1 | Blanks | | | | |
| 1 | Circulars | | | | |
| 1 | Envelopes | | | | |
| 1 | Blotting-board | | | | |
| 1 | Wrapping-paper | | | | |
| 1 | Currency shield-cases, &c. | | | | |

REMARKS.—The few books, their dates, &c., are given to show manner in which they are registered put away, &c.; the register number on back of book showing its number, under head of case, the number of the case in which the book or paper is placed; a book in each case, upon which the receipt for book or paper removed is placed, so that it can be seen without delay by the receipts on file what books or papers have been removed.

P. H. EATON,
In charge.

[Inclosure 6.]

Explanation and details of the cash of the several tellers of the Treasurer's office.

PAYING-TELLER'S CASH.

| | |
|--|--------------|
| Notes | \$90, 186 00 |
| Fractional currency | 9, 269 00 |
| Nickels | 332 76 |
| A check for \$263, of which only part had been paid, viz | 241 20 |
| Fractional currency, (mixed) | 21 26 |
| Amount short | 20 |
| | 100, 050 42 |

NOTE.—There was also found among the paying-teller's cash not counted as part of the cash of the office, the following, viz: A revenue marine check, not paid, \$383.06; a special

36 **CONDITION OF OFFICE OF UNITED STATES TREASURER.**

deposit from Lewis Johnson & Co., to pay duplicate Treasury draft No. 2469, Treasury warrant No. 1148, the original having been paid by them on forged indorsement, \$252.50; a counterfeit \$10 note belonging to the cash.

CASH OF DIVISION OF ISSUES.

| | |
|---------------------------|---------|
| Notes | \$15 00 |
| Fractional currency | 35 00 |
| | 50 00 |

RECEIVING-TELLER'S CASH.

| | |
|------------------------------------|------------|
| Notes | \$5,510 00 |
| Fractional currency and note | 5 35 |
| | 5,515 35 |

ASSORTING CLERK'S CASH.

| | |
|-------------|--------------|
| Notes | \$112,800 00 |
|-------------|--------------|

ASSISTANT PAYING-TELLER'S CASH.

| | |
|---|-------------|
| Mixed notes, fractional currency, and notes | \$10,046 28 |
| Notes | 19,500 00 |
| Fractional currency | 3,150 00 |
| | 32,696 28 |

NOTE.—The following special deposits made to secure contracts with Major Elliott, are included in assistant paying-teller's cash, viz :

| | |
|---|----------|
| Lee, Palmer & Co. | \$500 00 |
| Lee, Dougherty & Co., money \$400, bond, \$100. | 500 00 |
| Lee, Dougherty & Co | 500 00 |
| J. W. Vanderburgh | 2,000 00 |
| Lee, Dougherty & Co | 500 00 |
| | 4,000 00 |
| P. W. Whitecomb, bonds subscribed for but not yet called for, 1881s | \$600 00 |
| Thomas Harvey, bonds subscribed for but not yet called for | 1,000 00 |
| | 1,600 00 |

The carrying of special deposits in teller's cash is very objectionable, and ought not to be allowed.

INTEREST-TELLER'S CASH CURRENCY.

| | |
|--|-----------|
| 7 ^h coupons | \$193 45 |
| 6 per cent. compound-interest notes | 3,808 86 |
| 5 per cent. notes | 1,200 50 |
| 7 ^h notes | 2,176 64 |
| Registered interest paid | 5,040 00 |
| Mixed notes | 8,587 45 |
| Burned compound-interest notes, rejected by Comptroller | 23 88 |
| Bank-note, bank in liquidation | 2 00 |
| 5 per cent. note, partially destroyed. | 50 00 |
| 6 per cent. note, compound interest, rejected by Comptroller | 59 70 |
| F. A. Marden's checks | 12,000 00 |
| | 33,142 49 |

NOTE.—Marden's checks as follows :

| | |
|---------------------------|------------|
| No. 547, June, 1870 | \$9,000 00 |
| No. 48, June, 1870 | 1,000 00 |
| No. 49, June, 1870 | 300 00 |
| No. 50, June, 1870 | 300 00 |
| No. 1, June, 1870 | 300 00 |
| No. 2, June, 1870 | 300 00 |

| | |
|---------------------------|-----------|
| No. 3, June, 1870 | \$300 00 |
| No. 4, June, 1870 | 300 00 |
| No. 555, June, 1870 | 200 00 |
| | 12,000 00 |

INTEREST TELLER'S CASH, COIN.

| | |
|---|--------------|
| Gold | \$2,659 00 |
| Silver | 2 43 |
| Currency warrant paid in coin, notes now held in lieu of coin..... | 7,705 25 |
| Coupons..... | 3,566 00 |
| Chief of loan and interest division debtor to one coupon borrowed to replace one short, January 5, 1869 | 30 00 |
| Coupons not yet due..... | 17 50 |
| Damaged coin | 2 50 |
| Interest checks paid | 4,516 24 |
| Registered interest paid, viz : | |
| Funded loan..... | 840,153 83 |
| Funded loan..... | 9,928 50 |
| Funded loan..... | 33,003 00 |
| Unclaimed interest paid..... | 41,493 50 |
| Interest paid, loan of February 25, 1862 | 40,797 00 |
| Interest paid, loan of March 3, 1864..... | 300 00 |
| Interest paid, loan of June 30, 1864..... | 17,932 50 |
| Interest paid, loan of March 3, 1865..... | 29,740 50 |
| Receipt of Jay Cooke & Co. for $\frac{1}{16}$ per cent. commissions on sale of \$52,844,850 funded loan..... | 165,140 15 |
| Commissions paid to Messrs. Lees & Waller for transfer of coin from California | 7,700 00 |
| | 1,204,687 90 |

NOTE.—The bills for commissions paid Messrs. Lees & Waller ought not to be carried as cash. They should be sent to the Secretary, to be by him referred for settlement and payment in the usual way.

INSOLVENT BANKS, TELLER'S CASH.

| | |
|----------------------|--------------|
| Packages | \$432,010 00 |
| Printed | 26,500 00 |
| Box | 20,700 00 |
| Trays | 220,843 |
| | 700,053 80 |
| Leas cash over | 53 80 |
| | 700,000 00 |

[Inclosure 7.]

Proposed plan to secure the proper adjustment of independent treasury accounts.

That a general order shall be issued by the Secretary of the Treasury, as follows:

1. That on and after the 30th day of June, 1872, there shall be issued by the Treasurer, assistant treasurers, designated and national bank depositaries, for all moneys deposited with them to the credit of the Treasurer of the United States, certificates of deposit in duplicate or triplicate, as may hereafter be determined, in each particular case; such certificates to be in all cases given to the depositors, with directions to forward the original to the Secretary of the Treasury; and for all moneys deposited with them by disbursing officers or agents of the United States to their own personal credit, receipts in duplicate, with similar directions to forward the original receipt to the Secretary.

2. That all depositors of public moneys forward immediately upon their receipt, or as soon thereafter as practicable, the originals of all certificates of deposit or receipts directed to be so used in the foregoing paragraph, to the office of the Secretary of the Treasury.

3. That the Treasurer of the United States furnish the Secretary of the Treasury, daily, with a list of all drafts and transfer orders issued, showing their character and amount as

well as the depository upon which drawn or issued; also, a list of all drafts and transfer orders paid and canceled, together with such paid and canceled drafts or orders, their payment having first been properly noted in his books, and the drafts appended to the warrants upon which they were issued.

4. That proper books be prepared, and a careful and complete record kept in the office of the Secretary, of all certificates of deposit, disbursing officers' receipts, drafts issued, drafts paid and canceled, transfer orders drawn, and transfers made.

5. That the Treasurer, assistant treasurers, designated and national bank depositaries shall, in addition to their daily and weekly transcripts, render quarterly accounts, to be known as "General Treasury" accounts, charging themselves with all amounts received, and crediting themselves with all payments and transfers made; these accounts to be forwarded to the Secretary of the Treasury, and to be properly verified with the records of the certificates of deposit, drafts, and transfers paid, heretofore provided for.

6. That with the accounts so verified shall be filed the original certificates of deposit and the drafts and transfers paid, and they shall then be referred to the proper accounting officers for settlement.

7. Quarterly accounts shall also be rendered by the Treasurer, assistant treasurers, designated and national bank depositaries, to be known as "disbursing officers' deposit accounts," showing the amounts deposited with them by disbursing officers or agents to their own personal credit, and the amounts paid. With these accounts should be forwarded all paid and canceled disbursing officers' checks; and after the Comptroller shall have certified the correctness of the accounts, all such checks shall be by him referred to the proper bureau, in which the officers accounts drawing them shall be adjusted, to be appended to and filed with the vouchers in payment of which they were given; and hereafter no credit is to be allowed to any officer for any voucher paid by check, unless such voucher is accompanied by the proper paid and canceled check.

8. To facilitate the filing of the checks referred to in the preceding paragraph, it is hereby made the duty of every disbursing officer or agent of the United States, in whatever capacity or branch of the public service employed, except officers of the Post-Office Department, when taking a receipt from a public creditor, to cause the character of the funds in which payment is made to be specified in writing, setting forth whether the same is in money or by check; and if payment is made by check, the number, date, amount, payee, the office or bank on which drawn, and whether drawn to bearer or order, shall be specifically set forth in the receipt and form a part thereof; and furthermore, besides noting the foregoing requirements on the vouchers, every such officer shall also note upon each check such reference to the voucher in payment of which the check is given as shall facilitate the assorting and filing of the same with the proper vouchers.

9. The settlement of the Treasurer's "general account" of receipts and expenditures shall hereafter be based upon that of the different "general Treasury accounts" herein directed to be rendered, and adjusted by merging the aggregate amounts of receipts and expenditures.

[Inclosure 8.]

Statements of funds under the control of the Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
Washington, January 16, 1872.

SIR: I have the honor to hand you herewith, as requested in your letter of the 11th instant a schedule of lawful money deposited with the Treasurer of the United States for the redemption of the circulating notes of liquidating banks; a similar schedule of lawful money deposited for the redemption of the circulating notes of insolvent banks, and a schedule of balances held by the Treasurer of the United States, subject to my order, for the benefit of the creditors of insolvent banks; all of which have been carefully compiled from the books of this office.

Very respectfully,

H. R. HULBURD
Comptroller.

Hon. GEORGE S BOUTWELL,
Secretary of the Treasury.

CONDITION OF OFFICE OF UNITED STATES TREASURER. 39

Schedule of lawful money deposited with the Treasurer of the United States up to and including the 9th day of December, 1871, for the redemption of the circulating notes of banks in liquidation, the amount redeemed by the Treasurer, and the amount remaining on deposit, as shown by the books of the Comptroller of the Currency.

| Name and location of bank. | Lawful money deposited. | Redeemed by Treasurer of United States. | Balance on deposit. |
|---|-------------------------|---|---------------------|
| The First National Bank of Carondelet, Missouri..... | \$25,500 00 | \$23,348 75 | \$2,151 25 |
| The First National Bank of Columbia, Missouri..... | 11,990 00 | 9,425 00 | 2,565 00 |
| The First National Bank of Jackson, Mississippi..... | 40,500 00 | 20,515 00 | 19,985 00 |
| The Farmers' National Bank of Waukesha, Wisconsin..... | 90,000 00 | 74,320 25 | 15,679 75 |
| The First National Bank of Cedarburgh, Wisconsin..... | 73,000 00 | 40,469 50 | 31,530 50 |
| The First National Bank of South Worcester, New York..... | 152,900 00 | 83,805 75 | 69,094 25 |
| The Commercial National Bank of Cincinnati, Ohio..... | 345,950 00 | 227,445 50 | 118,504 50 |
| The First National Bank of Oskaloosa, Iowa..... | 63,745 00 | 33,433 03 | 30,309 95 |
| The Appleton National Bank, Wisconsin..... | 45,000 00 | 23,276 50 | 21,723 50 |
| The First National Bank of Marion, Ohio..... | 105,833 00 | 55,755 15 | 50,077 85 |
| The National Bank of Lansingburgh, New York..... | 123,000 00 | 78,487 65 | 44,512 35 |
| The First National Bank of Saint Louis, Missouri..... | 179,990 00 | 86,574 50 | 91,415 50 |
| The First National Bank of Dayton, Ohio..... | 132,100 00 | 61,476 70 | 50,623 30 |
| The First National Bank of Hallowell, Maine..... | 50,850 00 | 24,986 00 | 25,864 00 |
| The First National Bank of Frostburgh, Maryland..... | 40,750 00 | 23,304 00 | 18,446 00 |
| The Second National Bank of Des Moines, Iowa..... | 40,300 00 | 23,642 50 | 16,657 50 |
| The Merchants and Mechanics' National Bank of Troy, N. Y..... | 170,850 00 | 101,474 60 | 69,375 40 |
| The First National Bank of Skaneateles, New York..... | 128,415 00 | 63,474 30 | 44,940 70 |
| The First National Bank of Bluffton, Indiana..... | 41,250 00 | 19,433 03 | 21,797 00 |
| The National Bank of Chemung, Elmira, New York..... | 90,000 00 | 60,083 75 | 29,916 25 |
| The National Bank of North America, New York, New York..... | 267,200 00 | 132,699 65 | 134,500 35 |
| The Pacific National Bank, New York, New York..... | 130,375 00 | 77,537 50 | 52,737 50 |
| The Grocers' National Bank, New York, New York..... | 39,440 00 | 12,208 00 | 27,232 00 |
| The National Union Bank, Rochester, New York..... | 189,950 00 | 107,513 75 | 82,436 25 |
| The Savannah National Bank, Georgia..... | 85,000 00 | 44,366 25 | 40,633 75 |
| The First National Bank, Decatur, Illinois..... | 85,250 00 | 54,641 15 | 30,608 85 |
| The National Bank of Whites town, New York..... | 44,500 00 | 25,149 00 | 19,351 00 |
| The First National Bank of Vinton, Iowa..... | 41,615 00 | 23,023 73 | 18,591 25 |
| The First National Bank of Berlin, Wisconsin..... | 40,077 00 | 16,447 10 | 23,629 90 |
| The National Mechanics and Farmers' Bank, Albany, N. Y..... | 266,540 00 | 142,027 75 | 124,512 25 |
| The First National Bank of Lebanon, Ohio..... | 85,000 00 | 41,023 75 | 43,976 25 |
| The National Union Bank of Owego, New York..... | 62,850 00 | 200 00 | 62,650 00 |
| The Chemung Canal National Bank, Elmira, New York..... | 86,500 00 | 33,642 15 | 52,857 85 |
| The National Insurance Bank, Detroit, Michigan..... | 75,500 00 | 15,500 00 | 60,000 00 |
| The State National Bank, Saint Joseph, Missouri..... | 86,187 00 | 35,200 00 | 50,987 00 |
| The National Exchange Bank, Lansingburgh, New York..... | 65,692 00 | 30,601 90 | 35,090 10 |
| The Saratoga County National Bank, Waterford, New York..... | 127,000 00 | 23,200 00 | 103,800 00 |
| The First National Bank, Des Moines, Iowa..... | 89,300 00 | 36,500 00 | 52,800 00 |
| The First National Bank of Fenton, Michigan..... | 49,500 00 | 9,500 00 | 40,000 00 |
| The National State Bank of Dubuque, Iowa..... | 112,600 00 | 2,500 00 | 110,100 00 |
| The Farmers' National Bank of Richmond, Virginia..... | 76,500 00 | ..... | 76,500 00 |
| The First National Bank of Cuyahoga Falls, Ohio..... | 32,400 00 | ..... | 32,400 00 |
| The Ohio National Bank, Cincinnati, Ohio..... | 203,000 00 | ..... | 200,000 00 |
| The First National Bank of Clarksville, Virginia..... | 27,000 00 | ..... | 27,000 00 |
| The Central National Bank of Cincinnati, Ohio..... | 150,000 00 | ..... | 150,000 00 |
| The United National Bank of Winona, Minnesota..... | 44,125 00 | ..... | 44,125 00 |
| The Muskingum National Bank of Zanewilla, Ohio..... | 10,000 00 | ..... | 10,000 00 |
| The Fourth National Bank of Indianapolis, Indiana..... | 20,000 00 | ..... | 20,000 00 |
| The First National Bank of Wellsburgh, West Virginia..... | 45,000 00 | ..... | 45,000 00 |
| Total..... | 4,625,904 00 | 2,049,155 15 | 2,576,748 85 |

Schedule of balances on deposit with the Treasurer of the United States, subject to the order of the Comptroller of the Currency, for the benefit of the creditors of insolvent banks, on the 9th day of December, 1871.

| Name and location of bank. | Balance on deposit. |
|---|---------------------|
| The Vengeance National Bank of Franklin, Pennsylvania..... | \$89,697 58 |
| The First National Bank of Selma, Alabama..... | 109,044 58 |
| The First National Bank of New Orleans, Louisiana..... | 439,711 83 |
| The National Unadilla Bank of Unadilla, New York..... | 46,009 34 |
| The Farmers and Citizens' National Bank of Brooklyn, New York..... | 44,781 63 |
| The Crown National Bank of the City of New York..... | 4,046 15 |
| The First National Bank of Bethel, Connecticut..... | 37,013 43 |
| The First National Bank of Keokuk, Iowa..... | 2,817 34 |
| The National Bank of Vicksburgh, Vicksburgh, Mississippi..... | 7,499 88 |
| The Merchants' National Bank of Washington, District of Columbia..... | 33,968 34 |
| The First National Bank of Rockford, Illinois..... | 5,415 48 |
| The First National Bank of Nevada, at Austin, Nevada..... | 106,284 61 |
| Total..... | 917,283 17 |

40 **CONDITION OF OFFICE OF UNITED STATES TREASURER.**

Schedule of lawful money deposited with the Treasurer of the United States up to and including the 9th day of December, 1871, for the redemption of the circulating notes of insolvent banks, the amount redeemed by the Treasurer, and the amount remaining on deposit, as shown by the books of the Comptroller of the Currency.

| Name and location of bank. | Lawful money deposited. | Redeemed by Treasurer of United States. | Balance on deposit. |
|--|-------------------------|---|---------------------|
| The First National Bank of Attica, New York | \$44,000 00 | \$40,897 50 | \$3,102 50 |
| The First National Bank of Medina, New York | 40,000 00 | 36,806 75 | 3,193 25 |
| The First National Bank of New Orleans, Louisiana | 180,000 00 | 164,510 50 | 15,489 50 |
| The First National Bank of Selma, Alabama | 85,000 00 | 77,316 75 | 7,683 25 |
| The First National Bank of Keokuk, Iowa | 90,000 00 | 89,639 50 | 7,360 50 |
| The First National Bank of Bethel, Connecticut | 98,300 00 | 92,339 50 | 3,960 50 |
| The First National Bank of Rockford, Illinois | 30,240 00 | 32,483 00 | ..... |
| The Merchants' National Bank of Washington, Dist. Columbia. | 180,000 00 | 167,829 25 | 12,170 75 |
| The Venango National Bank of Franklin, Pennsylvania | 85,000 00 | 78,698 50 | 6,371 50 |
| The Tennessee National Bank, Memphis, Tennessee | 90,000 00 | 82,198 75 | 7,801 25 |
| The Farmers and Citizens' National Bank of Brooklyn, N. Y. | 253,900 00 | 229,853 00 | 24,047 00 |
| The Croton National Bank of the City of New York | 180,000 00 | 164,917 65 | 15,082 35 |
| The National Bank of Vicksburgh, Mississippi | 25,500 00 | 18,708 75 | 6,791 25 |
| The National Unadilla Bank, New York | 100,000 00 | 93,005 25 | 6,994 75 |
| The First National Bank of Nevada, Austin, Nevada | 59,393 75 | 70,214 00 | ..... |
| Less excess of redemptions over deposits for First National Bank of Rockford and First National Bank of Nevada | | | 120,048 35 |
| | | | 13,063 25 |
| Total | 1,469,333 75 | 1,362,349 65 | 106,985 10 |

[Inclosure No. 9.]

Letters from disbursing officers showing the balances which they claim to have to their credit at the close of business, December 9, 1871.

NOTE.—The few officers who have failed to reply to Department's request to furnish their balances (excepting C. C. Sniffen, disbursing clerk, Executive Mansion, G. A. Otis, surgeon, United States Army, Clarence King, engineer, &c., J. C. McCoy, aide-de-camp, who, though called upon, have up to this time failed to furnish the required statements) are either out of service or dead, and the balances to their credit are supposed to represent outstanding checks.

BOARD OF PUBLIC WORKS, DISTRICT OF COLUMBIA,
OFFICE SUPERINTENDENT STREETS, AVENUES, AND ALLEYS,
Washington, D. C., January 24, 1872.

SIR: In reply to your favor of January 12, I have the honor to state that I do not claim to have had any balance to my credit with the Treasurer of the United States on the 9th December, 1871.

Very respectfully,

GEO. W. BALLOCH,

Bvt. Brig. Gen. Vols., late Chief Disbursing Officer Bureau R., F. and A. L.

HON. SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,
Washington, D. C., January 19, 1872.

SIR: In reply to the inquiry in circular letter dated the 12th instant, as to the balance I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th December, 1871, I have the honor to state that my books show the balance to have been \$22,644.39.

I am, very respectfully,

BUSHROD BIRCH,
Disbursing Clerk.

HON. GEORGE S. BOUTWELL,
Secretary of the Treasury.

OFFICE OF PUBLIC BUILDINGS AND GROUNDS,
CORNER PENNSYLVANIA AVENUE AND TWENTY-FIRST STREET,
Washington, D. C., January 19, 1872.

SIR: In reply to your circular letter of the 12th instant, I have the honor to inform you that, at the close of business on the 9th of December, 1871, the balance of disbursing funds to my credit with the Treasurer of the United States at Washington, D. C., was—

| | |
|---|-------------|
| On account Washington aqueduct | \$33,977 66 |
| On account public buildings, grounds, and works | 8,886 88 |
| Total | 42,864 54 |

Very truly, yours,

O. E. BABCOCK,
Major of Engineers, United States Army..

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

WASHINGTON, D. C., January 19, 1872.

SIR: In compliance with your request of the 12th instant, I have the honor to submit the following statement of balances claimed by me as standing to my credit with the Treasurer of the United States, at the close of business on December 9, 1871:

| | |
|---|------------|
| On account of the medical and hospital department, 1872 | \$9,236 65 |
| On account of the medical and hospital department, 1871 | 22,220 24 |
| On account of the medical and hospital department, 1870 | 62,118 37 |
| On account of the medical museum and library, 1872 | 707 88 |
| On account of sick and discharged soldiers..... | 8,851 94 |
| Total | 103,135 08 |

In this statement checks drawn by me up to 3 p. m. December 9 have been deducted; but, as some of them had probably not been presented, the actual balance should be somewhat in excess of that above claimed.

Very respectfully, your obedient servant,

J. V. BILLINGS,
Assistant Surgeon, United States Army.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.



WAR DEPARTMENT,
BUREAU OF REFUGEES, FREEDMEN, AND ABANDONED LANDS,
Office Chief Quartermaster, Washington D. C., January 25, 1872.

SIR: In reply to circular of 12th January, 1872, calling for "the balance of disbursing funds which you claim to have had to your credit with the Treasurer of the United States at Washington, D. C., on the 9th of December, 1871," I have the honor to state my accounts as disbursing officer were closed, as per certificate of the Third Auditor of the Treasury, dated November 4, 1871.

Very respectfully,

J. M. BROWN,
Chief Quartermaster.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

WAR DEPARTMENT,
Washington City, January 25, 1872.

SIR I have the honor to acknowledge the receipt of your circular (No. 5) of the 12th instant and to say in reply that I claim to have had to my credit with the Treasurer of the United States on the 9th December last, the sum of \$4,92 "poor-fund account."

Very respectfully, your obedient servant,

WM. W. BELKNAP,
Secretary of War.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

42 **CONDITION OF OFFICE OF UNITED STATES TREASURER.**

WASHINGTON, D. C., *January 20, 1872.*

DEAR SIR: In answer to your circular of the 12th instant, received yesterday, I have to say that the amount of funds to my credit with the Treasurer of the United States at Washington at the close of business on the 9th instant was \$18,796.18.

Very respectfully,

WM. T. COLLINS,
United States Pension Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

WASHINGTON, D. C., *January 23, 1872.*

DEAR SIR: In answer to your letter of the 22d instant, I have to say that the balance of disbursing funds which I claim to have had on deposit with the Treasurer of the United States at the close of business on the 9th of December, 1871, was \$13,270.

Very respectfully,

WM. T. COLLINS,
Pension Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL-OFFICER,
Washington, D. C., February 9, 1872.

SIR: Referring to your communication of January 12, 1872, received this date, I would state that I ceased to be an acting assistant quartermaster in January, 1871, and turned over to my successor all funds for which I was responsible at the time. I have not claimed to have had to my credit any "balance of disbursing funds with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871."

Very respectfully,

ROBERT CRAIG,
First Lieutenant, Fourth Artillery, and Acting Signal-Officer.

The SECRETARY OF THE TREASURY.

POST-OFFICE DEPARTMENT,
OFFICE OF DISBURSING CLERK AND SUPERINTENDENT,
Washington, D. C., January 19, 1872.

SIR: In answer to your inquiry as to what balance of disbursing funds I had to my credit with the Treasurer of the United States on the 9th of December, 1871, I would say that up to that time I had deposited \$228,600 and drawn \$223,865.05, leaving a balance of \$4,734.95.

Very respectfully,

G. D. CHENOWETH,
Disbursing Clerk and Superintendent Post-Office Department.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, January 19, 1872.

SIR: In reply to your letter of the 12th instant, I have the honor to state that at the close of business on the 9th of December, 1871, I had on deposit with the Treasurer of the United States at Washington the sum of \$8,028.19.

I am, very respectfully, your obedient servant,

J. C. CASH,
Paymaster Marine Corps.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

UNITED STATES AND MEXICAN CLAIMS COMMISSION,
No. 1412 H Street, Washington, D. C., January 19, 1872.

SIR: I have the honor to acknowledge the receipt of your official circular, No. 5, of date the 12th instant, and in reply to the inquiry therein contained to say that, at the close of business on the 9th day of December, 1871, the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, District of Columbia, amounted to \$269.60.

Very respectfully, your obedient servant,

RANDOLPH COYLE, *Secretary.*

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

DEPARTMENT OF STATE,
Washington, January 19, 1872.

SIR: In reply to your circular letter of the 12th instant, relative to my balance in the Treasury at the close of business December 9, 1871, I have the honor to inform you that, as disbursing clerk of this Department, I claim to have had \$9,447.94 currency.

I have the honor to be, sir, your obedient servant,

THEODORE W. DIMON,
Disbursing Clerk.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

OFFICE OF THE CONGRESSIONAL PRINTER,
Washington, January 19, 1872.

SIR: Yours of January 12, 1872, asking me to inform you, at my earliest convenience, of the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, District of Columbia, at the close of business on the 9th of December, 1871, is received.

In reply, I have to say that I claimed no balance due me at the date named.

Very respectfully, &c.,

A. M. CLAPP,
Congressional Printer.

Hon. G. S. BOUTWELL,
Secretary of the Treasury.

WASHINGTON, January 19, 1872.

SIR: In answer to circular, dated January 12, 1872, and only just received, I have to say that the balance of disbursing funds which I claim to have to my credit with the Treasurer of the United States at Washington, District of Columbia, at the close of business on the 9th day of December, 1871, was \$147.66.

Very respectfully,

BENJ. VAUGHAN ABBOTT,
Disbursing Agent to Commissioners to Revise U. S. Statutes.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

UNITED STATES SHIP CONSTELLATION,
Navy-Yard, Washington, D. C., January 20, 1872.

SIR: In response to your circular letter of January 12th last, I have to report that the balance to my credit in the Treasury at Washington, District of Columbia, December 9th, at close of business, was \$10,074.81.

Very respectfully, sir, your obedient servant,

M. B. CUSHING,
Paymaster, United States Navy.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, &c., Washington, D. C.

DEPARTMENT OF STATE,
Washington, January 19, 1872.

SIR: In reply to your circular letter of the 12th instant, relative to my balance in the Treasury, at the close of business, December 9, 1871, I have the honor to inform you that, as disbursing agent of the new building, I claim to have had in the Treasury here \$53,416.93, currency.

I have the honor to be, sir, your obedient servant,
THEODORE W. DIMON,
Disbursing Agent New Building.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 20, 1872.

SIR: I hereby acknowledge the receipt of your letter of the 12th instant, requesting me to inform you of the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, as per Sac and Fox, Cherokee, and coin accounts.

I have the honor to state that, as trustee for various Indian tribes, the balance of disbursing funds to my credit in the agency branch of the United States Treasury, according to the trust-fund accounts of this Department, at the close of business on the 9th of December, 1871, were as follows, viz:

| | |
|---------------------------|------------|
| Sac and Fox account | \$1,965 51 |
| Cherokee account | 929 67 |
| Coin account | 70 05 |
| | 2,965 23 |

I am, sir, very respectfully, your obedient servant,
C. DELANO,
Secretary.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury

WASHINGTON ARSENAL,
January 25, 1872.

The within communication received and opened this morning. The amount called for by my accounts on December 9, ultimo, was \$19.91, deposited in Treasury.

Very respectfully returned to the Secretary of the Treasury.
C. E. DUTTON,
First Lieutenant, Ordnance.

FORT WASHINGTON, MARYLAND,
January 22, 1872.

SIR: In reply to your communication of the 12th instant, I have the honor to state that I claim to have had \$91.49 on deposit in the United States Treasury on the 9th of December, 1871, as verified by my pass-book and check-book.

I am, sir, very respectfully, your obedient servant,
WM. EVERETT,
Lieutenant, Fourth Artillery.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

CUSTOM-HOUSE, GEORGETOWN, D. C.,
January 19, 1872.

SIR: Referring to your letter of the 12th instant, No. 5, I would state that I claim to have had to my credit with the United States Treasurer, Washington, D. C., a balance of \$376.71 at the close of business on the 9th of December, 1871.

Very respectfully, your obedient servant,
CHAS. S. ENGLISH,
Collector.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

OFFICE OF WASHINGTON AQUEDUCT,
Washington, D. C., January 25, 1872.

SIR: I have the honor to state, in reply to yours of the 12th instant, that there was to my credit in the Treasury on account of the Washington Aqueduct on the 9th of December, 1871, the sum of \$15,756.13.

On the 12th of December, 1871, I deposited to the credit of the Treasurer of the United States the above sum of \$15,756.13 on account of the Washington Aqueduct, in compliance with the directions received from the Chief of Engineers, thus closing the account.

Very respectfully, your obedient servant,

GEORGE H. ELLIOT,
Major of Engineers.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, January 26, 1872.

SIR: In reply to your circular letter of January 12, 1872, requesting balance of disbursing funds to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, I have to state that my account at that date should show a credit of \$19,445.45.

Very respectfully,

GEORGE H. ELLIOT,
Major of Engineers, United States Army, Engineer Secretary.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

PAYMASTER GENERAL'S OFFICE, WAR DEPARTMENT,
Washington, January 19, 1872.

SIR: In reply to your inquiry of January 12th instant, I have the honor to state that at the close of business December 9, 1871, I claim credit with the Treasurer of the United States at Washington, D. C., in the sum of \$105,541.86.

Very respectfully, your obedient servant,

J. H. EATON,
Paymaster, United States Army.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

OFFICE OF THE CHIEF OF ENGINEERS,
Washington, D. C., January 19, 1872.

SIR: In compliance with requirement of Treasury Department, circular No. 5, dated the 12th instant and just received, I have the honor to state that I claim \$4,518.31 as the balance which should have been to credit of my disbursement account with the Treasurer of the United States at the close of business on the 9th of December, 1871.

Very respectfully, your obedient servant,

JAMES EVELETH,
Agent Engineer Department.

Hon. SECRETARY OF THE TREASURY.

CITY POST-OFFICE,
Washington, D. C., January 19, 1872.

SIR: I have the honor to state, in reply to your inquiry of the 12th instant, that I claim that I had a balance of \$3,620.82 to my credit with the Treasurer of the United States at the close of business on the 9th December, 1871.

Very respectfully, your obedient servant,

J. M. EDMUNDS,
Postmaster.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

**OFFICE OF ACTING ASSISTANT QUARTERMASTER AND
ACTING COMMISSARY SUBSISTENCE,
Fort Foote, Maryland, January 23, 1872.**

SIR: I have the honor to acknowledge the receipt of your letter, dated Treasury Department, Washington, D. C., January 12, 1872, requesting to be informed of the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871. In reply I would respectfully state that there should have been to my credit at that time \$190.46, subsistence funds, and of quartermaster's funds \$1.22, total \$191.68.

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

FREDERICK FUGER,
First Lt. Fourth Art., A. A. Q. M. and A. C. S.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

**DEPARTMENT OF JUSTICE,
Washington, January 22, 1872.**

SIR: In reply to your circular letter of the 12th instant, I have the honor to inform you that there was to my credit with the Treasurer of the United States at the close of business on the 9th day of December last, the sum of \$552.50.

Very respectfully,

A. J. FALLS,
Disbursing Clerk.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

**COLUMBIA INSTITUTION FOR THE DEAF AND DUMB,
Washington, January 22, 1872.**

SIR: In reply to your favor of the 12th instant, I would respectfully state that at the close of business on the 9th day of December, 1871, my books showed a balance to my credit with the Treasurer of the United States of \$4,406.18.

Very respectfully, your obedient servant,

E. M. GALLAUDET,
President and Disbursing Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

**OFFICE OF THE ACTING COMMISSARY OF SUBSISTENCE,
Fort Whipple, Virginia, January 23, 1872.**

SIR: In compliance with your letter of the 12th instant, received this date, requesting to be informed of the balance of disbursing funds which I claim to have had to my credit with the United States Treasurer on the 9th December, 1871, I have the honor to state that the records of this office show the amount of disbursing funds to my credit in the United States Treasury on the above date to have been \$216.92.

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

GEORGE S. GRIMES,
First Lieutenant Second Artillery, A. C. S.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

**TREASURY DEPARTMENT, REGISTER'S OFFICE,
January 19, 1872.**

SIR: In reply to your letter of the 12th instant, received this day, I have the honor to state that according to my books the amount to my credit with the Treasurer of the United States at the close of business on the 9th of December, 1871, in coin, was \$3,452.57.

Very respectfully, your obedient servant,

J. A. GRAHAM,
Disbursing Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

OFFICE POST AND DEPOT COMMISSARY OF SUBSISTENCE,
Washington, D. C., January 19, 1872.

SIR: In reply to your circular letter, No. 5, dated January 12, 1872, I have the honor to state that the balance to my official credit with the Treasurer of the United States at Washington, D. C., at close of business on the 9th of December, 1871, was \$9,581.93.

Very respectfully, your obedient servant,

G. BELL,

Major and Commissary of Subsistence, United States Army.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury, Washington, D. C.

OFFICE OF SECRETARY OF THE UNITED STATES SENATE,
Washington, March 20, 1872.

SIR: In reply to your circular of the 12th of January last, requesting a statement of balances which I claim to have had to my credit with the Treasurer of the United States at the close of business on the 9th of December, 1871, I would state that the books of this office show the following balances:

| | |
|--|--------------|
| Compensation and mileage of Senators | \$36, 184 26 |
| Salaries | 11, 687 09 |
| Contingent | 24, 221 00 |
| | 72, 092 35 |

I am, very respectfully, your obedient servant,

GEO. C. GORHAM,

Secretary of the Senate of the United States.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury.

TREASURY DEPARTMENT, SECOND AUDITOR'S OFFICE,
January 19, 1872.

SIR: In compliance with your circular, No. 5, dated January 12, 1872, requesting a statement "of the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871," I would inform you that I had no funds to my credit with the United States Treasurer at said date.

Very respectfully,

F. H. GOODALL,

Disbursing Clerk.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury.

PAYMASTER'S OFFICE, UNITED STATES NAVY YARD,
Washington, January 20, 1872.

SIR: I have the honor to be in the receipt of your letter of the 12th ultimo, and in reply state, that there should have been a balance of \$5,390.04 standing to my credit at the close of the 9th of December, 1871, at the Treasury.

Very respectfully, your obedient servant,

W. GOLDSBOROUGH,

Paymaster, United States Nav

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury.

TREASURY DEPARTMENT, REGISTER'S OFFICE,
January 19, 1872.

SIR: I have the honor to state, in reply to your letter of the 12th instant, received this day, that the balance to my credit with the Treasurer of the United States, at the close of

business on the 9th of December, 1871, on currency account, according to my books, was \$2,600.83.

Very respectfully, your obedient servant,

J. A. GRAHAM,
Disbursing Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

TREASURY DEPARTMENT,
January 19, 1872.

SIR: In reply to your circular of the 12th, received this day, I have to inform you that I had on deposit with the United States Treasurer, as disbursing clerk, at close of business on the 9th of December last, the sum of \$46,221.79.

I have the honor to be, &c.,

THOMAS J. HOBBS,
Disbursing Clerk, Treasury Department.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

NAVY DEPARTMENT,
Washington, January 19, 1872.

SIR: I have the honor to inform you, in answer to your letter of the 12th instant, received this morning, that I claim to have had \$1,909.50 of disbursing funds to my credit with the Treasurer of the United States at Washington, at the close of business on the 9th of December, 1871. This balance is shown by my check-book.

Very respectfully, &c.

JOHN W. HOGG,
Disbursing Clerk.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

WAR DEPARTMENT,
BUREAU OF REFUGEES, FREEDMEN AND ABANDONED LANDS,
Washington, D. C., January 19, 1872.

SIR: In reply to circular letter from your Department, dated January 12, 1872, I have the honor to report \$334,591.08 deposited with the United States Treasurer at the close of business on the 9th of December, 1871,

Yours, respectfully,

O. O. HOWARD,
Brigadier General, United States Army, Commissioner.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

UNITED STATES COAST SURVEY OFFICE,
Washington, January 19, 1872.

SIR: I have the honor to state, in reply to your circular letter of the 12th instant, that I claim to have had a balance to my credit with the Treasurer of the United States, at the close of business on the 9th of December, 1871, of \$504.36.

Yours, respectfully,

J. E. HILGARD,
Assistant in charge of office.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

UNITED STATES COAST SURVEY OFFICE,
Washington, January 20, 1872.

SIR: In answer to your letter of the 12th instant, received this day, the sum of \$5,746.44 should be the credit of my disbursing account with Treasurer of United States at close of business December 9, 1871.

Very respectfully, your obedient servant,

SAML. HEIN,
Government Disbursing Agent, Coast Survey.

Hon. G. S. BOUTWELL,
Secretary of the Treasury, Washington City.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL-OFFICER,
DIVISION OF TELEGRAMS AND REPORTS FOR THE BENEFIT OF COMMERCE,
Washington, D. C., January 20, 1872.

SIR: In compliance with your request contained in your communication of date January 12th instant, I have the honor to inform you that my balance deposited with the United States Treasurer at Washington, D. C., at the close of business on the 9th of December last, should have been reported \$5,449.07, and not \$5,418.93, as per statement for week ending on that day. Upon examination of the figures there was found an error of \$30.14.

Very respectfully, your obedient servant,

H. W. HOWGATE,
Second Lieutenant, Brevet Captain, United States Army,
Acting Pay and Disbursing Officer, Signal Service.

SECRETARY OF THE TREASURY,
Washington, D. C.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, January 20, 1872.

SIR: I have the honor to inform you that I had to my credit with the Treasurer of the United States at the close of business on the 9th of December, 1871, the sum of \$836.65.

Very respectfully,

C. HAZLETT,
Disbursing Clerk.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

WASHINGTON, D. C., February 1, 1872.

SIR: In reply to your circular letter of January 12th, I have the honor to report that, as near as I can ascertain, the amount on hand of my appropriation of \$40,000, December 9, 1871, was \$14,000.05.

In July and August, 1871, some of my drafts which were issued in Montana were protested at the Treasury Department, and on that account I think some small drafts intended to come out of my appropriation for 1871 were paid out of the remnant of the appropriation for the preceding year.

Very respectfully, your obedient servant,

F. V. HAYDEN,
United States Geologist.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

QUARTERMASTER'S OFFICE, No. 1139 GIRARD STREET,
Philadelphia, January 24, 1872.

SIR: I have the honor to acknowledge the receipt of a circular letter from your office of 12th instant, inquiring what amount of disbursing funds I claim to have had deposited to my credit with the Treasurer of the United States, Washington, District of Columbia, at the close of business on the 9th of December, 1871.

H. EX. 283—4

In reply thereto, you are respectfully informed that on the date named I had no fund on deposit with the Treasurer of the United States at Washington.

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

HENRY C. HODGES,

Major and Quartermaster, United States Army.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury, Washington, D. C.

MONROE, MICHIGAN, *January 25, 1872.*

MY DEAR FRIEND: I have received a printed circular from the Treasury Department, under your frank, instructing me to state the amount of money I claimed to have on deposit in the United States Treasury at close of business on the 9th December ultimo. I do not know that I have any funds of Government in my hands or subject to my disbursement, as I closed my account at Naval Academy to July 1, 1871, as I was detached on that day, and unless there may be funds not yet drawn on checks which had not come in at that time. I can now think of nothing else unaccounted for. The Auditor and Comptroller have passed my final account all correct to date.

Daughter is still feeble, but we hope for her improvement in health.

It is very cold here and it keeps us very quiet in doors in this dull little town.

With kind regards from us all to you and yours, I remain your friend,

C. C. JACKSON.

J. H. SAVILLE, Esq.,

Treasury Department.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, January 19, 1872.

SIR: The printed circular of the 12th instant is this day received; and in reply I have to say that there ought to have been to my credit, as United States disbursing officer, in the Treasury at Washington, D. C., on the 9th day of December last, at the close of business, \$3,586.02.

Very respectfully,

THORNTON A. JENKINS.

Naval Secretary.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury, Washington, D. C.

WAR DEPARTMENT,
PAYMASTER GENERAL'S OFFICE,
Washington, January 22, 1872.

SIR: In reply to your inquiry of 12th instant, I have the honor to state that my books show a balance of disbursing funds to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, of \$11,351.04.

I find upon reference to the records of this office, that on the 9th of December, 1871, J. L. Hodge, late paymaster United States Army, had no balance of disbursing funds to his credit as above stated.

Very respectfully, your obedient servant.

CHAS. T. LARNED.

Paymaster, United States Army.

Hon. SECRETARY OF THE TREASURY.

AMERICAN AND SPANISH COMMISSION,
Washington, January 20, 1872.

SIR: In reply to your communication of date the 12th instant, I have the honor to inform you that the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, is \$5.44.

Your obedient servant,

GEORGE O. MOORE.

Secretary to the Commission.

Hon. GEORGE S. BOUTWELL,

Secretary of the Treasury.

DEPOT QUARTERMASTER'S OFFICE,
Washington, D. C., January 19, 1872.

SIR: I have the honor to acknowledge the receipt of your communication of the 12th instant, requesting information as to the balance of disbursing funds claimed by me to have been to my credit with the Treasurer of the United States at Washington, District of Columbia, at the close of business on the 9th ultimo, and in reply would state that the amount claimed to have been to my credit at the close of business on the date mentioned was \$145,290.13.

Very respectfully, your obedient servant,

WILLIAM MYERS,
Brevet Brigadier General, United States Army, Depot Quartermaster.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

PAYMASTER'S OFFICE, UNITED STATES NAVAL ACADEMY,
Annapolis, Maryland, January 20, 1872.

SIR: In answer to your letter of the 12th instant, just received by me, I have the honor to state that the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, District of Columbia, at the close of business on the 9th of December, 1871, was \$3,941.65.

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

JAMES D. MURRAY,
Pay Inspector, United States Navy.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

UNITED STATES NAVAL ACADEMY,
Annapolis, Md., January 23, 1872.

SIR: I have to acknowledge the receipt of your letter of the 22d instant. On the settlement of my accounts as pay inspector at the United States navy-yard, Washington, D. C., I left the sum of \$49.29 standing to my credit with the Treasurer of the United States at Washington, D. C., to pay a check for \$49.24, given by me while at the navy-yard, Washington, D. C. The check has since been paid and the sum of five cents remains to my credit, now.

The statement forwarded to you by me on the 20th instant was made with reference to amount of Government funds in my hands at the date given, and referred to the Naval Academy.

Very respectfully, your obedient servant,

JAS. D. MURRAY,
Pay Inspector, United States Navy.

Hon. G. S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, D. C., January 23, 1872.

SIR: I have the honor to report, in compliance with circular letter from your Department dated January 12, 1872, that my balance (special account) deposited with the Treasurer of the United States, at the close of business December 9, 1871, was \$2,196.35.

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

JAS. McMILLAN,
Captain, Third Artillery.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, D. C., January 23, 1872.

SIR: I have the honor to report, in compliance with circular letter from your Department dated January 12, 1872, that my balance deposited with the Treasurer of the United States

at the close of business December 9, 1871, was \$13,336.94; this to my credit as disbursing officer.

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

JAS. McMILLAN,
Captain, Third Artillery, Disbursing Officer.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

CLERK'S OFFICE, HOUSE OF REPRESENTATIVES UNITED STATES,
Washington, D. C., January 18, 1872.

SIR: In response to your circular letter of January 12, 1872, I have the honor to inform you that I claim to have had to my credit with the Treasurer of the United States, at the close of business on the 9th day of December, 1871, and subject to draft, the sum of \$5,693.03.

Very respectfully,

EWD. MCPHERSON,
Clerk House of Representatives.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

ENGINEER'S OFFICE, HEADQUARTERS
MILITARY DIVISION OF THE PACIFIC,
San Francisco, Cal., February 20, 1872.

SIR: In reply to Treasury circular No. 5, of January 12, 1872, I have the honor to inform you that the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, at the close of business, on the 9th of December, 1871, was \$560.60.

Very respectfully, your obedient servant,

N. MICHLER,
Major of Engineers, United States Army.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

GOVERNMENT HOSPITAL FOR THE INSANE,
Near Washington, D. C., January 26, 1872.

SIR: In reply to your request to be informed "of the balance of disbursements which you (I) claim to have had to your (my) credit with the Treasurer of the United States, at Washington, D. C., at the close of business on the 9th of December, 1871," both as "superintendent" and "agent," I have the honor to inform you that the amount to my credit as superintendent "at the close of business on the 9th of December, 1871," provided all checks drawn on or before that day (which includes No. 486) had been paid, should have been \$6,696.14, and that the amount to my credit, as agent, at the same date, provided all checks drawn on or before that day (which includes No. 26) had been paid, should have been \$1,490.74, making a total of \$8,186.88.

It appears, however, by my bank-books that two checks, one for \$130.42, and another for \$107.10, drawn by me as agent, had been inadvertently charged on my account as superintendent; it follows, therefore, that the books in the Treasurer's office should show my balance as superintendent to be \$237.52 less, and my balance as agent \$237.52 greater. than is heretofore stated; the total being the same.

The attention of the cashier having been called to this error, it has been rectified.

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

C. H. NICHOLS, *Superintendent.*

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

WAR DEPARTMENT,
Washington City, January 24, 1872.

SIR: I have the honor to acknowledge the receipt of your circular (No. 5) of the 12th instant, and to say in reply that I claim to have had to my credit with the Treasurer of the United States, on the 9th of December last, the sum of \$7,103.70.

Very respectfully, your obedient servant,

JOHN POTTS.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

| | |
|--|------------|
| Treasurer's balance..... | \$7,131 41 |
| My balance..... | 7,103 70 |
| | 27 71 |
| | 27 71 |
| Accounted for by two outstanding checks: | |
| August 7, 1863, check No. 102..... | \$12 71 |
| December 14, 1865, check No. 152..... | 15 00 |
| | 27 71 |
| | 27 71 |

WAR DEPARTMENT,
Washington City, January 24, 1872.

SIR: I have the honor to acknowledge the receipt of your circular (No. 5) of the 12th instant, and, to say in reply that I claim to have had to my credit with the Treasurer of the United States, on the 9th December last, the sum of \$3,051.45, United States coin.

Very respectfully, your obedient servant,

JOHN POTTS.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

Respectfully returned. My account with the Treasurer of the United States was closed June 21, 1870.

J. B. M. POTTER,
Paymaster, United States Army.

FRANKFORD ARSENAL,
Philadelphia, Pa., January 24, 1872.

SIR: In reply to your circular letter of the 12th instant, I have the honor to report that on the 9th of December, 1871, I had no funds to my credit with Treasurer of the United States at Washington, D. C.

Very respectfully, your obedient servant,

FRANK H. PHIPPS,
First Lieutenant of Ordnance, Brevet Captain.

HON. SECRETARY OF THE TREASURY,
Washington, D. C.

PORTSMOUTH, N. H., January 21, 1872.

SIR: In obedience to your order of January 12, 1872, I have the honor to inform you that on the 9th of December, 1871, I had no balance of funds to my credit with the Treasurer of the United States.

Very respectfully,

STEPHEN RAND, JR.,
Assistant Paymaster, United States Navy.

Hon. GEORGE S. BOUTWELL,
Secretary.

WAR DEPARTMENT,
Washington City, January 19, 1872.

SIR: I have the honor to acknowledge the receipt, this day, of your circular letter (No. 5) of the 12th instant, and, in reply, to state that I claim to have had to my credit, with the Treasurer of the United States, on the 9th of December, 1871, a balance of \$5,071.01 "disbursing funds."

Very respectfully, your obedient servant.

JAS. R. ROCHE,
Disbursing Clerk, War Department.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

PAY DEPARTMENT OF THE ARMY,
Washington, January 19, 1872.

SIR: I have the honor to acknowledge receipt of your circular letter, 12th instant. In reply thereto, I would state, that at the close of the day, (Saturday December 9, 1871.) my balance with United States Treasurer at Washington, was reduced to \$301.81.

I am sir, very respectfully, your obedient servant,

WM. B. ROCHESTER,
Paymaster, United States Army.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
Washington, D. C., January 22, 1872.

SIR: In reply to your circular letter of the 12th instant, I have the honor to state, that I claim to have had a balance of \$4,240.29 to my credit with the Treasurer of the United States in Washington, D. C., at the close of business on the 9th of December, 1871.

I am, very respectfully,

J. H. ROBINSON,
Disbursing Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

UNITED STATES MARSHAL'S OFFICE,
Washington, D. C., January 20, 1871.

SIR: Your circular of date the 12th instant, making inquiry "of the balance of disbursing funds which you claim to have had to your credit, with the Treasurer of the United States, at Washington, D. C., at the close of business on the 9th of December, 1871," has been received. I would respectfully report, that on the 9th day of December, at the close of business, there was to my credit with the Treasurer of the United States the sum of \$15,140.

Respectfully, yours, &c.,

ALEXANDER SHARP,
United States Marshal, District Columbia.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

HEADQUARTERS MARINE CORPS,
QUARTERMASTER'S OFFICE,
Washington, D. C., January 19, 1872.

SIR: I have the honor to acknowledge the receipt of your letter of the 12th instant, to-day. The balance to my credit with the Treasurer of the United States at Washington, D. C., on the 9th December, 1871, at the close of business, according to the books of this office, was \$500.95.

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

W. B. SLACK,
Quartermaster, Marine Corps.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

NAVY PAYMASTER'S OFFICE,
CORNER NEW YORK AVENUE AND FIFTEENTH STREET,
Washington, D. C., January 19, 1872.

SIR: In reply to your circular letter of the 12th instant, I have to state that my balance in the United States Treasury, at the close of business December 9, 1871, was \$78,651.58; \$7,555.35 under currency, and \$96.23 under coin account.

Very respectfully, your obedient servant,

EDWIN STEWART,
Paymaster, United States Navy.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, January 20, 1872.

SIR: In accordance with request contained in circular No. 5, from the Treasury Department, of January 12, 1872, I have the honor to inform you that the amounts claimed to be to the credit of the Adjutant General with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, were as follows:

| | |
|--|-------------|
| Recruiting fund | \$70,547 19 |
| Contingent fund, Adjutant General's department | 1,625 00 |
| Funds for collecting, drilling, and organizing volunteers, draft and substitute, and for the relief of certain drafted men, (in possession of Captain James McMillan, Third Artillery) | 13,336 94 |
| | 85,509 13 |

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

E. D. TOWNSEND,
Adjutant General.

Hon. SECRETARY OF THE TREASURY.

NOTE.—The above amount includes \$13,336.94 reported by the Treasurer to the credit of J. McMillan, disbursing officer.

UNITED STATES INTERNAL REVENUE,
COLLECTOR'S OFFICE, DISTRICT OF COLUMBIA,
Washington, January 19, 1872.

SIR: In reply to your circular letter (No. 5) of the 12th instant, I have to inform you that the balance of disbursing funds to my credit with the Treasurer of the United States, at Washington, D. C., on the 9th of December, 1871, was \$124.04.

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

THOS. L. TULLOCK,
Collector and Disbursing Agent.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

DEPARTMENT OF AGRICULTURE,
Washington, D. C., January 19, 1872.

SIR: In reply to your circular letter of the 12th instant, requesting the amount of funds, in coin, that I claimed as remaining to my credit with the Treasurer of the United States, I have to state that I had no funds, in coin, on deposit on the 9th of December, 1871.

Very respectfully,

FREDK. WATTS,
Commissioner.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

DEPARTMENT OF AGRICULTURE,
Washington, D. C., January 19, 1872.

SIR: Your circular letter of the 12th instant, requesting me to inform you of the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States at Washington, at the close of business on the 9th of December, 1871, has been received. In reply, I have to say that I had at that date, \$7,259.61, in currency.

Very respectfully,

FREDK. WATTS,
Commissioner.

Hon. **GEORGE S. BOUTWELL,**
Secretary of the Treasury.

UNITED STATES INTERNAL REVENUE,
COLLECTOR'S OFFICE, SEVENTH DISTRICT, VIRGINIA,
Alexandria, Virginia, January 19, 1872.

SIR: I have the honor to acknowledge the receipt to-day of your letter of 12th instant. In accordance therewith, I respectfully report that the amount of disbursing funds to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th of December, 1871, as per my check-book, was \$2,708.51.

Very respectfully, your obedient servant,

E. E. WHITE,
Collector and Disbursing Agent, Seventh District, Virginia.

Hon. **GEORGE S. BOUTWELL,**
Secretary of the Treasury.

Statement showing amount of balance to the credit of A. S. H. White, disbursing clerk, Department of the Interior, Washington, D. C., December 9, 1871.

| | DR. | CR. |
|--|-------------|--------------|
| July 28, 1864, to requisition, No. 6924..... | | \$200,000 00 |
| By check 1, August 12, 1864 | \$18,000 00 | |
| By check 2, August 12, 1864 | 125,920 00 | |
| By check 3, August 13, 1864 | 5,000 00 | |
| By check 4, August 13, 1864 | 5,440 00 | |
| By check 5, August 13, 1864 | 10,000 00 | |
| By check 6, August 13, 1864 | 25,676 00 | |
| By check 7, August 17, 1864 | 9,000 00 | |
| By check 8, December 3, 1864..... | 300 00 | |
| By check 9, June 11, 1869 | 130 00 | |
| By check 10, April 23, 1870..... | 100 00 | |
| By check 11, July 14, 1870..... | 380 00 | |
| | 199,946 00 | |
| To balance | 54 00 | 200,000 00 |

DEPARTMENT OF THE INTERIOR,
Washington, D. C., January 19, 1872.

SIR: In reply to the inquiry of your letter of the 12th instant, I have the honor to inform you that the amount I claim to have had to my credit with the Treasurer of the United States at Washington, D. C., at the close of business on the 9th December 1871, is \$54.00. I inclose statement.

Very respectfully, your obedient servant,

A. S. H. WHITE,
Disbursing Clerk.

Hon. **GEORGE S. BOUTWELL,**
Secretary of the Treasury.

WASHINGTON ARSENAL,
Washington, D. C., January 24, 1872.

SIR: In reply to your letter of the 12th instant, I have the honor to state that the balance of disbursing funds which I claim to have had to my credit with the Treasurer of the United States on the 9th of December, 1871, is \$35,811.60

Very respectfully, your obedient servant,

F. WHYTE,
Captain and O. S. K., United States Army.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

WASHINGTON ARSENAL,
Washington, D. C., February 9, 1872.

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant, stating that the Treasurer of the United States reports a less amount than \$35,811.60 as standing to my credit on his books at the close of business on the 9th of December, 1871, this being the balance of disbursing funds which I reported to my credit on that day, and requesting me to investigate the account and report the cause of the discrepancy as soon as practicable.

I have accordingly investigated the matter, and think it will be found, on a re-examination of my balance with the Treasurer on that day, that there was a mistake in his office, and that probably my balance on his books was in reality more than I reported, arising from some checks not having been presented that I deducted from my credit, as they had been issued and passed out of my hands in payment of vouchers.

Very respectfully, your obedient servant,

F. WHYTE,
Captain and O. S. K., United States Army.

NOTE.—Captain Whyte's true balance on 9th December, was \$40,706.80, as follows: Balance by statement.....\$34,339

| | | |
|--|-----------------|------------------|
| Checks of F. Watts charged in error to G. Whyte— | | |
| No. 70 | \$9 00 | |
| No. 73 | 6,200 39 | |
| No. 62 | 157 80 | |
| | <u>6,367 19</u> | |
| | | <u>40,706 80</u> |

The error was discovered and corrected December 27. Of course, a corresponding error was made in balance of F. Watts, Commissioner Agriculture, &c.

| | |
|---|-------------|
| Balance of F. Watts, December 9..... | \$13,228 44 |
| Direct check as above charged in error to F. Whyte..... | 6,367 19 |

True balance of F. Watts..... 7,461 25

DECEMBER 9, 1871.

A. U. WYMAN, Cashier.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury, Washington, D. C.

[Inclosure 10.]

Statement of legal-tender notes, "issue 1869."

| | |
|--|--------------------|
| Printed and delivered to the Treasurer of the United States up to and including December 9, 1871, as shown by the books of the currency division of the Secretary's office, as per inclosure marked A..... | \$359,222,000 |
| Issued and credited in the Treasurer's general account, as per inclosure marked B..... | 209,000,000 |
| On hand and in surplus fund..... | <u>150,222,000</u> |

[Inclosure 10—A.]

Legal-tender notes issued and delivered to the Treasurer of the United States.

| | |
|------------|--------------------|
| 1s..... | \$26,464,000 |
| 2s..... | 32,056,000 |
| 5s..... | 32,830,000 |
| 10s..... | 68,880,000 |
| 20s..... | 50,472,000 |
| 50s..... | 30,200,000 |
| 100s..... | 28,720,000 |
| 500s..... | 34,800,000 |
| 1000s..... | 54,800,000 |
| Total..... | <u>359,222,000</u> |

[Inclosure 10—B.]

Statement of legal-tender notes, "issue of 1869," credited in the General account of the Treasurer of the United States.

| | |
|--|--------------------|
| October, 1869, covered into the Treasury by warrant 396, 4th quarter, 1869... | \$398,000 |
| November, 1869, covered into the Treasury by warrant 577, 4th quarter, 1869. | 4,676,500 |
| December, 1869, covered into the Treasury by warrant 847, 4th quarter, 1869. | 6,248,000 |
| January, 1870, covered into the Treasury by warrant 278, 1st quarter, 1870... | 7,646,962 |
| February, 1870, covered into the Treasury by warrant 586, 1st quarter, 1870... | 8,243,559 |
| March, 1870, covered into the Treasury by warrant 655, 1st quarter, 1870.... | 7,964,850 |
| April, 1870, covered into the Treasury by warrant 184, 2d quarter, 1870..... | 11,872,350 |
| May, 1870, covered into the Treasury by warrant 478, 2d quarter, 1870..... | 7,023,450 |
| June, 1870, covered into the Treasury by warrant 623, 2d quarter, 1870..... | 1,268,343 |
| June, 1870, covered into the Treasury by warrant 624, 2d quarter, 1870..... | 11,620,000 |
| July, 1870, covered into the Treasury by warrant 251, 3d quarter, 1870..... | 10,061,192 |
| August, 1870, covered into the Treasury by warrant 584, 3d quarter, 1870..... | *29,159,400 |
| September, 1870, covered into the Treasury by warrant 615, 3d quarter, 1870... | 8,728,600 |
| October, 1870, covered into the Treasury by warrant 202, 4th quarter, 1870... | 7,959,924 |
| November, 1870, covered into the Treasury by warrant 517, 4th quarter, 1870. | 12,010,650 |
| December, 1870, covered into the Treasury by warrant 661, 4th quarter, 1870. | 8,515,500 |
| January, 1871, covered into the Treasury by warrant 154, 1st quarter, 1871... | 8,812,117 |
| February, 1871, covered into the Treasury by warrant 679, 1st quarter, 1871... | 6,505,529 |
| March, 1871, covered into the Treasury by warrant 1065, 1st quarter, 1871.... | 7,469,400 |
| April, 1871, covered into the Treasury by warrant 402, 2d quarter, 1871..... | 7,120,987 |
| May, 1871, covered into the Treasury by warrant 853, 2d quarter, 1871..... | 7,559,962 |
| June, 1871, covered into the Treasury by warrant 1240, 2d quarter, 1871..... | 6,675,150 |
| July, 1871, covered into the Treasury by warrant 148, 3d quarter, 1871..... | 6,232,829 |
| August, 1871, covered into the Treasury by warrant 835, 3d quarter, 1871..... | 6,052,200 |
| September, 1871, covered into the Treasury by warrant 1138, 3d quarter, 1871. | 5,490,037 |
| October, 1871, covered into the Treasury by warrant 379, 4th quarter, 1871... | 7,300,082 |
| November, 1871, uncovered..... | 5,020,790 |
| December, 1871, uncovered..... | 2,405,511 |
| | <u>220,041,783</u> |

* Less amount of old issue of legal-tender notes credited in Treasurer's general account, August 15, 1870, and erroneously covered into the Treasury as of the "issue of 1869," by warrant 584, 3d quarter, 1870.....

11,041,783

Total amount of legal-tender notes of the "issue of 1869" credited..... 209,000,000

[Inclosure 11.]

OFFICE OF UNITED STATES ASSISTANT TREASURER,

New York, January 5, 1872.

SIR: In accordance with the request in your favor of the 2d instant, I beg to inclose herewith the schedules asked for, showing the issues, redemptions, &c., at this office, of gold

* This error was corrected on the books of the Treasurer of the United States under date of November 29, 1870, by crediting the "new issue" and charging the "old" with this amount.

certificates and three per cent. certificates from January 1, 1870, to December 9, 1871, both inclusive.

Very respectfully,

THOS. HILLHOUSE,
Assistant Treasurer United States.

Hon. GEORGE S. BOUTWELL,
Secretary, Washington.

Coin certificates, series of 1870 and 1871.

TREASURER, DR.:

| | |
|---------------------------|--------------------|
| 100s, series 1871..... | \$5,000,000 |
| 500s, series 1870..... | 20,161,000 |
| 1,000s, series 1870..... | 52,949,000 |
| 5,000s, series 1870..... | 200,965,000 |
| 10,000s, series 1870..... | 204,630,000 |
| Total..... | <u>483,725,000</u> |

Respectfully,

W. V. S. WILSON,
Chief Currency Division,
per M.

OFFICE OF ASSISTANT TREASURER UNITED STATES,
New York, January 3, 1872.

Statement of gold certificates received from the Treasurer of the United States, together with the amounts issued, redeemed, and outstanding, from January 1, 1870, (new issue began February 14, 1870,) to December 9, 1871, inclusive.

| | Denomination. | |
|--|---------------|--------------------|
| Received from Treasurer United States..... | \$10,000 | \$60,000,000 |
| | 5,000 | 35,000,000 |
| | 1,000 | 17,000,000 |
| | 500 | 4,250,000 |
| | 100 | 550,000 |
| Total..... | | <u>116,800,000</u> |
| Issued from this office..... | \$10,000 | \$54,700,000 |
| | 5,000 | 30,480,000 |
| | 1,000 | 15,924,000 |
| | 500 | 3,938,500 |
| | 100 | 490,000 |
| Total..... | | <u>105,592,500</u> |
| Redeemed..... | \$10,000 | \$35,660,000 |
| | 5,000 | 22,800,000 |
| | 1,000 | 12,425,000 |
| | 500 | 2,812,000 |
| | 100 | 62,000 |
| Total..... | | <u>73,759,000</u> |
| On hand, unissued..... | \$10,000 | \$5,300,000 |
| | 5,000 | 4,520,000 |
| | 1,000 | 1,076,000 |
| | 500 | 261,500 |
| | 100 | 60,000 |
| Total..... | | <u>11,217,500</u> |

60 **CONDITION OF OFFICE OF UNITED STATES TREASURER.**

| | | |
|-------------------|----------|--------------|
| Outstanding | \$10,000 | \$19,040,000 |
| | 5,000 | 7,680,000 |
| | 1,000 | 3,499,000 |
| | 500 | 1,176,500 |
| | 100 | 428,000 |
| <hr/> | | |
| Total | | 31,823,500 |
| | | <hr/> |

THOS. HILLHOUSE,
Assistant Treasurer United States.

WHITE, *Cashier.*

[Inclosure 12.]

OFFICE OF UNITED STATES ASSISTANT TREASURER,
New York, January 8, 1872.

SIR: In accordance with the request in your favor of the 6th instant I have the honor to inclose herewith two schedules, showing the amount and numbers of the "three per cent. certificates received at this office since their first issue."

Very respectfully,

W. G. WHITE,
Acting Assistant Treasurer United States.

Hon. J. F. HARTLEY,
Acting Secretary, Washington.

UNITED STATES TREASURY,
New York, January 8, 1872.

Schedule of three per cent. certificates received from the Treasurer of the United States, together with the issues and amount unissued to the close of business, December 9, 1871.

| | | |
|--|--------------|--------------|
| 5,764 3 per cent. certificates, each \$5,000, issued to January 1, 1870 | \$28,820,000 | |
| 60 3 per cent. certificates, each \$5,000, issued from January 1, 1870, to December 9, 1871, inclusive | 300,000 | |
| 1,176 3 per cent. certificates, each \$5,000, on hand unissued December 9, 1871 | 5,830,000 | |
| <hr/> | | \$35,000,000 |
| 7,000 3 per cent. certificates, each \$5,000. | | |
| 5,600 3 per cent. certificates, each \$10,000, issued to January 1, 1870 | 56,000,000 | |
| No 3 per cent. certificates were issued from January 1, 1870, to December 9, 1871, inclusive. | | |
| 200 3 per cent. certificates, each \$10,000, on hand unissued December 9, 1871 | 2,000,000 | |
| <hr/> | | 58,000,000 |
| 5,800 3 per cent certificates, each \$10,000. | | |
| <hr/> | | |
| Total | | 93,000,000 |
| | | <hr/> |

THOS. HILLHOUSE,
Assistant Treasurer United States.

Delivered to Treasurer.

Three per cent. certificates, act March 2, 1867 :

| | |
|--|--------------|
| 5,000 May 25, 1867, Nos. 1 to 4000 | \$20,000,000 |
| June 1, 1867, Nos. 4001 to 12000 | 40,000,000 |
| June 3, 1867, Nos. 12001 to 15800 | 19,000,000 |
| June 3, 1867, mutilated | 1,000,000 |
| | <hr/> |
| | 80,000,000 |
| | <hr/> |

| | | |
|--------|-------------------------------|--------------|
| 10,000 | May 1, Nos. 1 to 4000..... | \$40,000,000 |
| | May 6, Nos. 4001 to 7800..... | 38,000,000 |
| | May 6, mutilated..... | 2,000,000 |
| | | 80,000,000 |

Destroyed as statistical.

| | | |
|--------|-----------------------------|-----------|
| 5,000 | January 5, 1869, tints..... | \$100,000 |
| 10,000 | January 5, 1869, tints..... | 400,000 |
| 5,000 | January 5, 1869, faces..... | 760,000 |
| 10,000 | January 5, 1869, faces..... | 720,000 |
| | | 1,980,000 |

W. V. S. WILSON,
Chief Currency Division.

[Inclosure 13.]

Statement of the coin balance as shown by the general coin-ledger of the Treasurer's office.

| | DR. | CR. |
|---|-----------------|---------------|
| November 30, 1871.—Balance as per ledger..... | \$15,895,377 47 | |
| To which add corrections to be made as per accompanying statements.. | 8,030 99 | |
| | 15,903,408 46 | |
| From which deduct correction to be made as per accompanying state- ment..... | 242,791 90 | |
| Balance as corrected up to Novem- ber 30, 1871..... | 15,660,616 56 | |
| December 9, 1871.—By drafts outstanding November 30, since paid..... | | \$12,441 57 |
| By drafts drawn additional for Novem- ber 30, since paid | | 9,923 50 |
| By drafts drawn this week and paid..... | | 1,974 23 |
| To transfer order | 5,000,000 00 | |
| To coin coupons and gold certificates received as per cash-book..... | 1,331,306 12 | |
| To national bank coin transfers of sub- scription to new loan, suspended on ledger..... | 95,394 42 | |
| To receipts | 7,500 02 | |
| To amount of drafts outstanding un- paid..... | 10,745 93 | |
| By balance due December 9, 1871..... | | 22,131,218 70 |
| | 22,155,563 05 | 22,155,563 05 |

ACCOMPANYING STATEMENT OF DETAILS.

Differences on ledger :

| | |
|---|------------|
| October 7, 1867.—Amount of transfer of gold certificates to New York not credited to the Treasurer | \$5,000 00 |
| April 14, 1869.—Counter entry of receipts omitted..... | 117,747 50 |
| January 31, 1870.—Error in entry of receipts, excess..... | 10 00 |
| August 13, 1870.—Error in entry of receipts, excess..... | 18,000 00 |
| May 20, 1871.—Error in entry of receipts, excess..... | 100,000 00 |
| September 1, 1868.—Receipts omitted, entered as cur- rency..... | \$2,223 00 |
| July 19, 1870.—Receipts omitted, entered as currency.... | 25 00 |
| March 11, 1871.—Receipts omitted, entered as currency.. | 20 00 |
| February 1, 1868.—Receipts omitted, entered as currency.. | 1,154 10 |
| March 31, 1868.—Receipts omitted, entered as currency.. | 53 |

| | | |
|--|----------------------|-------------------|
| July 8, 1868.—Receipts omitted, entered as currency..... | \$1 30 | |
| July 16, 1868.—Receipts omitted, entered as currency.... | 80 | |
| March 29, 1867.—Receipts omitted, entered as currency.... | 485 15 | |
| April 20, 1869.—Receipts omitted, entered as currency ... | 248 16 | |
| January 11, 1868.—Drafts omitted from paid drafts..... | | \$500 00 |
| January 23, 1869.—Drafts omitted from paid drafts..... | | 49 50 |
| February 13 and 20, 1869.—Drafts omitted from paid drafts..... | | 1,484 00 |
| April 30, 1868.—Drafts entered twice as paid..... | 485 94 | |
| September 30, 1867.—Drafts entered twice as paid..... | 01 | |
| April 30, 1869.—Coupons credited in cash-book to San Francisco, erroneously not charged to the Treasurer.... | 3,387 00 | |
| | <u>8,030 99</u> | <u>242,791 50</u> |
| Ledger balance, before correction..... | \$15,895,377 47 | |
| Add above amounts..... | 8,030 99 | |
| | <u>15,903,408 46</u> | |
| Deduct above amount..... | 242,791 90 | |
| | <u>15,660,616 56</u> | |
| Differences on cash-book: | | |
| September 21, 1869.—Consul fees entered twice..... | | \$130 25 |
| December 15, 1869.—Error in coupons from Boston, entry not made on cash-book..... | | 27 00 |
| May 2, 1870.—Error in entry of draft, entered as \$51,196.01, should be \$57,196.01..... | | 6 000 00 |
| August 3, 1870.—Error in entry of coupons, entered as \$10,381, should be \$10,831..... | 450 00 | |
| May 22, 1871.—Coin coupons left off cash-book..... | 104,021 00 | |
| August 2, 1871.—Draft entered as currency, should be coin..... | | 32,972 55 |
| February 1, 1868.—Coin, entered as currency. \$1,154 10 | | |
| March 31, 1868.—Coin, entered as currency.... | 53 | |
| July 8, 1868.—Coin, entered as currency..... | 1 30 | |
| July 16, 1868.—Coin, entered as currency..... | 80 | |
| March 29, 1867.—Coin, entered as currency.... | 485 15 | |
| April 20, 1869.—Coin, entered as currency..... | 248 16 | |
| | <u>1,890 04</u> | |
| January 9, 1867.—Purchase bonds, charged by New York as coin, credited as currency..... | 3,734 60 | |
| November 24, 1866.—Demand notes, charged by Boston as coin, credited as currency..... | 670 00 | |
| December 29, 1866.—Demand notes, charged by Buffalo as coin, credited as currency..... | 35 00 | |
| January 12, 1866.—Demand notes, charged by Saint Louis as coin, credited as currency..... | 575 00 | |
| | <u>111,415 64</u> | <u>39,129 61</u> |
| Balance from cash-book, before correction..... | \$15,588,820 88 | |
| Add above..... | 111,415 64 | |
| | <u>15,700,236 52</u> | |
| Deduct above..... | 39,129 61 | |
| | <u>15,661,106 91</u> | |
| November 30, 1871.—Balance per books of cash-room.... | 15,661,106 91 | |
| Unexplained difference..... | 490 35 | |
| | <u>15,660,616 56</u> | |

[Inclosure 14.]

Letter of the Postmaster General certifying correctness of Post-Office Department account.

POST-OFFICE DEPARTMENT,
Washington, D. C., February 23, 1872.

SIR: In reply to the copy of your letter of the 10th instant (original not received) relative to the balance in the hands of the Treasurer of the United States to credit of this Department, at the close of business on the 9th of December, 1871, I have to say that the balance, as stated in your letter, \$2,867.27, is correct.

The balance on the books of this Department, at the same time, was \$4,091.20 to the credit of the Treasurer, being an overdraft of that amount, thus showing warrants to the amount of \$6,958.47 outstanding, the difference, \$2,867.27, is, therefore, the balance on the books of the Treasurer's office.

I have the honor to be, very respectfully,

JNO. A. J. CRESWELL,
Postmaster General.

Hon. GEORGE S. BOUTWELL,
Secretary of the Treasury.

[Inclosure 15.]

Statement of contents of safes in division of loans, Treasurer's office, at the close of business, Saturday, December 9, 1871:

| | |
|------------------------------------|-----------------|
| Coupons, (coin) | \$14,287,933 87 |
| Coupons, (currency) | 13,280 00 |
| Quarterly checks, (coin) | 1,143,529 24 |
| Gold certificates | 1,483,000 00 |
| Purchased five-twenties | 120,500 00 |
| Called '62s for redemption | 29,965,750 00 |
| Five-twenties for conversion | 262,000 00 |
| | <hr/> |
| | 38,275,993 11 |

JAS. GILFILLEN,
Chief of Division.

[Inclosure 16.]

Statement of the contents of books and vaults of the redemption division of the Treasurer's office, December 9, 1871.

REDEMPTION DIVISION IN ACCOUNT WITH THE UNITED STATES.

DR.

| | |
|---|--------------|
| December 9, 1871: | |
| Balance as per cash-book | \$567,175 27 |
| Amount of Weston's cash | 65,853 77 |
| Amount received prior to December 10, 1871, but not entered in cash-book until December 12, 1871 | 208,771 88 |
| Amount received December 9, 1871, from United States assistant treasurer at Boston, but not entered in the books until after that date | 80,000 00 |
| Amount received December 9, 1871, from United States assistant treasurer at Boston, but not entered in the books until after that date | 25,000 00 |
| Amount reported in Mr. Weston's cash as not belonging to the cash of the office, having been received by him over the counter, and not yet paid for | 1,801 90 |
| Mail cases counted, but not sorted, and not belonging to the cash of the office | 1,189 82 |
| Mail cases received December 9, but not entered in the books of the office | 1,853 37 |
| Accounts, not in cash | 311 59 |
| Unclaimed packages, not in cash | 289 23 |
| | <hr/> |
| | 952,246 83 |

CR.

| | |
|---|--------------|
| December 9, 1871: | |
| Canceled currency turned over to Secretary and Register | \$746,278 00 |
| Discount money turned over to special committee | 61,082 15 |

| | |
|---|-------------|
| Part of Weston's cash, counted and returned to him December 10, 1871..... | \$30,595 47 |
| Part of Weston's cash, counted and returned to him December 21, 1871..... | 21,678 97 |
| Receipts of Second Assistant Postmaster General..... | 325 00 |
| Two ten-dollar notes, supposed to be counterfeits..... | 20 00 |
| Part of Weston's cash turned over to special committee..... | 13,234 33 |
| Package found in Mr. Weston's box, claimed to contain \$1,801.90, not yet paid for..... | 1,801 90 |
| Mr. Moorhouse's, cash counted and returned to him December 14, 1871..... | 14,016 45 |
| Miss Carson's settlements, counted as \$600, (see explanations inclosed)..... | 343 00 |
| Counted and returned December 15, 1871..... | 2,974 95 |
| Counted and returned December 16, 1871..... | 2,652 36 |
| Counted and returned December 16, 1871..... | 3,200 95 |
| Counted and returned December 16, 1871, (Carson's)..... | 5,515 88 |
| Counted and returned December 18, 1871..... | 5,648 81 |
| Counted and returned December 19, 1871..... | 3,131 28 |
| Counted and returned December 19, 1871..... | 3,494 16 |
| Counted and returned December 20, 1871..... | 3,765 91 |
| Counted and returned December 20, 1871..... | 4,085 53 |
| Counted burned money..... | 203 50 |
| Counted and returned December 20, 1871..... | 6,574 41 |
| Mr. Poynton's cash, counted and returned to him December 21, 1871..... | 3,269 70 |
| Counted and returned to him December 21, 1871..... | 2,595 19 |
| Counted and returned to him December 21, 1871..... | 8,301 61 |
| Counted and returned to him December 27, 1871..... | 4,116 07 |
| Counted and returned to Colonel Jones: | |
| Affidavits..... | 1,219 24 |
| Discounts not in actual cash balance..... | 311 59 |
| Unclaimed packages..... | 289 23 |
| Mail cases sorted, but not counted in cash balance of December 9, 1871..... | 1,189 82 |
| Amount found short by actual count and explained in various ways, (see inclosure No. 18)..... | 131 37 |
| | 952,246 83 |

TREASURY DEPARTMENT, REDEMPTION DIVISION,
Washington, January 26, 1872.

GEORGE W. RIGGS, Esq., *Chairman, &c. :*

In compliance with request of the investigating committee I have the honor to submit the following statement :

The duties in this division are various, and in their proper execution involve much detail; they are: The counting of all moneys of the issue of the United States forwarded to the Treasury for redemption; remitting for same, either by transfer check on one of the assistant treasurers, by forwarding new currency, or by crediting proceeds in account; canceling, dividing and delivering the money, after being counted, to the proper branches of the offices of the Secretary and Register for their verification of same; the examination and identification of money, bonds, or other United States securities, that have been burned or partially destroyed from other causes; as being partly eaten by vermin, &c.

Appended is a list of the clerks employed in this division, their respective salaries, the number of counters and messengers, a list of the books, their purpose, and the names of the clerks by whom these books are kept.

Very respectfully,

FRANK JONES.

| | | | |
|-----------------------|---------|---------------------------|---------|
| D. A. McNair..... | \$2,200 | J. R. Moorhouse..... | \$1,800 |
| D. Coughlin..... | 1,400 | W. B. McKelden..... | 1,800 |
| C. E. Dailey..... | 1,600 | E. McLeod..... | 1,800 |
| M. Donnolly..... | 1,200 | J. C. Poynton..... | 1,800 |
| A. Dubant..... | 1,400 | J. H. Stevens..... | 1,600 |
| R. H. Forsyth..... | 1,600 | H. D. Smith..... | 1,800 |
| Charles Forbes..... | 1,200 | L. L. Shedley..... | 1,400 |
| S. S. Gregory..... | 1,800 | C. C. Weston..... | 1,600 |
| W. H. Gibson..... | 1,800 | J. Wright..... | 1,400 |
| D. W. Harrington..... | 1,800 | Mrs. L. R. Rozenberg..... | 1,400 |
| A. D. Johnston..... | 1,600 | Mrs. M. J. Patterson..... | 1,200 |
| E. N. Jacobs..... | 1,200 | Mrs. M. M. Watson..... | 1,200 |
| W. H. King..... | 1,400 | Miss H. C. Keller..... | 1,200 |

There are 129 counters employed at \$900; 7 male and 11 female messengers.

Duties and employes of redemption division.

| Title. | Purpose or object. | Kept by— |
|---|--|-------------------------------------|
| General cash-book | Consolidated cash of division, showing total redemptions and destructions. | Colonel Jones, Forsyth, and Gibson. |
| Redemption mutilated currency. | Record of redemptions of receipts by mail, kept by issues. | R. H. Forsyth. |
| Counter | Debits of receipts by express and mail, except those from assistant treasurers and depositaries; also showing the amount of cash drawn each day for use at the counter, from the cash divisions. | Do. |
| Vault balance | Being a record of the money held in the vault. | D. A. McNair. |
| Board of currency | Record of remittances for redemption, showing daily amount of same; also shows the current balance. | R. H. Forsyth. |
| Check-books | Transfer account on New York, Philadelphia, Boston, and New Orleans. | C. E. Daily. |
| Letter | Copy of letters of returns sent for money redeemed. | Do. |
| Cash-book | Showing amount of redemptions over the counter. | C. C. Weston. |
| Receipt-book | Record of receipts delivered at office for redemption. | Do. |
| Petty cash-book | Current cash account | J. R. Moorhous. |
| Trial balance | Showing daily transactions | Do. |
| Daily statement | Showing amount of each kind of notes destroyed, and amount of discount account. | Do. |
| Monthly statement | Aggregated transactions of the month, and balance of general cash account. | Do. |
| Odd-book | Amount of odds on hand and returns when counted. | Do. |
| Assessing-book | Account of daily receipts and delivery of fractional currency. | E. McLeod. |
| Receiptment-book | Receipts from Secretary and Register's offices for notes deliveries of redemption. | J. R. Moorhous. |
| United States moneys destroyed. | Schedules of notes redeemed and destroyed..... | A. D. Johnston. |
| Receipts for United States moneys. | Receipts from Secretary and Register's offices for notes delivered for destruction. | Do. |
| Schedule of statistical material destroyed—statistical. | Showing the amount of each kind of unfinished notes, bonds, (coupon and registered,) stamps, &c., destroyed. | Do. |
| Schedule of statistical material destroyed—redemption. | Schedules of internal-revenue stamps destroyed that have been issued to and returned unused by Commissioner of Internal Revenue. | Do. |
| Notes of national banks, and in liquidation—destruction schedule. | Schedule of notes of banks of this class redeemed by Treasurer United States and destroyed, showing denomination, discount, if any, &c. | Do. |
| Notes of national banks, and in liquidation—receipt-book. | Receipts from offices of Secretary, &c., registered, for above notes delivered for destruction. | Do. |
| Schedule of 7.30's destroyed. | Schedule of 7.30 notes delivered for destruction. | Do. |
| Schedule of United States exchange bonds. | Schedule of United States bonds exchanged for others, destroyed. | Do. |
| Counting-book | Account of fractional currency received from assistant treasurers and depositaries, showing the daily transactions in counting same, the overs, shorts, &c. | Do. |
| Redemption ledger—cash .. | Accounts of notes by issues and denominations, redeemed and destroyed. | Do. |
| Redemption ledger—statistical. | Account of United States notes, bonds, and stamps unfinished, destroyed. | Do. |
| Statement of errors | Being a statement of errors that have occurred in count and discovered in Secretary's and Register's offices. | J. H. Stevens. |
| Cash-book | Invoices, or lists of the lots of money forwarded to the offices of the Secretary and Register. | Do. |
| Statement of transactions of committee—cash. | Statement of the committee of counting and preparing money and sureties of the United States for destruction. | H. D. Smith. |
| Statement of transactions of committee—statistical. | Same, only unfinished matter | Do. |
| Cash-book | Remittances for money received by express..... | S. S. Gregory. |
| Receipts and redemptions of currency. | Daily statement of receipts by mail of money redeemed, how, and when disposed of. | J. C. Poynton. |
| Statistical redemptions | Statement of redemptions, from whom received, discount, if any, and amount remitted. | Do. |
| Statement of unsettled accounts. | Monthly statement of nominal value, the discount and net value of money redeemed, by issues. | Do. |
| Statement of burnt money. | Cases retained for affidavits, &c | Do. |
| Registers of cash-book: | Cases of money burnt | Do. |
| Statement of full money | Full money received and charged to odd counters. | Do. |

Duties and employes of redemption division—Continued.

| Title. | Purpose or object. | Kept by— |
|---|---|-------------------|
| Account of burnt money. | Burnt money received from committee. | J. C. Poynton. |
| Account of discounted money. | Discounted money by issues. | Do. |
| Account of affidavits. | Redemptions by affidavits. | Do. |
| Discount sheet. | Daily redemption of money discounted. | Do. |
| Check-books. | Transfer drafts for redemption. | W. B. McKelden. |
| Register of receipts. | A daily statement of money received by mail. | D. W. Harrington. |
| Duplicate advices of receipts of money. | Copies of letters, acknowledging of money for redemption. | Do. |
| Copies of letters. | Copies of letters of returns. | Jennie Foster. |

[Inclosure 18.]

Statement of securities in custody of Treasurer of United States for circulation of national banks, February 17, 1872.

| | |
|---|-----------|
| 1. First National Bank of Portsmouth, New Hampshire | \$318,000 |
| 2. First National Bank of Wilkes Barre, Pennsylvania | 250,000 |
| 3. First National Bank of Cleveland, Ohio | 300,000 |
| 5. Second National Bank of Dayton, Ohio | 300,000 |
| 6. First National Bank of Chicago, Illinois | 672,000 |
| 7. First National Bank of Syracuse, New York | 278,000 |
| 8. First National Bank of Fremont, Ohio | 100,000 |
| 9. First National Bank of Stamford, Connecticut | 180,000 |
| 10. First National Bank of Erie, Pennsylvania | 162,000 |
| 11. First National Bank of New Haven, Connecticut | 293,000 |
| 12. Second National Bank of Cleveland, Ohio | 667,000 |
| 13. First National Bank of Sandusky, Ohio | 150,000 |
| 14. First National Bank of Janesville, Wisconsin | 140,000 |
| 15. First National Bank of Springfield, Massachusetts | 305,000 |
| 16. First National Bank of Youngstown, Ohio | 300,000 |
| 17. First National Bank of Evansville, Indiana | 500,000 |
| 18. First National Bank of Akron, Ohio | 250,000 |
| 19. First National Bank of Davenport, Iowa | 100,000 |
| 20. First National Bank of Philadelphia, Pennsylvania | 1,000,000 |
| 21. First National Bank of Ann Arbor, Michigan | 150,000 |
| 22. First National Bank of Fort Wayne, Indiana | 300,000 |
| 23. First National Bank of La Fayette, Indiana | 497,000 |
| 24. First National Bank of Findlay, Ohio | 55,000 |
| 25. First National Bank of Carlisle, Pennsylvania | 50,000 |
| 26. First National Bank of Richmond, Indiana | 200,000 |
| 27. First National Bank of Aurora, Illinois | 107,000 |
| 28. First National Bank of Iowa City, Iowa | 100,000 |
| 29. Third National Bank of Cincinnati, Ohio | 712,000 |
| 30. First National Bank of the City of New York, New York | 362,000 |
| 31. First National Bank of Towanda, Pennsylvania | 132,000 |
| 32. Second National Bank of Cincinnati, Ohio | 200,000 |
| 33. First National Bank of Cincinnati, Ohio | 1,273,500 |
| 34. First National Bank of Fishkill Landing, New York | 110,000 |
| 35. First National Bank of Marietta, Pennsylvania | 110,000 |
| 36. First National Bank of Washington, D. C. | 500,000 |
| 37. First National Bank of McConnellsville, Ohio | 100,000 |
| 38. First National Bank of Huntingdon, Pennsylvania | 150,000 |
| 39. First National Bank of Franklin, Indiana | 145,000 |
| 40. First National Bank of Salem, Ohio | 125,000 |
| 41. First National Bank of Cairo, Illinois | 81,200 |
| 42. First National Bank of Rondout, New York | 307,000 |
| 43. First National Bank of Cambridge City, Indiana | 100,000 |
| 44. First National Bank of Centerville, Indiana | 100,000 |
| 45. First National Bank of Kendallville, Indiana | 100,000 |
| 46. Second National Bank of Akron, Ohio | 100,000 |
| 47. First National Bank of Strasburg, Pennsylvania | 110,000 |
| 48. First National Bank of Anderson, Indiana | 50,000 |
| 49. First National Bank of Ellenville, New York | 200,000 |

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| 50. First National Bank of Pittsburgh, Pennsylvania | \$425, 000 |
| 51. First National Bank of Terre Haute, Indiana | 300, 000 |
| 52. First National Bank of Newark, New Jersey | 500, 000 |
| 53. First National Bank of Hollidaysburg, Pennsylvania..... | 50, 000 |
| 54. Second National Bank of Scranton, Pennsylvania..... | 234, 050 |
| 55. First National Bank of Johnstown, Pennsylvania..... | 60, 000 |
| 56. First National Bank of Oberlin, Ohio..... | 101, 500 |
| 57. First National Bank of Lodi, Ohio..... | 75, 000 |
| 58. First National Bank of Indianapolis, Indiana..... | 890, 000 |
| 59. First National Bank of Girard, Pennsylvania..... | 104, 000 |
| 61. First National Bank of Hamilton, Ohio | 100, 000 |
| 62. First National Bank of Troy, Ohio | 200, 000 |
| 64. First National Bank of Newville, Pennsylvania..... | 100, 000 |
| 65. First National Bank of Bath, Maine | 200, 000 |
| 66. Second National Bank of City New York, New York..... | 300, 000 |
| 67. First National Bank of Milwaukee, Wisconsin..... | 200, 000 |
| 68. First National Bank of Rockville, Indiana..... | 200, 000 |
| 69. First National Bank of Norwich, Connecticut..... | 450, 000 |
| 70. First National Bank of Lyons, Iowa | 100, 000 |
| 72. First National Bank of Kittanning, Pennsylvania..... | 222, 000 |
| 73. First National Bank of Portsmouth, Ohio..... | 165, 000 |
| 74. First National Bank of Adams, New York | 75, 000 |
| 75. First National Bank of Watertown, New York..... | 131, 000 |
| 76. First National Bank of Warren, Ohio..... | 200, 000 |
| 77. First National Bank of Dausville, New York..... | 50, 000 |
| 78. First National Bank of Canton, Ohio | 100, 000 |
| 79. First National Bank of Worcester, Massachusetts..... | 210, 000 |
| 80. First National Bank of Scranton, Pennsylvania..... | 223, 000 |
| 81. Second National Bank of Franklin, Indiana..... | 150, 000 |
| 83. First National Bank of Warsaw, Indiana..... | 56, 000 |
| 84. First National Bank of Upper Sandusky, Ohio..... | 105, 000 |
| 85. First National Bank of Lawrenceburgh, Indiana..... | 100, 000 |
| 86. First National Bank of Cadiz, Ohio..... | 120, 000 |
| 87. First National Bank of Moravia, New York | 80, 000 |
| 88. First National Bank of Nashua, New Hampshire..... | 150, 000 |
| 89. First National Bank of Monmouth, Illinois..... | 50, 000 |
| 90. Third National Bank of City New York..... | 940, 000 |
| 91. First National Bank of Germantown, Ohio | 75, 000 |
| 93. First National Bank of Delhi, New York..... | 101, 000 |
| 94. First National Bank of Toledo, Ohio..... | 350, 000 |
| 95. First National Bank of Logan, Ohio..... | 50, 000 |
| 96. First National Bank of South Bend, Indiana..... | 170, 000 |
| 97. First National Bank of Barre, Massachusetts..... | 150, 000 |
| 98. Fourth National Bank of Cincinnati, Ohio..... | 520, 000 |
| 100. First National Bank of Hudson, Wisconsin..... | 50, 000 |
| 101. First National Bank of Detroit, Michigan | 300, 000 |
| 102. First National Bank of Ironton, Ohio | 204, 000 |
| 103. First National Bank of Greenfield, Ohio..... | 56, 000 |
| 104. First National Bank of Seneca Falls, New York | 60, 000 |
| 105. Second National Bank of Wilkesbarre, Pennsylvania..... | 445, 000 |
| 106. First National Bank of Valparaiso, Indiana..... | 51, 800 |
| 107. First National Bank of Bangor, Maine..... | 303, 000 |
| 108. First National Bank of Meadville, Pennsylvania..... | 205, 000 |
| 109. First National Bank of Ravenna, Ohio..... | 100, 000 |
| 110. First National Bank of Ottumwa, Iowa | 67, 000 |
| 111. First National Bank of Rock Island, Illinois..... | 100, 000 |
| 112. First National Bank of Louisville, Kentucky..... | 300, 000 |
| 113. First National Bank of Union Mills, Pennsylvania..... | 50, 000 |
| 114. First National Bank of Madison, Indiana..... | 334, 000 |
| 115. First National Bank of Danville, Illinois..... | 50, 000 |
| 116. First National Bank of La Salle, Illinois..... | 42, 000 |
| 117. Second National Bank of Detroit, Michigan..... | 770, 000 |
| 118. First National Bank of Danville, Indiana..... | 104, 000 |
| 119. First National Bank of Circleville, Ohio | 260, 000 |
| 120. First National Bank of Marion, Iowa..... | 68, 000 |
| 122. First National Bank of Hartford, Connecticut..... | 616, 000 |
| 123. First National Bank of Springfield, Vermont..... | 202, 000 |
| 124. First National Bank of Columbus, Ohio | 300, 400 |
| 125. First National Bank of Whitewater, Wisconsin..... | 50, 000 |
| 126. First National Bank of Reading, Pennsylvania..... | 100, 000 |

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| 127. First National Bank of Bennington, Vermont..... | \$122,000 |
| 128. First National Bank of Cardington, Ohio..... | 100,000 |
| 129. First National Bank of Chillicothe, Ohio..... | 150,000 |
| 130. First National Bank of Elmira, New York..... | 110,000 |
| 131. First National Bank of Elkhart, Indiana..... | 100,000 |
| 132. First National Bank of Wabash, Indiana..... | 54,000 |
| 133. Second National Bank of Zanesville, Ohio..... | 154,700 |
| 134. First National Bank of Pomeroy, Ohio..... | 160,000 |
| 135. First National Bank of Beverly, Ohio..... | 100,000 |
| 136. First National Bank of Providence, Rhode Island..... | 565,000 |
| 137. First National Bank of Gallipolis, Ohio..... | 99,000 |
| 138. First National Bank of Brownsville, Pennsylvania..... | 75,000 |
| 139. First National Bank of Huntington, Indiana..... | 100,000 |
| 140. First National Bank of Lancaster, Ohio..... | 62,000 |
| 141. First National Bank of Lethlehem, Pennsylvania..... | 500,000 |
| 142. First National Bank of Peoria, Illinois..... | 220,000 |
| 143. Second National Bank of St. Louis, Missouri..... | 300,000 |
| 144. Second National Bank of Syracuse, New York..... | 100,000 |
| 145. First National Bank of Cambridge, Ohio..... | 102,500 |
| 146. First National Bank of Marietta, Ohio..... | 100,000 |
| 147. First National Bank of Conneautville, Pennsylvania..... | 100,000 |
| 148. First National Bank of Madison, Wisconsin..... | 132,000 |
| 149. First National Bank of Goshen, Indiana..... | 115,000 |
| 151. First National Bank of West Chester, Pennsylvania..... | 200,000 |
| 152. First National Bank of Marlboro', Massachusetts..... | 206,000 |
| 153. Second National Bank of Elmira, New York..... | 220,000 |
| 154. First National Bank of New Berlin, New York..... | 100,000 |
| 155. First National Bank of Nashville, Tennessee..... | 251,000 |
| 156. First National Bank of Geneva, Ohio..... | 100,000 |
| 157. First National Bank of Troy, New York..... | 300,000 |
| 158. First National Bank of Auburn, Maine..... | 137,500 |
| 159. First National Bank of Ypsilanti, Michigan..... | 75,000 |
| 160. First National Bank of Port Atkinson, Wisconsin..... | 77,000 |
| 161. First National Bank of Dorchester, Massachusetts..... | 123,000 |
| 162. First National Bank of Syracuse, New York..... | 275,000 |
| 163. First National Bank of Moline, Illinois..... | 100,000 |
| 164. First National Bank of Allentown, Pennsylvania..... | 250,000 |
| 165. First National Bank of St. Paul, Minnesota..... | 591,500 |
| 167. First National Bank of Zanesville, Ohio..... | 150,000 |
| 168. First National Bank of Bath, New York..... | 100,000 |
| 169. First National Bank of Albion, New York..... | 100,000 |
| 170. First National Bank of Geneva, New York..... | 56,000 |
| 172. First National Bank of Hillsdale, Michigan..... | 50,000 |
| 173. Third National Bank of St. Louis, Missouri..... | 892,250 |
| 174. Second National Bank of Circleville, Ohio..... | 124,000 |
| 175. First National Bank of South Charleston, Ohio..... | 100,000 |
| 176. First National Bank of Oil City, Pennsylvania..... | 200,000 |
| 177. First National Bank of Williamsport, Pennsylvania..... | 284,000 |
| 178. First National Bank of Mifflinburg, Pennsylvania..... | 100,000 |
| 179. First National Bank of Wilmington, Illinois..... | 100,000 |
| 180. First National Bank of Hobart, New York..... | 101,000 |
| 181. Second National Bank of Springfield, Massachusetts..... | 310,000 |
| 182. First National Bank of Columbus, Wisconsin..... | 50,000 |
| 183. First National Bank of Hanover, Pennsylvania..... | 112,500 |
| 184. First National Bank of Chittenango, New York..... | 150,000 |
| 185. First National Bank of Parkersburg, West Virginia..... | 150,000 |
| 186. First National Bank of Leavenworth, Kansas..... | 100,000 |
| 187. Second National Bank of Utica, New York..... | 300,000 |
| 188. First National Bank of Ashland, Ohio..... | 50,000 |
| 189. First National Bank of Sandy Hill, New York..... | 75,000 |
| 190. First National Bank of Rockville, Connecticut..... | 210,000 |
| 191. First National Bank of Grafton, Massachusetts..... | 100,000 |
| 192. First National Bank of Westfield, Massachusetts..... | 250,000 |
| 193. First National Bank of Franklin, Pennsylvania..... | 97,500 |
| 194. First National Bank of Brunswick, Maine..... | 100,000 |
| 195. First National Bank of Kalamazoo, Michigan..... | 100,000 |
| 196. First National Bank of Boston, Massachusetts..... | 889,000 |
| 197. First National Bank of Leonardsville, New York..... | 50,500 |
| 198. First National Bank of New London, Connecticut..... | 111,000 |
| 199. Second National Bank of Philadelphia, Pennsylvania..... | 300,000 |

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| 200. First National Bank of Allegheny, Pennsylvania | \$350,000 |
| 202. First National Bank of North Bennington, Vermont | 556,000 |
| 203. First National Bank of York, Pennsylvania | 335,000 |
| 205. First National Bank of Baltimore, Maryland | 910,000 |
| 206. First National Bank of Harrisburgh, Pennsylvania | 100,000 |
| 207. First National Bank of Binghamton, New York | 202,200 |
| 208. Second National Bank of Peoria, Illinois | 218,900 |
| 209. First National Bank of Springfield, Illinois | 400,000 |
| 210. First National Bank of New Brunswick, New Jersey | 88,700 |
| 211. First National Bank of Omaha, Nebraska Territory | 200,000 |
| 212. First National Bank of Lockport, New York | 223,500 |
| 213. Second National Bank of Sandusky, Ohio | 104,000 |
| 214. First National Bank of Norwalk, Ohio | 50,000 |
| 215. First National Bank of Bridgeport, Ohio | 200,000 |
| 216. First National Bank of Kenosha, Wisconsin | 50,000 |
| 217. First National Bank of Springfield, Ohio | 200,000 |
| 218. First National Bank of Portland, Maine | 583,000 |
| 219. First National Bank of Greencastle, Indiana | 139,000 |
| 220. First National Bank of Oshkosh, Wisconsin | 50,000 |
| 221. First National Bank of Massillon, Ohio | 221,000 |
| 222. First National Bank of Indiana, Pennsylvania | 200,000 |
| 223. First National Bank of Painesville, Ohio | 200,400 |
| 224. First National Bank of Cortland, New York | 127,000 |
| 225. First National Bank of Ithaca, New York | 200,000 |
| 226. Second National Bank of Cooperstown, New York | 225,000 |
| 227. Second National Bank of Norwich, Connecticut | 200,000 |
| 228. Second National Bank of Chicago, Illinois | 108,500 |
| 229. First National Bank of Orwell, Vermont | 100,000 |
| 231. First National Bank of Auburn, New York | 100,000 |
| 233. First National Bank of Monroe, Wisconsin | 90,000 |
| 234. Second National Bank of New Haven, Connecticut | 900,000 |
| 235. First National Bank of Athens, Ohio | 50,000 |
| 236. First National Bank of Buffalo, New York | 111,000 |
| 237. Third National Bank of Philadelphia, Pennsylvania | 293,000 |
| 238. Third National Bank of Chicago, Illinois | 667,000 |
| 239. First National Bank of Bryan, Ohio | 60,000 |
| 240. Third National Bank of Pittsburgh, Pennsylvania | 404,500 |
| 241. Sixth National Bank of the City of New York | 214,500 |
| 242. First National Bank of Galesburg, Illinois | 150,000 |
| 243. First National Bank of Albany, New York | 220,000 |
| 244. First National Bank of Skowhegan, Maine | 150,000 |
| 245. First National Bank of Lebanon, Pennsylvania | 50,000 |
| 246. Second National Bank of Ironton, Ohio | 100,000 |
| 247. First National Bank of Delaware, Ohio | 100,000 |
| 248. First National Bank of Milton, Pennsylvania | 85,000 |
| 249. First National Bank of Mount Gilead, Ohio | 124,000 |
| 250. First National Bank of Plattsburgh, New York | 100,000 |
| 251. First National Bank of Waynesboro', Pennsylvania | 75,400 |
| 252. First National Bank of Morrisville, New York | 100,000 |
| 253. First National Bank of Altoona, Pennsylvania | 153,000 |
| 254. First National Bank of Wrightsville, Pennsylvania | 150,000 |
| 255. Second National Bank of Toledo, Ohio | 350,000 |
| 256. First National Bank of West Meriden, Connecticut | 198,500 |
| 257. First National Bank of Mystic Bridge, Connecticut | 150,000 |
| 258. First National Bank of Canandaigua, New York | 75,000 |
| 259. First National Bank of West Greenville, Pennsylvania | 100,000 |
| 260. Second National Bank of Pittsburgh, Pennsylvania | 300,000 |
| 261. First National Bank of Grand Rapids, Michigan | 200,000 |
| 262. First National Bank of Oswego, New York | 200,000 |
| 263. Second National Bank of Oswego, New York | 120,000 |
| 264. First National Bank of Palmyra, New York | 213,000 |
| 265. First National Bank of Fall River, Massachusetts | 400,000 |
| 266. First National Bank of Sidney, Ohio | 52,000 |
| 267. First National Bank of Hornellsville, New York | 51,000 |
| 268. First National Bank of New Bedford, Massachusetts | 614,000 |
| 269. First National Bank of St. Charles, Missouri | 50,000 |
| 270. Second National Bank of Lansing, Michigan | 76,000 |
| 271. First National Bank of Friendship, New York | 75,000 |
| 272. Second National Bank of Springfield, Ohio | 100,000 |
| 273. First National Bank of St. Albans, Vermont | 100,000 |

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| 274. First National Bank of Amesbury, Massachusetts | \$100,000 |
| 275. First National Bank of Norfolk, Virginia | 106,000 |
| 276. First National Bank of Uniontown, Pennsylvania | 100,000 |
| 277. First National Bank of Washington, Ohio | 181,300 |
| 279. First National Bank of Norristown, Pennsylvania | 150,000 |
| 280. First National Bank of Oxford, New York | 150,000 |
| 281. First National Bank of Ionia, Michigan | 100,000 |
| 282. First National Bank of Delphos, Ohio | 101,900 |
| 283. First National Bank of Chicago, Illinois | 200,000 |
| 284. Second National Bank of Xenia, Ohio | 100,000 |
| 285. First National Bank of Brandon, Vermont | 153,500 |
| 286. First National Bank of Newburyport, Massachusetts | 300,000 |
| 287. First National Bank of Franklin, New York | 100,000 |
| 288. First National Bank of Trenton, New Jersey | 512,000 |
| 289. First National Bank of Cooperstown, New York | 100,000 |
| 290. First National Bank of Jamesburgh, New Jersey | 75,000 |
| 291. Fourth National Bank of St. Louis, Missouri | 200,000 |
| 293. First National Bank of Whitehall, New York | 100,000 |
| 294. First National Bank of Baldwinsville, New York | 140,000 |
| 295. First National Bank of Ripley, Ohio | 150,000 |
| 296. First National Bank of Bloomsburg, Pennsylvania | 53,000 |
| 297. First National Bank of Mt. Pleasant, Iowa | 75,000 |
| 298. Second National Bank of Skowhegan, Maine | 125,000 |
| 299. First National Bank of Waverly, New York | 54,500 |
| 300. First National Bank of Curwensville, Pennsylvania | 100,000 |
| 301. First National Bank of Havana, New York | 50,000 |
| 302. First National Bank of Audes, New York | 60,000 |
| 303. First National Bank of Clyde, New York | 49,500 |
| 305. First National Bank of Waynesburg, Pennsylvania | 80,000 |
| 306. Second National Bank of Bangor, Maine | 150,000 |
| 307. First National Bank of Butler, Pennsylvania | 100,000 |
| 308. Third National Bank of Springfield, Massachusetts | 528,000 |
| 310. First National Bank of Gettysburg, Pennsylvania | 100,000 |
| 311. Tenth National Bank of the City of New York | 1,036,000 |
| 312. First National Bank of Media, Pennsylvania | 100,000 |
| 313. First National Bank of Warwick, New York | 111,000 |
| 314. First National Bank of St. Clairsville, Ohio | 100,000 |
| 315. First National Bank of Concord, New Hampshire | 155,000 |
| 316. First National Bank of Dubuque, Iowa | 200,000 |
| 317. First National Bank of Freeport, Illinois | 100,000 |
| 318. First National Bank of Champlain, New York | 100,000 |
| 319. Second National Bank of Plattsburgh, New York | 100,000 |
| 320. Fifth National Bank of Chicago, Illinois | 500,000 |
| 321. First National Bank of McGregor, Iowa | 100,000 |
| 322. First National Bank of Newtown, Pennsylvania | 100,000 |
| 323. First National Bank of Danville, Pennsylvania | 150,000 |
| 324. Second National Bank of Boston, Massachusetts | 890,000 |
| 325. Second National Bank of Mechanicsburgh, Pennsylvania | 55,000 |
| 326. First National Bank of Winchendon, Massachusetts | 152,000 |
| 327. Fourth National Bank of the City of New York | 3,389,000 |
| 328. First National Bank of Paterson, New Jersey | 350,000 |
| 329. First National Bank of Wellsborough, Pennsylvania | 100,000 |
| 330. First National Bank of Lewistown, Maine | 400,000 |
| 331. First National Bank of Lowell, Massachusetts | 259,000 |
| 332. First National Bank of Chester, Pennsylvania | 100,000 |
| 333. First National Bank of Lancaster, Pennsylvania | 156,000 |
| 334. First National Bank of Bridgeport, Connecticut | 212,000 |
| 335. First National Bank of Centerville, Iowa | 50,000 |
| 336. First National Bank of Greenport, New York | 85,000 |
| 337. First National Bank of Memphis, Tennessee | 20,000 |
| 339. First National Bank of Batavia, Illinois | 74,500 |
| 340. First National Bank of Batavia, New York | 75,000 |
| 341. First National Bank of Union Springs, New York | 100,000 |
| 342. Fifth National Bank of the City of New York | 117,500 |
| 343. New York National Exchange Bank, New York | 300,000 |
| 344. Second National Bank of Havana, New York | 50,000 |
| 345. First National Bank of Fair Haven, Vermont | 100,000 |
| 346. First National Bank of Lacon, Illinois | 50,000 |
| 347. First National Bank of Vevay, Indiana | 100,000 |
| 348. Second National Bank of Ravenna, Ohio | 10,000 |

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| 349. First National Bank of Newark, New Jersey..... | \$56,500 |
| 350. First National Bank of Lowville, New York..... | 40,000 |
| 351. Sixth National Bank of Philadelphia, Pennsylvania..... | 155,000 |
| 352. First National Bank of Burlington, Iowa..... | 100,000 |
| 353. First National Bank of Romeo, Michigan..... | 100,000 |
| 354. Delaware County National Bank of Chester, Pennsylvania..... | 160,000 |
| 355. First National Bank of Candor, New York..... | 47,700 |
| 356. First National Bank of Greensburgh, Indiana..... | 150,000 |
| 357. First National Bank of Selinsgrove, Pennsylvania..... | 100,000 |
| 358. Third National Bank of Boston, Massachusetts..... | 200,000 |
| 359. First National Bank of Wheeling, West Virginia..... | 250,000 |
| 360. First National Bank of Watkins, New York..... | 50,000 |
| 361. National Exchange Bank, Hartford, Connecticut..... | 530,000 |
| 362. First National Bank, Tarrytown, New York..... | 101,500 |
| 363. First National Bank of Mt. Vernon, Indiana..... | 100,000 |
| 364. First National Bank of Peru, Indiana..... | 100,000 |
| 365. First National Bank of Wilmington, Ohio..... | 100,000 |
| 366. First National Bank of Augusta, Maine..... | 250,000 |
| 367. Second National Bank of Newark, New Jersey..... | 349,000 |
| 368. First National Bank of Xenia, Ohio..... | 120,000 |
| 369. First National Bank of Waterloo, New York..... | 50,000 |
| 370. First National Bank of Columbia, Pennsylvania..... | 147,000 |
| 371. First National Bank of Woodstock, Illinois..... | 65,000 |
| 372. First National Bank of Jersey City, New Jersey..... | 383,000 |
| 373. First National Bank of Vincentown, New Jersey..... | 100,000 |
| 374. Second National Bank of Allentown, Pennsylvania..... | 300,000 |
| 375. First National Bank of St. Johnsville, New York..... | 75,000 |
| 376. National Bank of the Republic of Boston, Massachusetts..... | 958,000 |
| 377. Central National Bank of the City of New York..... | 1,670,000 |
| 379. First National Bank of Laporte, Indiana..... | 100,000 |
| 380. Eighth National Bank of the City of New York..... | 278,000 |
| 381. First National Bank of Cumberland, Maryland..... | 100,000 |
| 382. First National Bank of Northampton, Massachusetts..... | 400,000 |
| 383. First National Bank of Mechanicsburgh, Pennsylvania..... | 101,000 |
| 384. First National Bank of Hudson, New York..... | 200,000 |
| 385. First National Bank of Rockport, New York..... | 50,000 |
| 386. First National Bank of Mt. Pleasant, Pennsylvania..... | 75,000 |
| 387. Second National Bank of Freeport, Illinois..... | 100,000 |
| 388. Ninth National Bank of City of the New York..... | 736,000 |
| 389. First National Bank of Granville, Ohio..... | 50,000 |
| 391. First National Bank of Marquette, Michigan..... | 61,000 |
| 392. First National Bank of Knoxville, Tennessee..... | 89,900 |
| 393. First National Bank of Westport, New York..... | 245,000 |
| 394. First National Bank of Mercer, Pennsylvania..... | 60,000 |
| 395. First National Bank of Amherst, Massachusetts..... | 150,000 |
| 396. First National Bank of Somerville, New Jersey..... | 155,000 |
| 397. First National Bank of Galion, Ohio..... | 50,000 |
| 398. First National Bank of Middletown, Connecticut..... | 106,000 |
| 399. First National Bank of Washington, Iowa..... | 100,000 |
| 401. First National Bank of Woodstown, New Jersey..... | 80,000 |
| 402. National Mechanics and Traders' Bank of Portsmouth, New Hampshire..... | 300,000 |
| 403. First National Bank of Ashland, Pennsylvania..... | 192,500 |
| 404. First National Bank of Port Chester, New York..... | 100,000 |
| 405. First National Bank of Landsdale, Pennsylvania..... | 51,000 |
| 406. Brandon National Bank of Brandon, Vermont..... | 200,000 |
| 407. First National Bank of Lansing, Iowa..... | 50,000 |
| 408. Freeman's National Bank of Augusta, Maine..... | 100,000 |
| 409. First National Bank of Salem, Massachusetts..... | 304,250 |
| 410. Boston National Bank of Boston, Massachusetts..... | 667,000 |
| 411. First National Bank of Aurora, New York..... | 95,000 |
| 412. First National Bank of Minersville, Pennsylvania..... | 100,000 |
| 413. First National Bank of Bay City, Michigan..... | 166,200 |
| 414. First National Bank of Mt. Carroll, Illinois..... | 100,000 |
| 415. First National Bank of Marshalltown, Iowa..... | 100,000 |
| 416. Seventh National Bank of Philadelphia, Pennsylvania..... | 244,000 |
| 417. First National Bank of Canton, Illinois..... | 75,000 |
| 418. Second National Bank of Baltimore, Maryland..... | 390,000 |
| 419. First National Bank of Easton, Massachusetts..... | 310,000 |
| 420. Second National Bank of La Fayette, Indiana..... | 200,000 |
| 421. First National Bank of Westboro', Massachusetts..... | 100,000 |

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| 422. Hampshire County National Bank of Northampton, Massachusetts..... | 8250,000 |
| 423. First National Bank of Oneonta, New York..... | 50,000 |
| 424. First National Bank of Van Wert, Ohio..... | 67,000 |
| 425. First National Bank of Jefferson, Ohio..... | 66,000 |
| 426. First National Bank of Ripon, Wisconsin..... | 60,000 |
| 427. First National Bank of Quincy, Illinois..... | 200,000 |
| 428. First National Bank of Fox Lake, Wisconsin..... | 80,000 |
| 429. First National Bank of East Hampton, Massachusetts..... | 150,000 |
| 430. First National Bank of Camden, New Jersey..... | 160,000 |
| 432. Fourth National Bank of Pittsburgh, Pennsylvania..... | 306,000 |
| 433. First National Bank of Cambridge, Massachusetts..... | 223,000 |
| 434. First National Bank of Gleu Rock, Pennsylvania..... | 55,000 |
| 435. First National Bank of Pontiac, Michigan..... | 100,000 |
| 436. First National Bank of Mansfield, Ohio..... | 100,000 |
| 437. First National Bank of Mauch Chunk, Pennsylvania..... | 329,000 |
| 438. First National Bank of Elyria, Ohio..... | 102,000 |
| 439. First National Bank of Clinton, Massachusetts..... | 200,000 |
| 440. Second National Bank of Fall River, Massachusetts..... | 160,000 |
| 441. First National Bank of Killingly, Connecticut..... | 112,000 |
| 442. First National Bank of Peru, Illinois..... | 91,600 |
| 443. Worcester National Bank of Worcester, Massachusetts..... | 450,000 |
| 444. Central National Bank of Worcester, Massachusetts..... | 250,000 |
| 445. First National Bank of Red Bank, New Jersey..... | 96,000 |
| 446. First National Bank of Damariscotta, Maine..... | 50,000 |
| 447. National Currency Bank, New York..... | 101,000 |
| 448. First National Bank of Bucyrus, Ohio..... | 100,000 |
| 449. First National Bank of Putnam, Connecticut..... | 147,000 |
| 450. First National Bank of Plainfield, New Jersey..... | 150,000 |
| 451. Cambridge National Bank of East Cambridge, Massachusetts..... | 112,000 |
| 452. First National Bank of Kingston, New York..... | 165,000 |
| 453. First National Bank of Freehold, New Jersey..... | 125,000 |
| 454. First National Bank of Cobleskill, New York..... | 100,000 |
| 455. Farmers and Mechanics' National Bank of Buffalo, New York..... | 204,500 |
| 457. Second National Bank of Watkins, New York..... | 75,000 |
| 458. First National Bank of Racine, Wisconsin..... | 81,000 |
| 459. First National Bank of Bellefonte, Pennsylvania..... | 100,000 |
| 460. National Hide and Leather Bank of Boston, Massachusetts..... | 895,000 |
| 461. Second National Bank of Galesburgh, Illinois..... | 100,000 |
| 462. First National Bank of Adams, Massachusetts..... | 142,000 |
| 464. First National Bank of Wellington, Ohio..... | 100,000 |
| 465. National Bank of Fort Plain, Fort Plain, New York..... | 225,000 |
| 466. First National Bank of Poughkeepsie, New York..... | 160,000 |
| 467. Mechanics' National Bank of Chicago, Illinois..... | 161,000 |
| 468. The National Bank of Newburgh, New York..... | 712,000 |
| 469. Second National Bank of Mauch Chunk, Pennsylvania..... | 150,000 |
| 470. Deposit National Bank of Deposit, New York..... | 126,000 |
| 471. First National Bank of Greenfield, Massachusetts..... | 300,000 |
| 472. First National Bank of Sing Sing, New York..... | 100,000 |
| 473. First National Bank of Brattleboro', Vermont..... | 300,000 |
| 474. First National Bank of Wilmington, Delaware..... | 445,000 |
| 475. City National Bank of Worcester, Massachusetts..... | 240,000 |
| 476. Merchants' National Bank of Boston, Massachusetts..... | 2,066,000 |
| 478. First National Bank of Pittston, Pennsylvania..... | 500,000 |
| 479. Ridgely National Bank of Springfield, Illinois..... | 100,000 |
| 480. Third National Bank of Rockford, Illinois..... | 70,000 |
| 481. Richland National Bank of Mansfield, Ohio..... | 150,100 |
| 482. First National Bank of Haverhill, Massachusetts..... | 200,000 |
| 483. Second National Bank of Rockford, Illinois..... | 100,000 |
| 484. City National Bank of Cedar Rapids, Iowa..... | 100,000 |
| 485. Haverhill National Bank of Haverhill, Massachusetts..... | 203,000 |
| 487. Charter Oak National Bank of Hartford, Connecticut..... | 500,000 |
| 488. First National Bank of Elizabeth, New Jersey..... | 200,000 |
| 489. First National Bank of Newton, Massachusetts..... | 109,000 |
| 490. First National Bank of Saint Johnsbury, Vermont..... | 306,000 |
| 491. The National Bank of Fairhaven, Massachusetts..... | 270,000 |
| 492. First National Bank of Mount Pleasant, Ohio..... | 175,000 |
| 493. First National Bank of Decorah, Iowa..... | 75,000 |
| 494. Bath National Bank of Bath, Maine..... | 125,000 |
| 495. First National Bank of Yarmouth, Massachusetts..... | 525,000 |
| 496. First National Bank of Warsaw, Illinois..... | 100,000 |

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| 497. First National Bank of Hastings, Minnesota..... | \$100,000 |
| 498. First National Bank of Saffield, Connecticut..... | 200,500 |
| 499. Granite National Bank of Augusta, Maine..... | 100,000 |
| 500. First National Bank of Cedar Rapids, Iowa..... | 100,000 |
| 501. Derry National Bank of Derry, New Hampshire..... | 60,000 |
| 502. First National Bank of Smithfield, Ohio..... | 100,000 |
| 503. First National Bank of South Norwalk, Connecticut..... | 200,000 |
| 504. Monson National Bank of Monson, Massachusetts..... | 170,000 |
| 505. First National Bank of Westfield, New York..... | 103,000 |
| 506. Mount Wollaston National Bank of Quincy, Massachusetts..... | 150,000 |
| 507. Market National Bank of Boston, Massachusetts..... | 400,000 |
| 508. Merchants' National Bank of Lowell, Massachusetts..... | 320,000 |
| 509. First National Bank of Lock Haven, Pennsylvania..... | 100,000 |
| 510. North Western National Bank of Chicago, Illinois..... | 500,000 |
| 511. Rockville National Bank of Rockville, Connecticut..... | 312,000 |
| 512. First National Bank of Joliet, Illinois..... | 100,000 |
| 513. Union National Bank of Weymouth, Massachusetts..... | 304,000 |
| 514. First National Bank of Jacksonville, Illinois..... | 230,000 |
| 515. First National Bank of Leominster, Massachusetts..... | 100,000 |
| 516. Backstone National Bank of Boston, Massachusetts..... | 914,000 |
| 517. The National Bank of Redemption, Boston..... | 890,000 |
| 518. Kenduskeag National Bank of Bangor, Maine..... | 75,000 |
| 519. First National Bank of Oneida, New York..... | 125,000 |
| 520. First National Bank of Warren, Pennsylvania..... | 100,000 |
| 521. First National Bank of Providence, Pennsylvania..... | 90,000 |
| 522. Eighth National Bank of Philadelphia, Pennsylvania..... | 275,000 |
| 523. First National Bank of Middletown, New York..... | 100,000 |
| 524. North National Bank of Boston, Massachusetts..... | 952,000 |
| 525. Continental National Bank of Boston, Massachusetts..... | 519,000 |
| 526. National Bank of Metropolis, Washington, D. C..... | 146,000 |
| 527. National Exchange Bank of Boston, Massachusetts..... | 915,000 |
| 528. First National Bank of Rochester, New York..... | 219,000 |
| 529. First National Bank of Eaton, Ohio..... | 100,000 |
| 530. Framingham National Bank of Framingham, Massachusetts..... | 225,000 |
| 531. Grundy County National Bank of Morris, Illinois..... | 100,000 |
| 532. Northern National Bank of Hallowell, Maine..... | 100,000 |
| 533. First National Bank of Geneseo, Illinois..... | 100,000 |
| 534. First National Bank of Chelsea, Massachusetts..... | 320,000 |
| 535. Keystone National Bank of Erie, Pennsylvania..... | 222,900 |
| 536. Eliot National Bank of Boston, Massachusetts..... | 951,000 |
| 537. Connecticut River National Bank of Charlestown, New Hampshire..... | 100,000 |
| 538. Farmers and Mechanics' National Bank of Philadelphia, Pennsylvania..... | 1,112,000 |
| 539. Philadelphia National Bank of Philadelphia, Pennsylvania..... | 1,150,000 |
| 540. Pennsylvania National Bank of Philadelphia, Pennsylvania..... | 200,000 |
| 541. National Bank of Northern Liberties, Philadelphia, Pennsylvania..... | 520,000 |
| 542. Kensington National Bank of Philadelphia, Pennsylvania..... | 250,000 |
| 543. Corn Exchange National Bank of Philadelphia, Pennsylvania..... | 511,200 |
| 544. City National Bank of Philadelphia, Pennsylvania..... | 410,000 |
| 545. Boylston National Bank of Boston, Massachusetts..... | 500,000 |
| 546. First National Bank of Gloucester, Massachusetts..... | 122,000 |
| 547. First National Bank of Winona, Minnesota..... | 50,000 |
| 548. Broadway National Bank of Boston, Massachusetts..... | 200,000 |
| 549. National Bank Chester County, West Chester, Pennsylvania..... | 225,000 |
| 550. The National Bank of Winthrop, Maine..... | 100,000 |
| 551. National Bank of Commerce of Philadelphia, Pennsylvania..... | 250,000 |
| 552. National Bank of Germantown, Philadelphia, Pennsylvania..... | 200,000 |
| 553. First National Bank of Fond du Lac, Wisconsin..... | 101,550 |
| 554. First National Bank of Jamestown, New York..... | 155,000 |
| 555. National Bank of Commerce, Boston, Massachusetts..... | 927,000 |
| 556. Cheshire National Bank of Keene, New Hampshire..... | 200,000 |
| 557. Commercial National Bank of Philadelphia, Pennsylvania..... | 700,000 |
| 558. Manufacturers' National Bank of Philadelphia, Pennsylvania..... | 607,000 |
| 559. Randolph National Bank of Randolph, Massachusetts..... | 205,000 |
| 560. Southwark National Bank of Philadelphia, Pennsylvania..... | 250,000 |
| 561. Consolidation National Bank of Philadelphia, Pennsylvania..... | 300,000 |
| 562. First National Bank of New Castle, Pennsylvania..... | 150,000 |
| 563. First National Bank of Angelica, New York..... | 100,000 |
| 564. Union National Bank of Philadelphia, Pennsylvania..... | 265,000 |
| 565. First National Bank of Northumberland, Pennsylvania..... | 100,000 |
| 566. Second National Bank of Providence, Rhode Island..... | 500,000 |

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| 567. | First National Bank of Mahanoy City, Pennsylvania..... | \$60,000 |
| 568. | First National Bank of Berwick, Pennsylvania..... | 75,000 |
| 569. | National Bank of Chester Valley, Coatesville, Pennsylvania..... | 185,000 |
| 570. | Corry National Bank of Corry, Pennsylvania..... | 100,000 |
| 571. | Doyleston National Bank of Doyleston, Pennsylvania..... | 105,000 |
| 572. | Tradesmen's National Bank of Philadelphia, Pennsylvania..... | 200,000 |
| 573. | First National Bank of Crawfordsville, Indiana..... | 100,000 |
| 574. | Amoskeag National Bank of Manchester, New Hampshire..... | 200,000 |
| 575. | First National Bank of Framestown, New Hampshire..... | 100,000 |
| 576. | Millbury National Bank of Millbury, Massachusetts..... | 150,000 |
| 577. | First National Bank of Attica, Indiana..... | 84,000 |
| 578. | First National Bank of Rochester, Minnesota..... | 100,000 |
| 579. | Howard National Bank of Boston, Massachusetts..... | 500,000 |
| 580. | Harrisburgh National Bank of Harrisburg, Pennsylvania..... | 300,000 |
| 581. | Indianapolis National Bank of Indiana..... | 500,000 |
| 582. | Shawmut National Bank of Boston, Massachusetts..... | 675,000 |
| 583. | Lancaster National Bank of Lancaster, Massachusetts..... | 200,000 |
| 584. | The National Bank of Chambersburg, Pennsylvania..... | 260,000 |
| 585. | The National Bank of Middletown, Pennsylvania..... | 75,000 |
| 586. | First National Bank of Washington, Pennsylvania..... | 150,000 |
| 587. | Mechanics' National Bank of Newburyport, Massachusetts..... | 250,000 |
| 588. | First National Bank of Malden, Massachusetts..... | 101,000 |
| 589. | National Bank of New Jersey, New Brunswick, New Jersey..... | 250,000 |
| 590. | Fall River National Bank, Massachusetts..... | 400,000 |
| 591. | First National Bank of Danvers, Massachusetts..... | 150,000 |
| 592. | Essex National Bank of Haverhill, Massachusetts..... | 100,000 |
| 593. | National Exchange Bank, Columbus, Ohio..... | 200,000 |
| 594. | Peoples' National Bank, Roxbury, Massachusetts..... | 300,100 |
| 595. | Girard National Bank of Philadelphia, Pennsylvania..... | 670,000 |
| 596. | Washington National Bank, Boston, Massachusetts..... | 682,000 |
| 597. | First National Bank of Three Rivers, Michigan..... | 100,000 |
| 598. | Farmers' National Bank of Lancaster, Pennsylvania..... | 470,000 |
| 599. | Claremont National Bank of Claremont, New Hampshire..... | 150,000 |
| 600. | Farmers' National Bank of Malone, New York..... | 100,000 |
| 601. | National Bank of North America, Philadelphia, Pennsylvania..... | 900,000 |
| 602. | Franklin National Bank, Columbus, Ohio..... | 150,000 |
| 603. | First National Bank of Corry, Pennsylvania..... | 100,000 |
| 604. | Second National Bank of Erie, Pennsylvania..... | 280,000 |
| 605. | New England National Bank of Boston, Massachusetts..... | 890,000 |
| 606. | York National Bank, York, Pennsylvania..... | 500,000 |
| 607. | National City Bank, Boston, Massachusetts..... | 510,000 |
| 608. | Toledo National Bank, Toledo, Ohio..... | 286,000 |
| 609. | The National Bank of Pottstown, Pennsylvania..... | 300,000 |
| 610. | Massasoit National Bank of Fall River, Massachusetts..... | 200,000 |
| 611. | Gettysburg National Bank, Pennsylvania..... | 145,000 |
| 612. | Merchants & Manufacturers' National Bank, Pittsburgh, Pennsylvania..... | 800,000 |
| 613. | Lechmere National Bank of East Cambridge, Massachusetts..... | 150,000 |
| 614. | National Rockland Bank, Roxbury, Massachusetts..... | 315,000 |
| 615. | Warren National Bank, South Danvers, Massachusetts..... | 253,000 |
| 616. | Mechanics' National Bank of Philadelphia, Pennsylvania..... | 534,000 |
| 617. | Citizens' National Bank of Indianapolis, Indiana..... | 500,000 |
| 618. | Commonwealth National Bank of Philadelphia, Pennsylvania..... | 237,000 |
| 619. | First National Bank of Titusville, Pennsylvania..... | 81,000 |
| 620. | Citizens' National Bank of Pittsburgh, Pennsylvania..... | 514,000 |
| 621. | Fremont National Bank of Boston, Massachusetts..... | 826,000 |
| 622. | First National Bank of South Weymouth, Massachusetts..... | 150,000 |
| 623. | Central National Bank of Cincinnati, Ohio..... | 154,000 |
| 624. | Hopkinton National Bank of Hopkinton, Massachusetts..... | 150,000 |
| 625. | American National Bank of Hallowell, Maine..... | 50,000 |
| 626. | National Exchange Bank, Troy, New York..... | 100,000 |
| 627. | Merchants' National Bank of Washington, D. C..... | 50,000 |
| 628. | National Bank of Beaver County, New Brighton, Pennsylvania..... | 120,000 |
| 629. | Naumkeag National Bank, Salem, Massachusetts..... | 500,000 |
| 630. | Suffolk National Bank of Boston, Massachusetts..... | 850,000 |
| 631. | Ohio National Bank of Cincinnati, Ohio..... | 122,500 |
| 632. | First National Bank of New Ulm, Minnesota..... | 27,500 |
| 633. | Ware National Bank of Ware, Massachusetts..... | 350,000 |
| 634. | Asiatic National Bank of Salem, Massachusetts..... | 300,000 |
| 635. | Merrimack National Bank of Haverhill, Massachusetts..... | 240,000 |
| 636. | Third National Bank of Providence, Rhode Island..... | 407,000 |

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| 637. Bunker Hill National Bank, Charlestown, Massachusetts | \$500,000 |
| 638. First National Bank of Lynn, Massachusetts | 335,000 |
| 639. First National Bank of East Saginaw, Michigan | 75,000 |
| 640. Honesdale National Bank, Pennsylvania | 390,000 |
| 641. Niagara County National Bank, Lockport, New York | 146,000 |
| 642. Mystic River National Bank, Connecticut | 105,000 |
| 643. Troy City National Bank, New York | 522,300 |
| 644. Columbia National Bank, Pennsylvania | 509,000 |
| 645. Atlantic National Bank of Boston, Massachusetts | 524,000 |
| 646. Merchants' National Bank of Chicago, Illinois | 450,000 |
| 647. Kent National Bank, Kent, Ohio | 100,000 |
| 648. First National Bank of Alexandria, Virginia | 100,000 |
| 649. Miners' National Bank of Pottsville, Pennsylvania | 400,000 |
| 650. Monongahela National Bank of Brownsville, Pennsylvania | 200,000 |
| 651. Shoe & Leather National Bank of Boston, Massachusetts | 670,000 |
| 652. First National Bank of Yonkers, New York | 110,000 |
| 653. First National Bank of Newton, Iowa | 50,000 |
| 654. Western National Bank of Philadelphia, Pennsylvania | 195,000 |
| 655. Valley National Bank of Lebanon, Pennsylvania | 100,000 |
| 656. Atlas National Bank of Boston, Massachusetts | 945,000 |
| 657. Fallkill National Bank of Poughkeepsie, New York | 400,000 |
| 658. Thames National Bank of Norwich, Connecticut | 833,500 |
| 659. Donnington National Bank, Pennsylvania | 100,000 |
| 660. Nassau National Bank of Brooklyn, New York | 167,000 |
| 661. Southport National Bank, Connecticut | 110,000 |
| 662. Nponset National Bank of Canton, Massachusetts | 250,000 |
| 663. National Bank of Commerce, New London, Connecticut | 130,000 |
| 664. First National Bank of Richmond, Maine | 50,000 |
| 665. First National Bank of Carbondale, Pennsylvania | 110,000 |
| 666. Freemans' National Bank of Boston, Massachusetts | 400,000 |
| 667. The National Bank of Phoenixville, Pennsylvania | 200,000 |
| 668. First National Bank of Warren, Rhode Island | 103,000 |
| 669. National Bank of North America, Boston, Massachusetts | 672,500 |
| 670. Second National Bank of Watertown, New York | 94,000 |
| 671. First National Bank of Mount Joy, Pennsylvania | 99,000 |
| 672. Pittsburgh National Bank of Commerce, Pennsylvania | 500,000 |
| 673. National Grand Bank, Marblehead, Massachusetts | 120,000 |
| 674. Dedham National Bank, Dedham, Massachusetts | 300,000 |
| 675. Maverick National Bank, of Boston, Massachusetts | 275,000 |
| 676. National Bank of Fayette County, Uniontown, Pennsylvania | 100,000 |
| 677. Iron City National Bank of Pittsburgh, Pennsylvania | 400,000 |
| 678. Tradesmen's National Bank of Pittsburgh, Pennsylvania | 389,000 |
| 679. Pocasset National Bank of Fall River, Massachusetts | 200,000 |
| 680. Lebanon National Bank, Pennsylvania | 200,000 |
| 681. Phoenix National Bank of Hartford, Connecticut | 850,000 |
| 682. National Bank of Commerce, Georgetown, District Columbia | 80,000 |
| 683. Farmers' Deposit National Bank, Pittsburgh, Pennsylvania | 300,000 |
| 684. Waltham National Bank, Waltham, Massachusetts | 153,000 |
| 685. Lancaster County National Bank, Lancaster, Pennsylvania | 305,000 |
| 686. Blue Hill National Bank, Dorchester, Massachusetts | 200,000 |
| 687. Muscatine National Bank, Iowa | 100,000 |
| 688. National Union Bank, Reading, Pennsylvania | 150,000 |
| 689. Northumberland County National Bank, Shamokin, Pennsylvania | 67,000 |
| 690. Mercantile National Bank of Salem, Massachusetts | 197,000 |
| 691. National Broadway Bank, New York, New York | 1,000,000 |
| 692. Stafford National Bank, Stafford, Connecticut | 130,000 |
| 693. National Bank of Commerce, New Bedford, Massachusetts | 535,000 |
| 694. York County National Bank, York, Pennsylvania | 301,000 |
| 695. Second National Bank of Jersey City, New Jersey | 279,000 |
| 696. National City Bank of Linn, Massachusetts | 150,000 |
| 697. Farmers' National Bank of Reading, Pennsylvania | 400,000 |
| 698. First National Bank of Minneapolis, Minnesota | 100,000 |
| 699. Union National Bank of Pittsburgh, Pennsylvania | 213,000 |
| 700. Union National Bank of Chicago, Illinois | 666,800 |
| 701. Milton National Bank, Pennsylvania | 100,000 |
| 702. First National Bank of Aurora, Indiana | 200,000 |
| 703. Cape Cod National Bank, Harwich, Massachusetts | 284,000 |
| 704. Mechanics' National Bank of Pittsburgh, Pennsylvania | 500,000 |
| 705. First National Bank of New Albany, Indiana | 284,000 |
| 706. Millers River National Bank of Athol, Massachusetts | 147,000 |

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| 707. First National Bank of Plymouth, Pennsylvania..... | \$100,000 |
| 708. First National Bank of Amenia, New York..... | 100,000 |
| 709. Salem National Bank, Salem, Massachusetts..... | 200,000 |
| 710. Merchants and Farmers' National Bank of Quincy, Illinois..... | 150,000 |
| 711. Rollstone National Bank of Fitchburg, Massachusetts..... | 254,000 |
| 712. First National Bank of Litchfield, Connecticut..... | 200,000 |
| 713. First National Bank of Batavia, Ohio..... | 100,000 |
| 714. Pacific National Bank of Nantucket, Massachusetts..... | 202,000 |
| 715. Mount Vernon National Bank of Boston, Massachusetts..... | 205,000 |
| 716. Commercial National Bank of Chicago, Illinois..... | 506,300 |
| 717. Home National Bank of Meriden, West Meriden, Connecticut..... | 224,000 |
| 718. Farmers' National Bank of Bucks County, Bristol, Pennsylvania..... | 93,000 |
| 719. First National Bank of Covington, Kentucky..... | 500,000 |
| 720. Allegheny National Bank of Pittsburgh, Pennsylvania..... | 500,000 |
| 721. Manufacturers' National Bank of Troy, New York..... | 150,000 |
| 722. National Exchange Bank, Minneapolis, Minnesota..... | 82,500 |
| 723. Merchants' National Bank of Salem, Massachusetts..... | 200,000 |
| 724. People's National Bank of Pittsburgh, Pennsylvania..... | 900,000 |
| 725. Central National Bank of Philadelphia, Pennsylvania..... | 670,000 |
| 726. Manufacturers' National Bank of Chicago, Illinois..... | 327,500 |
| 727. Second National Bank of St. Paul, Minnesota..... | 200,000 |
| 728. Lewisburgh National Bank, Pennsylvania..... | 100,000 |
| 729. Charles River National Bank of Cambridge, Massachusetts..... | 100,000 |
| 730. Merchants and Farmers' National Bank of Ithaca, New York..... | 50,000 |
| 731. Evansville National Bank, Evansville, Indiana..... | 712,000 |
| 732. The National Bank of Oxford, Pennsylvania..... | 125,000 |
| 733. Wyoming National Bank of Wilkes Barre, Pennsylvania..... | 150,000 |
| 734. First National Bank of Providencetown, Massachusetts..... | 200,000 |
| 735. National Bank of Commerce, New York, New York..... | 5,500,000 |
| 736. Lumberman's National Bank, Williamsport, Pennsylvania..... | 95,000 |
| 737. Mechanics' National Bank of New Bedford, Massachusetts..... | 534,000 |
| 738. Waldoboro' National Bank, Maine..... | 50,000 |
| 739. First National Bank of Franklin, Ohio..... | 95,000 |
| 740. Oakland National Bank of Gardiner, Maine..... | 100,000 |
| 741. National Albany Exchange Bank, Albany, New York..... | 316,000 |
| 742. First National Bank of Stonington, Connecticut..... | 202,000 |
| 743. First National Bank of Northeast, Pennsylvania..... | 50,000 |
| 744. First National Bank of Westminster, Maryland..... | 100,000 |
| 745. Wyoming County National Bank, Warsaw, New York..... | 100,000 |
| 746. First National Bank of Montpelier, Vermont..... | 250,000 |
| 747. First National Bank of New Windsor, Maryland..... | 55,000 |
| 748. National Exchange Bank, Philadelphia, Pennsylvania..... | 165,000 |
| 749. American National Bank, New York, New York..... | 500,000 |
| 750. National State Bank, Burlington, Iowa..... | 150,000 |
| 751. First National Bank of Red Hook, New York..... | 158,000 |
| 752. First National Bank of Woburn, Massachusetts..... | 250,000 |
| 753. Railroad National Bank of Lowell, Massachusetts..... | 540,000 |
| 754. Fairfield County National Bank of Norwalk, Connecticut..... | 225,000 |
| 755. Rock County National Bank of Janesville, Wisconsin..... | 100,000 |
| 756. Aetna National Bank of Hartford, Connecticut..... | 500,000 |
| 757. National State Capital Bank, Concord, New Hampshire..... | 150,000 |
| 758. First National Bank of Knoxville, Illinois..... | 60,000 |
| 759. German National Bank of Pittsburgh, Pennsylvania..... | 250,000 |
| 760. Lincoln National Bank of Bath, Maine..... | 200,000 |
| 761. First National Bank of Lexington, Kentucky..... | 402,500 |
| 762. Oxford National Bank, Massachusetts..... | 100,000 |
| 763. First National Bank of Charleston, Illinois..... | 150,000 |
| 764. Citizens' National Bank of Worcester, Massachusetts..... | 100,000 |
| 765. Marblehead National Bank, Massachusetts..... | 103,000 |
| 766. Bristol County National Bank, Taunton, Massachusetts..... | 508,000 |
| 767. Ticouic National Bank of Waterville, Maine..... | 100,000 |
| 768. National City Bank, Cambridge, Massachusetts..... | 100,000 |
| 769. Merchants' National Bank, Cleveland, Ohio..... | 500,000 |
| 770. First National Bank of Clearfield, Pennsylvania..... | 97,000 |
| 771. Second National Bank of Nashville, Tennessee..... | 103,250 |
| 772. Whitensville National Bank, Massachusetts..... | 100,000 |
| 773. Fourth National Bank of Providence, Rhode Island..... | 353,000 |
| 774. First National Bank of Clarion, Pennsylvania..... | 100,000 |
| 775. New Albany National Bank, Indiana..... | 323,000 |
| 776. Plymouth National Bank, Massachusetts..... | 150,000 |

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| 777. Waterbury National Bank, Connecticut..... | \$500, 000 |
| 774. Second National Bank of Louisville, Kentucky..... | 300, 000 |
| 779. Hamilton National Bank of Boston, Massachusetts..... | 270, 000 |
| 770. Second National Bank of Allegheny, Pennsylvania..... | 155, 000 |
| 771. Wamesit National Bank of Lowell, Massachusetts..... | 202, 000 |
| 782. Marine National Bank of Bath, Maine..... | 94, 500 |
| 774. Hillsborough National Bank, Ohio..... | 100, 000 |
| 775. Union National Bank of Lewisburg, Pennsylvania..... | 70, 000 |
| 776. City National Bank of Cairo, Illinois..... | 100, 000 |
| 777. National City Bank, Cleveland, Ohio..... | 192, 000 |
| 778. Louisville City National Bank, Kentucky..... | 400, 000 |
| 779. Newton National Bank, Massachusetts..... | 152, 000 |
| 780. Planters' National Bank of Louisville, Kentucky..... | 350, 000 |
| 791. Citizens' National Bank of Waterbury, Connecticut..... | 300, 000 |
| 792. First National Bank of Waterloo, Iowa..... | 50, 009 |
| 793. First National Bank of Martinsville, Indiana..... | 94, 500 |
| 794. First National Bank of Seaford, Delaware..... | 50, 000 |
| 795. Muncie National Bank, Indiana..... | 300, 000 |
| 796. Waterville National Bank, Maine..... | 127, 000 |
| 797. Yale National Bank of New Haven, Connecticut..... | 444, 500 |
| 798. Merchants' National Bank of New Bedford, Massachusetts..... | 667, 000 |
| 799. First National Bank of West Winfield, New York..... | 107, 000 |
| 800. Farmers' National Bank of Mansfield, Ohio..... | 100, 000 |
| 801. First National Bank of Fremont, Pennsylvania..... | 94, 500 |
| 802. Passaic County National Bank, Paterson, New Jersey..... | 100, 000 |
| 804. Townsend National Bank, Massachusetts..... | 100, 000 |
| 805. National Market Bank of Brighton, Massachusetts..... | 250, 000 |
| 806. Commercial National Bank of Cleveland, Ohio..... | 400, 000 |
| 807. Holliston National Bank, Massachusetts..... | 114, 000 |
| 808. First National Bank of Newcastle, Indiana..... | 100, 000 |
| 809. Northern National Bank of Toledo, Ohio..... | 150, 000 |
| 810. The National Bank of Lebanon, New Hampshire..... | 100, 000 |
| 811. First National Bank of Constantine, Michigan..... | 65, 000 |
| 812. City National Bank of Grand Rapids, Michigan..... | 172, 500 |
| 814. City National Bank of Chicago, Illinois..... | 250, 000 |
| 815. Acutney National Bank, Windsor, Vermont..... | 100, 000 |
| 816. National Exchange Bank, Salem, Massachusetts..... | 200, 000 |
| 817. Third National Bank of Baltimore, Maryland..... | 534, 000 |
| 818. First National Bank of Union City, Indiana..... | 50, 000 |
| 819. Rutland County National Bank, Vermont..... | 200, 000 |
| 820. The National Bank of Bloomington, Illinois..... | 150, 000 |
| 821. First National Bank of Galva, Illinois..... | 75, 000 |
| 822. Dover Plains National Bank, New York..... | 100, 000 |
| 823. National Marine Bank of Oswego, New York..... | 120, 000 |
| 824. Niantic National Bank of Westerly, Rhode Island..... | 250, 000 |
| 825. First National Bank of Annapolis, Maryland..... | 100, 000 |
| 826. First National Bank of Sturgis, Michigan..... | 90, 000 |
| 827. Grafton National Bank, Massachusetts..... | 100, 000 |
| 828. Second National Bank of Hamilton, Ohio..... | 100, 000 |
| 829. Wayne County National Bank of Wooster, Ohio..... | 75, 000 |
| 830. Croton River National Bank of Southeast, New York..... | 200, 000 |
| 831. The National Bank of Galva, Illinois..... | 113, 000 |
| 832. National Granite Bank of Quincy, Massachusetts..... | 150, 000 |
| 833. Beloit National Bank of Wisconsin..... | 50, 000 |
| 834. Wyoming National Bank of Tunkhannock, Pennsylvania..... | 100, 000 |
| 835. Concord National Bank, Massachusetts..... | 100, 000 |
| 836. First National Bank of Shippensburg, Pennsylvania..... | 75, 000 |
| 837. First National Bank of Gonic, New Hampshire..... | 60, 000 |
| 838. First National Bank of Muncy, Pennsylvania..... | 95, 500 |
| 839. Farmers and Drivers' National Bank of Waynesburg, Pennsylvania..... | 100, 000 |
| 840. Belfast National Bank, Maine..... | 150, 000 |
| 841. The National Bank of Castleton, New York..... | 106, 200 |
| 842. Fredonia National Bank, New York..... | 52, 000 |
| 843. First National Bank of Pawtucket, Rhode Island..... | 300, 000 |
| 844. Merchants' National Bank of Cincinnati, Ohio..... | 932, 500 |
| 845. Middlesex County National Bank of Middletown, Connecticut..... | 242, 000 |
| 846. Merchants' National Bank of Dubuque, Iowa..... | 206, 000 |
| 847. Faneuil Hall National Bank, Boston, Massachusetts..... | 750, 000 |
| 848. The National Bank of Beaver Dam, Wisconsin..... | 50, 000 |
| 849. Third National Bank of Buffalo, New York..... | 250, 000 |

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| 850. Delaware County National Bank, Delaware, Ohio..... | \$100,000 |
| 851. First National Bank of Manitowoc, Wisconsin..... | 50,000 |
| 852. Farmers' National Bank of Warren, Illinois..... | 50,000 |
| 853. Davenport National Bank, Iowa..... | 200,000 |
| 854. County National Bank, Clearfield, Pennsylvania..... | 75,000 |
| 855. Slater National Bank of North Providence, Rhode Island..... | 189,000 |
| 856. First National Bank of Plummer, Pennsylvania..... | 90,000 |
| 857. Marietta National Bank, Ohio..... | 100,000 |
| 858. First National Bank of Washington, New Jersey..... | 106,000 |
| 859. Montpelier National Bank, Vermont..... | 300,000 |
| 860. First National Bank of Newark, Ohio..... | 100,000 |
| 861. First National Bank of Blairsville, Pennsylvania..... | 85,000 |
| 862. Fort Wayne National Bank, Indiana..... | 350,000 |
| 863. Milford National Bank, Massachusetts..... | 244,000 |
| 864. Second National Bank of Parkersburg, West Virginia..... | 134,600 |
| 865. Tioga National Bank, Owego, New York..... | 104,500 |
| 866. First National Bank of Burlington, Vermont..... | 274,000 |
| 867. Citizens' National Bank of Urbana, Ohio..... | 100,000 |
| 868. First National Bank of Knightstown, Iowa..... | 100,000 |
| 869. The National Bank of Potsdam, New York..... | 210,000 |
| 870. Merchants' National Bank of Indianapolis, Indiana..... | 200,000 |
| 871. First National Bank of Elk Horn, Wisconsin..... | 75,000 |
| 872. Marine National Bank of Erie, Pennsylvania..... | 150,000 |
| 873. First National Bank of Green Bay, Wisconsin..... | 50,000 |
| 874. Merchants' National Bank of Meadville, Pennsylvania..... | 100,000 |
| 875. Keene National Bank of Keene, New Hampshire..... | 104,000 |
| 876. Second National Bank of Titusville, Pennsylvania..... | 128,000 |
| 877. Second National Bank of Portland, Maine..... | 90,000 |
| 878. Merchants' National Bank of Newton, New York..... | 100,000 |
| 879. National Bank of Republic, Washington, District of Columbia..... | 200,000 |
| 880. People's National Bank, Waterville, Maine..... | 150,000 |
| 881. Union National Bank of Lafayette, Indiana..... | 250,000 |
| 882. First National Bank of Gardiner, Maine..... | 104,000 |
| 883. Union National Bank of Rahway, New Jersey..... | 100,000 |
| 884. Winnebago National Bank of Rockford, Illinois..... | 100,700 |
| 885. Lee National Bank of Lee, Massachusetts..... | 210,000 |
| 886. Winchester National Bank of Winchester, New Hampshire..... | 100,000 |
| 887. First National Bank of Newport, New Hampshire..... | 106,000 |
| 888. Genesee National Bank of Genesee, New York..... | 147,650 |
| 889. Conway National Bank, Massachusetts..... | 150,000 |
| 890. Hunterdon County National Bank of Flemington, New Jersey..... | 200,000 |
| 891. First National Bank of Saratoga Springs, New York..... | 100,500 |
| 892. Thomaston National Bank, Maine..... | 100,000 |
| 893. First National Bank of Winchester, Indiana..... | 60,000 |
| 894. National Park Bank of New York..... | 1,150,000 |
| 895. First National Bank of Kokomo, Indiana..... | 50,000 |
| 896. First National Bank of Brookville, Pennsylvania..... | 100,000 |
| 897. Dayton National Bank, Ohio..... | 300,000 |
| 898. Cape Ann National Bank of Gloucester, Massachusetts..... | 150,000 |
| 899. Lee County National Bank of Dixon, Illinois..... | 100,000 |
| 900. First National Bank of Princeton, Illinois..... | 105,000 |
| 901. First National Bank of Tiffin, Ohio..... | 76,500 |
| 902. The National Bank of Rahway, New Jersey..... | 47,500 |
| 903. Sandy River National Bank of Farmington, Maine..... | 75,000 |
| 904. Lexington City National Bank, Kentucky..... | 213,000 |
| 905. National Exchange Bank, Tiffin, Ohio..... | 125,000 |
| 906. Tradesmen's National Bank, City of New York..... | 940,000 |
| 907. First National Bank of Mount Vernon, Ohio..... | 50,000 |
| 908. Bridgeport National Bank, Connecticut..... | 216,000 |
| 909. Richmond National Bank, Maine..... | 120,000 |
| 910. Manheim National Bank, Pennsylvania..... | 100,000 |
| 912. First National Bank of Barnesville, Ohio..... | 95,000 |
| 913. First National Bank of Champaign, Illinois..... | 65,000 |
| 914. National Shoe and Leather Bank, City of New York..... | 930,500 |
| 915. Leicester National Bank, Massachusetts..... | 201,000 |
| 916. Pawcatuck National Bank, Connecticut..... | 70,000 |
| 917. First National Bank of City of Brooklyn, New York..... | 400,000 |
| 918. Franklin County National Bank of Greenfield, Massachusetts..... | 200,000 |
| 919. City National Bank of Bridgeport, Connecticut..... | 260,000 |
| 920. National State Bank of Mount Pleasant, Iowa..... | 100,000 |

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| 921. First National Bank of Shawneetown, Illinois..... | \$200,000 |
| 922. Champaign National Bank of Urbana, Ohio..... | 100,000 |
| 923. Metammet National Bank of Fall River, Massachusetts..... | 535,000 |
| 924. The National Bank of Malouë, New York..... | 152,500 |
| 925. Sussex National Bank of Newton, New Jersey..... | 200,000 |
| 926. First National Bank of Birmingham, Pennsylvania..... | 100,000 |
| 927. National State Bank of Lafayette, Indiana..... | 534,000 |
| 928. National Union Bank of Kinderhook, New York..... | 207,000 |
| 929. Norwalk National Bank, Ohio..... | 100,000 |
| 930. Mechanics' National Bank of Boston, Massachusetts..... | 225,000 |
| 931. Farmers' National Bank of Ripley, Ohio..... | 200,000 |
| 932. Portsmouth National Bank, Ohio..... | 238,100 |
| 933. Connecticut National Bank of Bridgeport, Connecticut..... | 256,000 |
| 934. Pequonock National Bank of Bridgeport, Connecticut..... | 178,500 |
| 935. Southbridge National Bank, Massachusetts..... | 150,000 |
| 936. Traders' National Bank of Chicago, Illinois..... | 123,000 |
| 937. Globe National Bank of Boston, Massachusetts..... | 400,000 |
| 938. Cobbossee National Bank of Gardiner, Maine..... | 100,000 |
| 939. United National Bank of Troy, New York..... | 170,000 |
| 940. Second National Bank of Jamestown, New York..... | 94,500 |
| 941. Danbury National Bank, Connecticut..... | 235,000 |
| 942. The National Bank of Norwalk, Connecticut..... | 300,000 |
| 943. Canal National Bank of Portland, Maine..... | 533,000 |
| 944. First National Bank of Le Roy, New York..... | 150,000 |
| 945. National Village Bank of Bowdoinham, Maine..... | 50,000 |
| 946. Abuelot National Bank of Keene, New Hampshire..... | 100,000 |
| 947. First National Bank of Waukegan, Illinois..... | 50,000 |
| 948. Machinists' National Bank of Taunton, Massachusetts..... | 200,000 |
| 949. Phenix National Bank of Providence, Rhode Island..... | 450,000 |
| 950. Geneva National Bank, New York..... | 174,000 |
| 951. Freehold National Banking Company, New York..... | 200,000 |
| 952. National State Bank of Des Moines, Iowa..... | 100,000 |
| 953. Washington National Bank, Westerly, Rhode Island..... | 150,000 |
| 954. Newville National Bank, Maine..... | 50,000 |
| 955. South Berwick National Bank, Maine..... | 100,000 |
| 956. Prescott National Bank of Lowell, Massachusetts..... | 235,000 |
| 957. First National Bank of Jeffersonville, Indiana..... | 100,000 |
| 958. Taunton National Bank, Massachusetts..... | 426,000 |
| 959. State of New York National Bank of Kingston, New York..... | 158,000 |
| 960. South Danvers National Bank of South Danvers, Massachusetts..... | 150,000 |
| 961. Market National Bank of New York..... | 500,000 |
| 962. Union National Bank of Troy, New York..... | 225,000 |
| 963. First National Bank of Fairmont, West Virginia..... | 100,000 |
| 964. First National Bank of Balston Spa, New York..... | 100,000 |
| 965. National White River Bank, Bethel, Vermont..... | 125,000 |
| 966. Beverly National Bank, Massachusetts..... | 200,000 |
| 967. First National Bank of Macomb, Illinois..... | 100,000 |
| 968. Merchants' National Bank of New Albany, Indiana..... | 210,000 |
| 969. First National Bank of Fulton, New York..... | 85,500 |
| 970. Citizens' National Bank of Woonsocket, Rhode Island..... | 72,500 |
| 971. Massachusetts National Bank of Boston, Massachusetts..... | 480,000 |
| 972. The National Bank of Fishkill, New York..... | 205,000 |
| 973. St. Nicholas National Bank of New York City..... | 882,000 |
| 974. Farmers' National Bank of Salem, Ohio..... | 200,000 |
| 975. Putnam County National Bank of Carmel, New York..... | 100,000 |
| 976. Farmers' National Bank of Ahtabula, Ohio..... | 100,000 |
| 977. Merchants' National Bank of Galena, Illinois..... | 125,000 |
| 978. First National Bank of Glen's Falls, New York..... | 136,000 |
| 979. Stiping National Bank, Pine Plains, New York..... | 90,000 |
| 980. Iowa City National Bank, Iowa..... | 100,000 |
| 981. National Whaling Bank, New London, Connecticut..... | 150,000 |
| 982. Rhode Island National Bank, Providence, Rhode Island..... | 535,000 |
| 983. John Hancock National Bank of Springfield, Massachusetts..... | 150,000 |
| 984. Indiana National Bank of Indianapolis, Indiana..... | 500,000 |
| 985. National Union Bank, Boston, Massachusetts..... | 620,000 |
| 986. Milwaukee National Bank, Wisconsin..... | 250,000 |
| 987. Merchants' National Bank of Evansville, Indiana..... | 350,000 |
| 988. Chicopee National Bank of Springfield, Massachusetts..... | 300,000 |
| 989. Appleton National Bank of Lowell, Massachusetts..... | 306,000 |
| 990. Pythian National Bank of Springfield, Massachusetts..... | 150,000 |

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| 991. Farmers' National Bank of Hudson, New York..... | \$263,000 |
| 992. National State Bank, Troy, New York..... | 250,000 |
| 993. Clinton National Bank, Iowa..... | 60,000 |
| 994. National Eagle Bank, Boston, Massachusetts..... | 390,000 |
| 995. Mutual National Bank, Troy, New York..... | 210,500 |
| 996. Newport National Bank, Delaware..... | 78,000 |
| 997. Clark County National Bank of Winchester, Kentucky..... | 150,000 |
| 998. Old Colony National Bank of Plymouth, Massachusetts..... | 214,000 |
| 999. First National Bank of Maquoketa, Iowa..... | 50,000 |
| 1000. Seventh Ward National Bank of New York, New York..... | 201,100 |
| 1001. National Exchange Bank, Milwaukee, Wisconsin..... | 200,000 |
| 1002. Fifth National Bank, Providence, Rhode Island..... | 291,000 |
| 1003. Orange County National Bank, Chelsea, Vermont..... | 200,000 |
| 1004. Monument National Bank of Charlestown, Massachusetts..... | 160,000 |
| 1005. First National Bank of Centralia, Illinois..... | 80,000 |
| 1006. First National Bank of Portland, Connecticut..... | 157,000 |
| 1007. Central National Bank of Troy, New York..... | 261,500 |
| 1008. Ocean National Bank of Newburyport, Massachusetts..... | 150,000 |
| 1009. Mechanics' National Bank of Providence, Rhode Island..... | 500,000 |
| 1010. National Bank of Republic, New York..... | 1,000,000 |
| 1011. Piqua National Bank, Piqua, Ohio..... | 200,000 |
| 1012. National Hope Bank, Warren, Rhode Island..... | 130,000 |
| 1013. City National Bank, Green Bay, Wisconsin..... | 50,000 |
| 1014. Wisconsin National Bank of Watertown, Wisconsin..... | 60,000 |
| 1015. First National Bank of Owego, New York..... | 100,000 |
| 1016. First National Bank of Denver, Colorado..... | 200,000 |
| 1017. First National Bank of Mattoon, Illinois..... | 100,000 |
| 1018. Merchants' National Bank of Portland, Maine..... | 300,000 |
| 1019. Northampton National Bank, Massachusetts..... | 210,600 |
| 1020. Columbian National Bank of Boston, Massachusetts..... | 900,000 |
| 1021. Rockingham National Bank of Portsmouth, New Hampshire..... | 206,000 |
| 1022. Blackstone National Bank of Uxbridge, Massachusetts..... | 100,000 |
| 1023. First National Bank of Newport, Rhode Island..... | 120,000 |
| 1024. National Eagle Bank, Providence, Rhode Island..... | 450,000 |
| 1025. Logansport National Bank, Indiana..... | 85,000 |
| 1026. Lyons National Bank, New York..... | 105,000 |
| 1027. The National Bank of Kinderhook, New York..... | 254,000 |
| 1028. Pittsfield National Bank, New Hampshire..... | 53,000 |
| 1029. State National Bank of Boston, Massachusetts..... | 1,125,000 |
| 1030. First National Bank of Seymour, Indiana..... | 95,000 |
| 1031. First National Bank of Saugerties, New York..... | 134,000 |
| 1032. National Bank of North America, Providence, Rhode Island..... | 776,000 |
| 1033. First National Bank of Smithfield, Rhode Island..... | 100,000 |
| 1034. First National Bank of Morrison, Illinois..... | 100,000 |
| 1035. Bay State National Bank of Lawrence, Massachusetts..... | 334,000 |
| 1036. New London City National Bank, Connecticut..... | 55,000 |
| 1037. Stamford National Bank, Connecticut..... | 205,000 |
| 1038. Exchange National Bank of Lockport, New York..... | 150,000 |
| 1039. First National Bank of Connersville, Indiana..... | 100,000 |
| 1040. Old Boston National Bank of Boston..... | 410,000 |
| 1041. Sagadahock National Bank of Bath, Maine..... | 100,000 |
| 1042. Merchants' National Bank of Albany, New York..... | 198,000 |
| 1044. Dover National Bank, New Hampshire..... | 100,000 |
| 1045. First National Bank of Pittsfield, Illinois..... | 50,000 |
| 1046. First National Bank of Wellsville, Ohio..... | 100,000 |
| 1047. First National Bank of Thorntown, Indiana..... | 100,000 |
| 1048. Powow River National Bank of Salisbury, Massachusetts..... | 100,000 |
| 1049. National Pemberton Bank, Lawrence, Massachusetts..... | 150,000 |
| 1050. Merchants' National Bank of Newburyport, Massachusetts..... | 120,000 |
| 1051. National Ulster County Bank, Kingston, New York..... | 136,000 |
| 1052. Knox County National Bank, Mount Vernon, Ohio..... | 150,000 |
| 1053. New Hampshire National Bank, Portsmouth, New Hampshire..... | 150,000 |
| 1054. National Mechanics' Banking Association, New York..... | 314,000 |
| 1055. First National Bank, Susquehanna Depot, Pennsylvania..... | 100,000 |
| 1056. First National Bank of Hopkinton, Rhode Island..... | 90,000 |
| 1057. Agawam National Bank of Springfield, Massachusetts..... | 330,300 |
| 1058. Exchange National Bank of Pittsburgh, Pennsylvania..... | 927,000 |
| 1059. Casco National Bank of Portland, Maine..... | 535,000 |
| 1060. Farmers' National Bank of Portsmouth, Ohio..... | 172,500 |
| 1061. Woonsocket National Bank, Rhode Island..... | 230,000 |

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| 1062. Manchester National Bank, New Hampshire..... | \$104, 000 |
| 1063. First National Bank of Chicopee, Massachusetts..... | 150, 000 |
| 1064. Jefferson National Bank of Steubenville, Ohio..... | 150, 000 |
| 1065. Madison National Bank of London, Ohio..... | 120, 000 |
| 1066. Citizens' National Bank of Piqua, Ohio..... | 87, 500 |
| 1067. First National Bank of Jackson, Michigan..... | 100, 000 |
| 1068. The National Bank of Tecumseh, Michigan..... | 50, 000 |
| 1069. First National Bank of Columbus, Indiana..... | 100, 000 |
| 1070. Farmers and Mechanics' National Bank of Rochester, New York..... | 92, 500 |
| 1071. Souhegan National Bank of Milford, New Hampshire..... | 100, 000 |
| 1072. Carroll County National Bank of Sandwich, New Hampshire..... | 50, 000 |
| 1073. Fitchburg National Bank, Massachusetts..... | 250, 000 |
| 1074. National Metropolitan Bank of Washington, District of Columbia..... | 350, 000 |
| 1075. National Bank of Jefferson, Wisconsin..... | 60, 000 |
| 1076. Danville National Bank, Pennsylvania..... | 200, 000 |
| 1077. Quinsigamond National Bank of Worcester, Massachusetts..... | 141, 600 |
| 1078. The National Bank of Genesee of Batavia, New York..... | 110, 000 |
| 1079. Mercantile National Bank, city of New York..... | 550, 000 |
| 1080. First National Bank of New Richmond, Ohio..... | 100, 000 |
| 1081. Merchants' Exchange National Bank, city of New York..... | 500, 000 |
| 1082. First National Bank of Groton, New York..... | 97, 000 |
| 1083. Bucksport National Bank, Maine..... | 100, 000 |
| 1084. Saybrook National Bank, Essex, Connecticut..... | 103, 000 |
| 1085. First National Bank of Greencastle, Pennsylvania..... | 100, 000 |
| 1086. Agricultural National Bank of Pittsfield, Massachusetts..... | 200, 000 |
| 1087. The National Bank of Wrentham, Massachusetts..... | 105, 000 |
| 1088. First National Bank, Biddeford, Maine..... | 100, 000 |
| 1089. Waukesha National Bank, Wisconsin..... | 50, 000 |
| 1090. Farmers' National Bank of Greenville, Ohio..... | 84, 000 |
| 1091. Cochecho National Bank of Dover, New Hampshire..... | 101, 000 |
| 1092. National Hudson River Bank, Hudson, New York..... | 250, 000 |
| 1093. Oneida Valley National Bank, Oneida, New York..... | 105, 000 |
| 1094. First National Bank of Belvidere, Illinois..... | 100, 000 |
| 1095. Traders' National Bank of Rochester, New York..... | 223, 000 |
| 1096. The National Bank of Brighton, Massachusetts..... | 200, 000 |
| 1097. First National Bank of Athens, Pennsylvania..... | 107, 000 |
| 1098. Belvidere National Bank of New Jersey..... | 300, 000 |
| 1099. Traders' National Bank of Bangor, Maine..... | 100, 000 |
| 1100. National State Bank, Oscaloosa, Iowa..... | 100, 000 |
| 1101. Birmingham National Bank, Connecticut..... | 311, 400 |
| 1102. Ansonia National Bank, Connecticut..... | 105, 000 |
| 1103. Richmond National Bank, Indiana..... | 230, 000 |
| 1104. Merchants' National Bank of Fort Wayne, Indiana..... | 100, 000 |
| 1105. National State Bank of Terre Haute, Indiana..... | 400, 000 |
| 1106. East River National Bank, city of New York..... | 250, 000 |
| 1107. The National Bank of Fayetteville, New York..... | 115, 000 |
| 1108. First National Bank of Hyannis, Massachusetts..... | 100, 000 |
| 1109. Medomak National Bank of Waldoboro, Maine..... | 50, 000 |
| 1110. National Exchange Bank, Baltimore, Maryland..... | 533, 900 |
| 1111. Clinton National Bank, New Jersey..... | 102, 000 |
| 1112. National Iron Bank, Morristown, New Jersey..... | 100, 000 |
| 1113. Saint Louis National Bank, Missouri..... | 504, 000 |
| 1114. Highland National Bank of Newburgh, New York..... | 382, 500 |
| 1115. First National Bank of Richmond, Virginia..... | 335, 000 |
| 1116. First National Bank of Sparta, Wisconsin..... | 50, 000 |
| 1117. The National Bank of Rondout, New York..... | 210, 000 |
| 1118. Hingham National Bank, Massachusetts..... | 140, 000 |
| 1119. Union National Bank of Brunswick, Maine..... | 100, 000 |
| 1120. Globe National Bank of Providence, Rhode Island..... | 437, 000 |
| 1121. Mechanics' National Bank of Peoria, Illinois..... | 100, 000 |
| 1122. New York County National Bank, New York..... | 200, 000 |
| 1123. Canajoharie National Bank, New York..... | 118, 000 |
| 1124. Metropolitan National Bank of New York, New York..... | 1, 445, 000 |
| 1125. Union National Bank of Albany, New York..... | 500, 000 |
| 1126. The National Bank Crawford County, Meadville, Pennsylvania..... | |
| 1127. The National Bank of Virginia, Richmond, Virginia..... | 200, 000 |
| 1128. National Mohawk Valley Bank, Mohawk, New York..... | 110, 000 |
| 1129. Andover National Bank, Massachusetts..... | 200, 000 |
| 1130. The National Bank of Salem, New York..... | 150, 000 |
| 1131. Merchants' National Bank of New Haven, Connecticut..... | 500, 000 |

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| 1132. Merchants' National Bank of Providence, Rhode Island..... | \$550,000 |
| 1133. National Central Bank, Cherry Valley, New York..... | 200,000 |
| 1134. Mechanics' National Bank, Worcester, Massachusetts..... | 200,000 |
| 1135. Woodstock National Bank, Vermont..... | 150,000 |
| 1136. Orono National Bank, Maine..... | 50,000 |
| 1137. National Pahquioque Bank, Danbury, Connecticut..... | 250,000 |
| 1138. National Granite State Bank, Exeter, New Hampshire..... | 100,000 |
| 1139. Georges National Bank, Thomaston, Maine..... | 50,000 |
| 1140. Dartmouth National Bank of Hanover, New Hampshire..... | 50,000 |
| 1141. Central National Bank of Frederick, Maryland..... | 200,000 |
| 1142. Montgomery National Bank, Morristown, Pennsylvania..... | 400,000 |
| 1144. The Exchange National Bank of Norfolk, Virginia..... | 153,000 |
| 1145. Deep River National Bank, Connecticut..... | 150,000 |
| 1146. Mad River National Bank of Springfield, Ohio..... | 200,000 |
| 1147. Shelburne Falls National Bank, Massachusetts..... | 150,000 |
| 1148. National Bank of Lyndon, Vermont..... | 106,000 |
| 1149. Cuba National Bank, New York..... | 100,000 |
| 1150. Old National Bank of Providence, Rhode Island..... | 489,000 |
| 1151. Government National Bank of Pottsville, Pennsylvania..... | 190,000 |
| 1152. First National Bank of Manchester, New Hampshire..... | 150,000 |
| 1153. Ashaway National Bank, Rhode Island..... | 75,000 |
| 1154. Kingston National Bank, New York..... | 150,000 |
| 1155. First National Bank of Ottawa, Illinois..... | 100,000 |
| 1156. National Bank of Lawrence County, New Castle, Pennsylvania..... | 159,000 |
| 1157. First National Bank of Rhinebeck, New York..... | 125,000 |
| 1158. National Exchange Bank, Richmond, Virginia..... | 159,500 |
| 1159. National Landholders' Bank, Kingston, Rhode Island..... | 105,000 |
| 1160. Old National Bank of Whitehall, New York..... | 100,800 |
| 1162. American National Bank, Hartford, Connecticut..... | 534,000 |
| 1163. Lamoille County National Bank, Hyde Park, Vermont..... | 100,000 |
| 1164. First National Bank of Steubenville, Ohio..... | 150,000 |
| 1165. Sherburne National Bank of New York..... | 105,000 |
| 1166. Hancock County National Bank, Carthage, Illinois..... | 50,000 |
| 1167. Coventry National Bank of Anthony, Rhode Island..... | 102,000 |
| 1168. Farmers' National Bank of New Jersey, at Mount Holly, New Jersey.. | 200,000 |
| 1169. Gloucester National Bank, Massachusetts..... | 250,000 |
| 1170. Housatonic National Bank, Stockbridge, Massachusetts..... | 200,000 |
| 1171. National Phoenix Bank of Westerly, Rhode Island..... | 150,000 |
| 1172. First National Bank of Easton, Pennsylvania..... | 400,000 |
| 1173. National Union Bank of New London, Connecticut..... | 132,000 |
| 1175. Ross County National Bank, Chillicothe, Ohio..... | 103,500 |
| 1176. Gardiner National Bank, Gardiner, Maine..... | 50,000 |
| 1177. Weybosset National Bank of Providence, Rhode Island..... | 334,000 |
| 1178. First National Bank of Peterborough, New Hampshire..... | 100,000 |
| 1179. First National Bank of Mendota, Illinois..... | 125,000 |
| 1180. Great Falls National Bank, New Hampshire..... | 150,000 |
| 1181. Citizens' National Bank of Middletown, Delaware..... | 80,000 |
| 1182. Citizens' National Bank of Fulton, New York..... | 166,100 |
| 1183. New Britain National Bank, Connecticut..... | 215,000 |
| 1184. Somersworth National Bank, New Hampshire..... | 100,000 |
| 1185. Hudson County National Bank of Jersey City, New Jersey..... | 250,000 |
| 1186. Huguenot National Bank of New Paltz, New York..... | 122,000 |
| 1187. City National Bank of Binghamton, New York..... | 200,000 |
| 1188. Uncas National Bank of Norwich, Connecticut..... | 197,000 |
| 1189. First National Bank of Morristown, New Jersey..... | 100,000 |
| 1191. Burlington County National Bank of Medford, New Jersey..... | 100,000 |
| 1192. National Bank of Wilmington and Brandywine, Delaware..... | 200,000 |
| 1193. First National Bank of New Milford, Connecticut..... | 123,000 |
| 1194. Waverly National Bank, New York..... | 80,000 |
| 1195. Rockport National Bank, Massachusetts..... | 150,000 |
| 1196. Merchants' National Bank of Burlington..... | 343,300 |
| 1197. Central National Bank of Lynn, Massachusetts..... | 200,000 |
| 1198. The National Bank of Poultney, Vermont..... | 100,000 |
| 1199. First National Bank of Woodbury, New Jersey..... | 100,000 |
| 1200. National Bank Middlebury, Vermont..... | 200,000 |
| 1201. Leather Manufacturers' National Bank, New York..... | 300,000 |
| 1202. Tanners' National Bank of Catskill, New York..... | 151,500 |
| 1203. Cecil National Bank of Port-Deposit, Maryland..... | 300,000 |
| 1204. Oneida National Bank of Utica, New York..... | 340,000 |
| 1206. Wakefield National Bank, Rhode Island..... | 75,000 |

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| 1207. Adams National Bank of North Adams, Massachusetts | \$328, 000 |
| 1208. Franklin National Bank, Massachusetts | 106, 500 |
| 1209. The National Bank of Stanford, Kentucky | 150, 000 |
| 1210. First National Bank of Battle Creek, Michigan | 100, 000 |
| 1211. National Mohawk River Bank, Fonda, New York | 100, 000 |
| 1212. National State Bank, Camden, New Jersey | 260, 000 |
| 1213. National Tradesmen's Bank, New Haven, Connecticut | 280, 000 |
| 1214. National Mahaiwe Bank, Great Barrington, Massachusetts | 200, 000 |
| 1216. Quassaick National Bank, Newburgh, New York | 300, 000 |
| 1217. National Iron Bank, Falls Village, Connecticut | 150, 000 |
| 1218. Sangerties National Bank, New York | 121, 150 |
| 1219. Mechanics' National Bank of Burlington, New Jersey | 80, 300 |
| 1220. First National Bank of Tamaqua, Pennsylvania | 150, 000 |
| 1221. Middletown National Bank, Connecticut | 295, 000 |
| 1222. The National Bank of Fort Edward, New York | 191, 000 |
| 1223. Farmers' National Bank of Deckerstown, New Jersey | 100, 000 |
| 1224. Newark City National Bank, New Jersey | 350, 000 |
| 1225. Essex County National Bank of Newark, New Jersey | 300, 000 |
| 1226. Marine National Bank of City New York | 412, 000 |
| 1227. Commercial National Bank of Saratoga Springs, New York | 100, 000 |
| 1229. Mohawk National Bank of Schenectady, New York | 102, 000 |
| 1230. Saratoga County National Bank, Waterford, New York | 10, 000 |
| 1231. Muskingum National Bank of Zanesville, Ohio | 50, 000 |
| 1232. Easton National Bank, Pennsylvania | 400, 000 |
| 1233. Cambridgeport National Bank, Cambridge, Massachusetts | 100, 000 |
| 1234. Importers' and Traders' National Bank, New York | 566, 000 |
| 1235. First National Bank of Sunbury, Pennsylvania | 200, 000 |
| 1236. Phillipsburg National Bank, New Jersey | 222, 000 |
| 1237. The National Bank of Elkton, Maryland | 100, 000 |
| 1238. The National Harbilton Bank, New York | 25, 000 |
| 1239. Ocean National Bank, city New York | Out. |
| 1240. National State Bank, Lima, Indiana | 90, 000 |
| 1241. Coldwater National Bank, Michigan | 100, 000 |
| 1242. Modnadrock National Bank of East Jaffrey, New Hampshire | 100, 000 |
| 1243. National Exchange Bank, Seneca Falls, New York | 100, 000 |
| 1244. Farmers' National Bank, Annapolis, Maryland | 86, 500 |
| 1245. National New Haven Bank, Connecticut | 465, 200 |
| 1247. Hocking Valley National Bank, Lancaster, Ohio | 74, 000 |
| 1248. New Haven County National Bank, Connecticut | 300, 000 |
| 1249. Mechanics' National Bank, City New York | 667, 000 |
| 1250. Hadley Falls National Bank, Massachusetts | 200, 000 |
| 1251. First National Bank of Houghton, Michigan | 160, 000 |
| 1252. First National Bank of New Canaan, Connecticut | 100, 000 |
| 1253. The National Bank of Delavan, Wisconsin | 50, 000 |
| 1254. Mechanics' National Bank of Newark, New Jersey | 502, 000 |
| 1255. Balston Spa National Bank, New York | 100, 000 |
| 1256. First National Bank of Corunna, Michigan | 50, 000 |
| 1257. Ocean National Bank of Kennebunk, Maine | 101, 000 |
| 1258. Hackettstown National Bank, New Jersey | 120, 000 |
| 1259. New York State National Bank, Albany, New York | 245, 000 |
| 1260. National Farmers' and Planters' Bank, Baltimore, Maryland | 650, 000 |
| 1261. National Marine Bank, Saint Paul, Minnesota | 100, 000 |
| 1262. National Spraker Bank, Canajoharie, New York | 100, 000 |
| 1264. National Butchers' and Drovers' Bank, New York | 297, 000 |
| 1265. Pittsfield National Bank, Massachusetts | 488, 000 |
| 1266. National Bank of Vernon, New York | 100, 000 |
| 1267. First National Bank, West Troy, New York | 85, 000 |
| 1268. First National Bank of Shelbyville, Indiana | 100, 000 |
| 1269. Washington County National Bank of Greenwich, New York | 121, 800 |
| 1270. Irving National Bank of New York, New York | 231, 000 |
| 1271. Lowell National Bank, Michigan | 100, 000 |
| 1272. Millville National Bank, New Jersey | 100, 000 |
| 1273. Lock Haven National Bank, Pennsylvania | 80, 000 |
| 1274. Chillicothe National Bank, Ohio | 100, 000 |
| 1275. Mystic National Bank, Connecticut | 52, 500 |
| 1276. Martha's Vineyard National Bank, Edgartown, Massachusetts | 100, 000 |
| 1277. National Bank of Cazenovia, New York | 130, 000 |
| 1278. National Bank of Pawling, New York | 165, 000 |
| 1279. Cambridge Valley National Bank, New York | 150, 000 |
| 1280. Northborough National Bank, Massachusetts | 100, 000 |

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| 1281. Union National Bank of City of New York | \$560, 000 |
| 1282. Middletown National Bank, New York | 205, 000 |
| 1283. Mount Holly National Bank, New Jersey | 100, 000 |
| 1284. Lambertville National Bank, New Jersey | 100, 000 |
| 1285. First National Bank of Bloomfield, Iowa | 55, 000 |
| 1286. Mercantile National Bank of Hartford, Connecticut | 334, 000 |
| 1287. Farmers' and Mechanics' National Bank of Frederick, Maryland | 125, 000 |
| 1288. National Commercial Bank, Albany, New York | 500, 000 |
| 1289. Rockland County National Bank, Nyack, New York | 100, 000 |
| 1290. National Union Bank, Fall River, Massachusetts | 215, 000 |
| 1291. First National Bank, Bristol, Rhode Island | 77, 000 |
| 1292. Salt Springs National Bank, Syracuse, New York | 200, 000 |
| 1293. New Castle County National Bank of Odessa, Delaware | 75, 000 |
| 1294. Manufacturers' National Bank of Providence, Rhode Island | 505, 000 |
| 1295. Centerville National Bank of Warwick, Rhode Island | 100, 500 |
| 1296. Albany City National Bank, New York | 185, 000 |
| 1298. Catskill National Bank, New York | 120, 900 |
| 1299. Glen's Falls National Bank, New York | 105, 000 |
| 1300. National Citizens' Bank of City of New York | 150, 000 |
| 1301. National Revere Bank, Boston, Massachusetts | 834, 000 |
| 1302. Auburn City National Bank, New York | 157, 000 |
| 1303. Third National Bank of Nashville, Tennessee | 100, 000 |
| 1304. Commercial and Farmers' National Bank, Baltimore, Maryland | 300, 000 |
| 1305. Providence National Bank, Rhode Island | 300, 000 |
| 1306. National Bank of Schuylerville, New York | 100, 000 |
| 1307. Utica City National Bank, New York | 97, 000 |
| 1308. First National Bank of La Cross, Wisconsin | 50, 000 |
| 1310. Bowery National Bank of New York, New York | 250, 000 |
| 1311. Farmers' and Drovers' National Bank, Somers, New York | 85, 000 |
| 1312. National Bank Commerce, Providence, Rhode Island | 858, 000 |
| 1313. Poughkeepsie National Bank, New York | 210, 000 |
| 1314. City National Bank of Poughkeepsie, New York | 120, 000 |
| 1315. First National Bank of Amsterdam, New York | 95, 000 |
| 1316. Farmers' National Bank of Richmond, Kentucky | 150, 000 |
| 1317. Indian Head National Bank of Nashua, New Hampshire | 120, 000 |
| 1318. Farmers' and Manufacturers' National Bank of Poughkeepsie, New York | 250, 000 |
| 1320. Union National Bank, Massillon, Ohio | 100, 000 |
| 1321. Orange National Bank, New Jersey | 200, 000 |
| 1322. Commercial National Bank of Providence, Rhode Island | 481, 000 |
| 1323. Pejepscot National Bank of Brunswick, Maine | 50, 000 |
| 1324. National Newark Banking Company, New Jersey | 459, 000 |
| 1325. Clinton National Bank, Connecticut | 64, 000 |
| 1326. Salem National Banking Company, New Jersey | 152, 000 |
| 1327. Mechanics' National Bank, Trenton, New Jersey | 362, 000 |
| 1328. Farmers' and Mechanics' National Bank of Hartford, Connecticut | 421, 000 |
| 1329. Gallatin National Bank of City of New York | 591, 000 |
| 1330. Western National Bank of Baltimore, Maryland | 500, 000 |
| 1331. Falmouth National Bank, Massachusetts | 100, 000 |
| 1332. Allentown, National Bank, Pennsylvania | 500, 000 |
| 1333. Delaware National Bank of Delhi, New York | 150, 000 |
| 1334. Old Lowell National Bank, Massachusetts | 200, 000 |
| 1335. Blackstone Canal National Bank, Providence, Rhode Island | 185, 000 |
| 1337. Citizens' National Bank, Sanbornton, New Hampshire | 72, 000 |
| 1338. New Market National Bank, New Hampshire | 81, 000 |
| 1339. Delaware City National Bank, Delaware, Delaware | 62, 000 |
| 1340. Hartford National Bank, Connecticut | 431, 000 |
| 1341. National Exchange Bank, Providence, Rhode Island | 183, 000 |
| 1342. Central National Bank, Middletown, Connecticut | 150, 000 |
| 1343. Syracuse National Bank, New York | 208, 000 |
| 1344. Farmers' National Bank of Amsterdam, New York | 121, 500 |
| 1345. Farmers' and Merchants' National Bank of Baltimore, Maryland | 505, 000 |
| 1346. Merchants' National Bank, Syracuse, New York | 143, 500 |
| 1347. Merchants' National Bank of Baltimore, Maryland | 1, 300, 000 |
| 1348. Herkimer County National Bank, Little Falls, New York | 201, 000 |
| 1349. Merchants' National Bank, West Virginia, Wheeling, West Virginia | 500, 000 |
| 1350. Merchants' National Bank, Milwaukee, Wisconsin | 89, 000 |
| 1352. Phoenix National Bank of City of New York | 600, 000 |
| 1353. Cumberland National Bank of Bridgeton, New Jersey | 150, 000 |
| 1354. Cayuga County National Bank of Auburn, New York | 25, 000 |
| 1355. Strafford National Bank of Dover, New Hampshire | 121, 000 |

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| 1356. The National Bank of Cohoes, New York | \$100, 900 |
| 1357. Cheater National Bank, New York | 127, 000 |
| 1358. The National Bank of Norwich, New York | 125, 000 |
| 1359. Lake Ontario National Bank of Oswego, New York | 275, 000 |
| 1360. Farmers' National Bank of Fort Edward, New York | 102, 000 |
| 1361. National Exchange Bank of Auburn, New York | 137, 000 |
| 1362. The National Bank of Auburn, New York | 172, 000 |
| 1363. Hanover National Bank of City of New York | 335, 000 |
| 1364. Wyndham County National Bank, Brooklyn, Connecticut | 100, 000 |
| 1365. Flour City National Bank of Rochester, New York | 300, 000 |
| 1366. Norwich National Bank, Connecticut | 145, 000 |
| 1367. Michigan National Bank of Kalamazoo, Michigan | 100, 000 |
| 1368. The National Bank of Port Jervis, New York | 131, 500 |
| 1369. The National Bank of Waterville, New York | 90, 000 |
| 1370. The National Bank of Vergennes, Vermont | 150, 000 |
| 1371. First National Bank of Elgin, Illinois | 100, 000 |
| 1372. Hampden National Bank of Westfield, Massachusetts | 151, 000 |
| 1373. Lime Rock National Bank of Providence, Rhode Island | 167, 000 |
| 1374. National Bank of Derby Line, Vermont | 150, 000 |
| 1375. Chatham National Bank, New York | 156, 000 |
| 1376. Merchants' National Bank of Poughkeepsie, New York | 110, 000 |
| 1378. Meriden National Bank, Connecticut | 186, 100 |
| 1379. Shetucket National Bank of Norwich, Connecticut | 80, 000 |
| 1380. City National Bank of Hartford, Connecticut | 300, 000 |
| 1381. First National Bank of Petersburg, Virginia | 200, 500 |
| 1382. Union National Bank of St. Louis, Missouri | 167, 000 |
| 1383. Citizens' National Bank of Baltimore, Maryland | 450, 000 |
| 1384. National Black River Bank, Proctorsville, Vermont | 50, 000 |
| 1385. Central National Bank, Rome, New York | 98, 000 |
| 1386. Merchants' National Bank of City of New York | 1, 000, 000 |
| 1387. The National Bank of the Commonwealth, City of New York | 290, 000 |
| 1388. Tolland County National Bank, Tolland, Connecticut | 50, 000 |
| 1389. Abington National Bank, Massachusetts | 150, 000 |
| 1392. Union National Bank, Wilmington, Delaware | 203, 200 |
| 1393. Atlantic National Bank of New York | 112, 000 |
| 1394. Continental National Bank of New York | 667, 000 |
| 1395. The National Bank of Coxsackie, New York | 83, 350 |
| 1396. Mechanics' National Bank of Syracuse, New York | 108, 000 |
| 1397. First National Bank of Woonsocket, Rhode Island | 107, 000 |
| 1398. Traders' National Bank of Providence, Rhode Island | 156, 000 |
| 1399. Ocean County National Bank of Tom's River, New Jersey | 150, 000 |
| 1400. First National Bank of Utica, New York | 471, 000 |
| 1401. Clark National Bank of Rochester, New York | 181, 000 |
| 1402. The National Bank, Orange County, Goshen, New York | 111, 000 |
| 1403. American Exchange National Bank, New York | 1, 700, 000 |
| 1404. Goshen National Bank of New York | 110, 000 |
| 1405. Greenwich National Bank, Rhode Island | 50, 000 |
| 1406. Merchants' National Bank of Memphis, Tennessee | 250, 000 |
| 1407. The National Bank of Winterset, Iowa | 75, 000 |
| 1408. The National Bank of Newbury, Vermont | 150, 000 |
| 1409. National Union Bank, Woonsocket, Rhode Island | 150, 000 |
| 1410. Cumberland National Bank, Rhode Island | 125, 000 |
| 1411. Fort Stanwix National Bank of Rome, New York | 150, 000 |
| 1412. Bank of New York National Banking Association, New York | 1, 038, 000 |
| 1413. The National Bank of Catasaqua, Pennsylvania | 300, 000 |
| 1415. Otoe County National Bank of Nebraska City, Nebraska | 100, 000 |
| 1417. The National Globe Bank, Woonsocket, Rhode Island | 61, 000 |
| 1418. National Mechanics' Bank, Baltimore, Maryland | 400, 000 |
| 1419. Genesee River National Bank, Mount Morris, New York | 100, 000 |
| 1420. The National Bank Delaware, at Wilmington, Delaware | 110, 000 |
| 1421. Parkersburg National Bank, West Virginia | 150, 000 |
| 1423. West Chester County National Bank, Peekskill, New York | 174, 000 |
| 1424. Lawrenceburg National Bank, Indiana | 202, 000 |
| 1425. Alton National Bank, Illinois | 52, 000 |
| 1426. First National Bank of Rome, New York | 100, 000 |
| 1427. Calais National Bank, Maine | 70, 000 |
| 1428. National Warren Bank, Warren, Rhode Island | 135, 000 |
| 1429. The National Bank West Virginia, Wheeling, West Virginia | 200, 000 |
| 1430. Producers' National Bank, Woonsocket, Rhode Island | 160, 000 |
| 1431. City National Bank of Providence, Rhode Island | 278, 500 |

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| 1432. Easton National Bank of Maryland | \$200,000 |
| 1434. Vermont National Bank, Brattleboro, Vermont | 150,000 |
| 1435. First National Bank, Hagerstown, Maryland | 100,000 |
| 1437. National Bank, Baltimore, Maryland | 1,008,500 |
| 1438. National State Bank, Elizabeth, New Jersey | 352,000 |
| 1439. Waterbury National Bank, Vermont | 100,000 |
| 1441. The National Bank of Wareham, Massachusetts | 80,000 |
| 1442. Merchants' National Bank of Bangor, Maine | 102,450 |
| 1443. Traders' National Bank of Boston, Massachusetts | 205,000 |
| 1444. Harrison National Bank of Cadiz, Ohio | 100,000 |
| 1445. First National Bank of Alton, Illinois | 100,000 |
| 1446. First National Bank of Hoboken, New Jersey | 110,000 |
| 1447. State National Bank of Keokuk, Iowa | 150,000 |
| 1448. Manufacturers' National Bank, Brooklyn, New York | 100,000 |
| 1449. Rockland National Bank, Maine | 150,000 |
| 1450. Second National Bank of Leavenworth, Kansas | 100,000 |
| 1451. The National Bank of South Reading, Massachusetts | 95,000 |
| 1452. Vincennes National Bank, Indiana | 250,000 |
| 1453. National City Bank, New York | 370,000 |
| 1454. Rushville National Bank, Indiana | 100,000 |
| 1455. First National Bank of Rushville, Illinois | 100,000 |
| 1456. The National Bank of Rutland, Vermont | 500,000 |
| 1458. National State Bank, Newark, New Jersey | 535,000 |
| 1459. National Branch Bank, Madison, Indiana | 300,000 |
| 1460. Frederick County National Bank, Maryland | 125,200 |
| 1461. National Traders' Bank, Portland, Maine | 250,000 |
| 1462. Union National Bank, Princeton, New Jersey | 113,350 |
| 1463. Phoenix National Bank, Rhode Island | 65,000 |
| 1465. Citizens' National Bank, Jeffersonville, Indiana | 72,000 |
| 1466. National City Bank, Ottawa, Illinois | 101,200 |
| 1467. Williamsport National Bank, Pennsylvania | 100,000 |
| 1468. Charlottesville National Bank, Virginia | 153,000 |
| 1469. Exchange National Bank of Columbia, Missouri | 100,000 |
| 1470. Everett National Bank, Boston, Massachusetts | 132,000 |
| 1471. American National Bank of Providence, Rhode Island | 667,000 |
| 1472. Farmers' National Bank of Virginia, Illinois | 150,000 |
| 1473. Second National Bank of Hillsdale, Michigan | 100,000 |
| 1474. Walkill National Bank of Middletown, New York | 132,000 |
| 1475. First National Bank of Fairfield, Iowa | 95,000 |
| 1476. The National Fulton County Bank, Gloversville, New York | 156,000 |
| 1477. National Bank State of New York, New York | 707,500 |
| 1478. First National Bank, Henry, Illinois | 50,000 |
| 1479. Jewett City National Bank, Connecticut | 55,000 |
| 1480. National Bank of New England, East Haddam, Connecticut | 130,000 |
| 1481. First National Bank Council Bluffs, Iowa | 50,000 |
| 1482. Thompson National Bank, Connecticut | 62,000 |
| 1483. Merchants' National Bank of Norwich, Connecticut | 140,000 |
| 1484. National City Bank, Milwaukee, Wisconsin | 85,000 |
| 1485. The National Bank, Methuen, Massachusetts | 100,000 |
| 1486. First National Bank of Winchester, Illinois | 50,000 |
| 1487. First National Bank of Red Wing, Minnesota | 100,000 |
| 1488. Lake National Bank of Wolfborough, New Hampshire | 75,000 |
| 1489. Battenkill National Bank of Manchester, Vermont | 75,000 |
| 1490. National Union Bank, Baltimore, Maryland | 500,000 |
| 1491. Newport National Bank, Rhode Island | 120,000 |
| 1492. Jefferson County National Bank of Watertown, New York | 116,000 |
| 1493. Atlantic National Bank, Brooklyn, New York | 183,500 |
| 1494. Hurlbut National Bank of Winstead, Connecticut | 205,000 |
| 1495. National Bank of Lancaster, Kentucky | 200,000 |
| 1496. Canastota National Bank, New York | 100,000 |
| 1497. Frontier National Bank of Eastport, Maine | 60,300 |
| 1498. Pulaski National Bank, New York | 52,000 |
| 1499. National Exchange Bank, Greenville, Rhode Island | 150,000 |
| 1500. Fulton National Bank, City New York | 200,000 |
| 1501. Merchants' National Bank of St. Louis, Missouri | 240,000 |
| 1502. Kent National Bank of Chestertown, Maryland | 50,000 |
| 1503. Chemical National Bank of New York | 100,000 |
| 1504. Merchants' National Bank of West Virginia, Morgantown | 110,000 |
| 1505. Merchants' National Bank of Hastings, Minnesota | 100,000 |
| 1506. National Union Bank, Monticello, New York | 125,000 |

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| 1507. Merchants' National Bank West Virginia, Point Pleasant, West Virginia | \$180,000 |
| 1508. West Branch National Bank, Williamsport, Pennsylvania | 100,000 |
| 1509. National Union Bank, Watertown, New York | 105,000 |
| 1510. National Bank and Loan Company, Watertown, New York | 63,000 |
| 1511. Roger Williams National Bank, Providence, Rhode Island | 190,000 |
| 1512. Orleans County National Bank of Albion, New York | 107,700 |
| 1513. Union National Mt. Joy Bank, Pennsylvania | 100,000 |
| 1514. Pascoag National Bank, Rhode Island | 60,000 |
| 1515. National Broom County Bank, Binghamton, New York | 100,200 |
| 1516. First National Bank, Stillwater, Minnesota | 100,000 |
| 1517. Cumberland National Bank, Portland, Maine | 200,000 |
| 1518. Hungerford National Bank of Adams, New York | 125,000 |
| 1519. Schoharie County National Bank of Schoharie, New York | 100,000 |
| 1520. First National Bank, Marshall, Michigan | 100,000 |
| 1521. The National Bank of Vandalia, Illinois | 100,000 |
| 1522. Second National Bank of Cumberland, Maryland | 100,000 |
| 1523. City National Bank of Manchester, New Hampshire | 153,000 |
| 1524. The National Bank of Michigan, at Marshall, Michigan | 100,100 |
| 1525. First National Bank of Paw Paw, Michigan | 50,000 |
| 1526. North Berwick National Bank, Maine | 50,000 |
| 1527. The National Bank, Martinsburg, West Virginia | 100,000 |
| 1528. Lynchburg National Bank, Virginia | 100,000 |
| 1529. Farmers and Mechanics' National Bank, Westminster, Maryland | 75,000 |
| 1530. York National Bank, Saco, Maine | 100,000 |
| 1531. National Webster Bank, Boston | 556,000 |
| 1532. First National Bank of Independence, Missouri | 50,000 |
| 1533. Merchants' National Bank of West Virginia, Clarksburg, West Virginia | 100,000 |
| 1534. People's National Bank of Jackson, Michigan | 100,000 |
| 1535. National Bank Rhode Island, at Newport, Rhode Island | 100,400 |
| 1537. Saco National Bank, Maine | 100,000 |
| 1538. The National Bank of Newark, Delaware | 50,000 |
| 1540. Irasburg National Bank of Orleans, Vermont | 75,000 |
| 1542. First National Bank of St. John's, Michigan | 52,000 |
| 1543. National City Bank, Brooklyn, New York | 111,000 |
| 1544. American National Bank, Detroit, Michigan | 225,800 |
| 1545. Aquidneck National Bank of Newport, Rhode Island | 200,000 |
| 1546. First National Bank of Middletown, Ohio | 100,000 |
| 1547. National Exchange Bank, Albion, Michigan | 50,000 |
| 1548. First National Bank, Charlotte, North Carolina | 400,000 |
| 1549. First National Bank of Wiscasset, Maine | 100,000 |
| 1550. Merchants' National Bank, Petersburg, Virginia | 400,000 |
| 1551. Merchants' National Bank of East Saginaw, Michigan | 200,000 |
| 1552. Washington County National Bank of Williamsport, Maryland | 150,000 |
| 1553. Scituate National Bank, Rhode Island | 55,000 |
| 1554. First National Bank of Portland, Oregon | 250,000 |
| 1555. First National Bank of Paris, Illinois | 125,000 |
| 1556. National Exchange Bank, Wakefield, Rhode Island | 38,500 |
| 1558. First National Bank, Lynchburg, Virginia | 200,000 |
| 1559. Raleigh National Bank, North Carolina | 500,000 |
| 1560. Atlanta National Bank, Georgia | 300,000 |
| 1561. The National Bank of Huntsville, Alabama | 104,000 |
| 1562. Chautauqua County National Bank, Jamestown, New York | 100,000 |
| 1563. National Eagle Bank, Bristol, Rhode Island | 50,000 |
| 1564. Tompkins County National Bank, Ithaca, New York | 103,000 |
| 1565. West River National Bank of Jamaica, Vermont | 86,700 |
| 1566. Commercial National Bank of Oshkosh, Wisconsin | 100,000 |
| 1567. National Exchange Bank of Newport, Rhode Island | 100,000 |
| 1568. First National Bank of Galveston, Texas | 200,000 |
| 1569. First National Bank of Dover, Delaware | 100,000 |
| 1570. Fourth National Bank of Syracuse, New York | 102,000 |
| 1572. First National Bank of Hannibal, Missouri | 200,000 |
| 1573. First National Bank of Harrisonburg, Virginia | 110,000 |
| 1574. First National Bank of Owosso, Michigan | 100,000 |
| 1575. Second National Bank of Pontiac, Michigan | 100,000 |
| 1576. Biddeford National Bank of Maine | 124,000 |
| 1577. Merchants' Exchange National Bank, Muscatine, Iowa | 50,000 |
| 1578. Caledonia National Bank of Danville, Vermont | 92,000 |
| 1579. Trumbull National Bank, Warren, Ohio | 150,000 |
| 1580. Mifflin County National Bank of Lewiston, Pennsylvania | 100,000 |

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| 1581. | First National Bank of St. Joseph, Missouri..... | \$100,000 |
| 1582. | The National Bank of Fredericksburg, Virginia..... | 100,000 |
| 1583. | Vermont National Bank of St. Albans, Vermont..... | 200,000 |
| 1584. | First National Bank of City of Independence, Iowa..... | 100,000 |
| 1585. | Central National Bank of Boonville, Missouri..... | 200,000 |
| 1586. | First National Bank of Staunton, Virginia..... | 102,000 |
| 1588. | Germania National Bank of New Orleans, Louisiana..... | 300,000 |
| 1589. | The National Bank of Lawrence, Kansas..... | 100,000 |
| 1590. | First National Bank of Frederick, Maryland..... | 100,000 |
| 1591. | First National Bank of Flint, Michigan..... | 100,000 |
| 1592. | First National Bank of Monroe, Michigan..... | 101,500 |
| 1593. | Wickford National Bank of Rhode Island..... | 92,500 |
| 1596. | First National Bank of Mobile, Alabama..... | 300,000 |
| 1597. | Union National Bank of Westminster, Maryland..... | 91,550 |
| 1598. | First National Bank of Shakopee, Minnesota..... | 50,000 |
| 1599. | Castleton National Bank, Vermont..... | 50,000 |
| 1600. | Central National Bank of Danville, Kentucky..... | 200,000 |
| 1601. | First National Bank of Paducah, Kentucky..... | 250,000 |
| 1602. | First National Bank of Danville, Kentucky..... | 150,000 |
| 1603. | Attleborough National Bank, Massachusetts..... | 100,000 |
| 1604. | The National Bank of Neenah, Wisconsin..... | 50,000 |
| 1605. | First National Bank of Clarksville, Tennessee..... | 100,000 |
| 1606. | Georgia National Bank of Atlanta..... | 100,000 |
| 1607. | First National Bank of Chattanooga, Tennessee..... | 270,000 |
| 1608. | National Exchange Bank, Weston, West Virginia..... | 100,000 |
| 1609. | First National Bank, Danville, Virginia..... | 41,000 |
| 1610. | The National Bank of Kingwood, West Virginia..... | 125,000 |
| 1612. | Fort Madison National Bank, Iowa..... | 75,000 |
| 1613. | First National Bank, Kansas City, Missouri..... | 250,000 |
| 1614. | The National Bank of Augusta, Georgia..... | 500,000 |
| 1615. | Wyndham National Bank, Connecticut..... | 77,000 |
| 1616. | Henderson National Bank, Kentucky..... | 170,000 |
| 1617. | Pacific National Bank of North Providence, Rhode Island..... | 160,000 |
| 1618. | First National Bank of Macon, Georgia..... | 100,000 |
| 1619. | Osage National Bank, Iowa..... | 50,000 |
| 1620. | Brookville National Bank, Indiana..... | 100,000 |
| 1621. | National Valley Bank, Staunton, Virginia..... | 100,000 |
| 1622. | People's National Bank, Charleston, South Carolina..... | 450,000 |
| 1623. | First National Bank of Charleston, South Carolina..... | 400,000 |
| 1624. | State National Bank of Minneapolis, Minnesota..... | 100,000 |
| 1625. | First National Bank of Sedalia, Missouri..... | 100,000 |
| 1626. | Mechanics and Traders' National Bank, New York..... | 220,000 |
| 1627. | First National Bank of Dowagiac, Michigan..... | 50,000 |
| 1628. | Louisiana National Bank of New Orleans..... | 908,000 |
| 1629. | First National Bank of Grinnell, Iowa..... | 100,000 |
| 1630. | Planters' National Bank of Richmond, Virginia..... | 300,000 |
| 1631. | Chattahoochee National Bank of Columbus, Georgia..... | 100,000 |
| 1632. | First National Bank of Fort Smith, Arkansas..... | 50,000 |
| 1633. | The National Bank of New Berne, North Carolina..... | 100,000 |
| 1634. | Omaha National Bank, Nebraska..... | 100,000 |
| 1635. | National Union Bank, Swanton, Vermont..... | 75,000 |
| 1636. | Shenandoah Valley National Bank, Winchester, Virginia..... | 130,000 |
| 1637. | German National Bank, Memphis, Tennessee..... | 175,000 |
| 1638. | First National Bank, Pekin, Illinois..... | 100,000 |
| 1639. | Northfield National Bank, Vermont..... | 100,000 |
| 1640. | The National Bank of Athens, Georgia..... | 100,000 |
| 1641. | Merchants' National Bank of Savannah, Georgia..... | 501,000 |
| 1642. | First National Bank of Olney, Illinois..... | 100,000 |
| 1643. | The National Bank of Texas, Galveston..... | 100,000 |
| 1645. | First National Bank of Houston, Texas..... | 100,000 |
| 1646. | Laconia National Bank, New Hampshire..... | 100,000 |
| 1647. | Miners' National Bank of Salt Lake, Utah..... | 102,000 |
| 1648. | National Bank Republic, Philadelphia, Pennsylvania..... | 735,000 |
| 1649. | Merchants' National Bank, Little Rock, Arkansas..... | 150,000 |
| 1650. | First National Bank of Helena, Montana..... | 100,000 |
| 1652. | Colorado National Bank of Denver, Colorado..... | 100,000 |
| 1653. | Rocky Mountain National Bank, Central City, Colorado..... | 50,000 |
| 1654. | National Bank of Bellows Falls, Vermont..... | 100,000 |
| 1656. | The National Bank, Newport, New York..... | 52,500 |
| 1657. | First National Bank of Wilmington, North Carolina..... | 100,000 |

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| 1658. San Antonia National Bank, Texas | \$125, 000 |
| 1660. First National Bank of Salem, North Carolina..... | 150, 000 |
| 1661. Kansas Valley National Bank, Topeka | 60, 000 |
| 1662. First National Bank of Fort Dodge, Iowa..... | 50, 000 |
| 1663. Pennsylvania National Bank of Pottsville, Pennsylvania..... | 100, 000 |
| 1664. The National Bank of Lebanon, Tennessee..... | 50, 000 |
| 1665. National Bank of the State of Missouri, St. Louis, Missouri..... | 1, 832, 000 |
| 1666. Cleveland National Bank, Tennessee..... | 150, 000 |
| 1668. First National Bank of Idaho, Boise City..... | 100, 000 |
| 1669. Fourth National Bank of Nashville, Tennessee..... | 500, 000 |
| 1670. Ilion National Bank, Ilion, New York..... | 33, 500 |
| 1671. Citizens' National Bank of Davenport, Iowa..... | 100, 000 |
| 1672. First National Bank of Atchison, Kansas..... | 60, 000 |
| 1673. The National Bank of Royalton, Vermont..... | 94, 700 |
| 1674. National Security Bank, Boston, Massachusetts..... | 91, 000 |
| 1675. Kearsarge National Bank, Warner, North Carolina..... | 50, 000 |
| 1676. First National Bank of Honeybrook, Waynesburgh, Pennsylvania..... | 120, 000 |
| 1677. Greene County National Bank of Springfield, Missouri..... | 100, 000 |
| 1678. Union Stock Yard National Bank, Chicago, Illinois..... | 100, 000 |
| 1680. Carolina National Bank, Columbia, South Carolina..... | 275, 000 |
| 1681. Princeton National Bank of Princeton, New Jersey..... | 30, 000 |
| 1682. State National Bank of Raleigh, North Carolina..... | 100, 100 |
| 1683. First National Bank of Mankato, Minnesota..... | 120, 000 |
| 1684. Pacific National Bank of Council Bluffs, Iowa..... | 100, 000 |
| 1685. First National Bank of Sharon, Pennsylvania..... | 41, 700 |
| 1686. Farmers' National Bank of Bangor, Maine..... | 33, 500 |
| 1687. First National Bank of Fairbault, Minnesota..... | 50, 000 |
| 1688. First National Bank of Hillsborough, New Hampshire..... | 30, 000 |
| 1689. Ohio National Bank of Cleveland, Ohio..... | 300, 000 |
| 1690. First National Bank of Austin, Minnesota..... | 50, 000 |
| 1692. First National Bank of Murfreesboro', Tennessee..... | 160, 000 |
| 1693. National Bank of Commerce, Chicago, Illinois..... | 84, 000 |
| 1694. National Bank of Lebanon, Kentucky..... | 75, 000 |
| 1695. First National Bank of Utah, Salt Lake City..... | 48, 000 |
| 1696. First National Bank of Leon, Iowa..... | 50, 000 |
| 1697. First National Bank of Port Henry, New York..... | 100, 000 |
| 1698. Howard National Bank of Burlington, Vermont..... | 200, 000 |
| 1699. Kidder National Gold Bank, Boston, Massachusetts..... | 150, 000 |
| 1700. Baxter National Bank, Rutland, Vermont..... | 300, 000 |
| 1701. The National Bank of Springfield, Missouri..... | 100, 000 |
| 1702. The National Bank of Maysville, Kentucky..... | 300, 000 |
| 1703. Merchants and Planters' National Bank, Augusta, Georgia..... | 200, 000 |
| 1704. People's National Bank, Norfolk, Virginia..... | 100, 000 |
| 1705. Farmers' National Bank of Stanford, Kentucky..... | 150, 000 |
| 1706. Monmouth National Bank, Illinois..... | 100, 000 |
| 1707. First National Bank of Gallatin, Tennessee..... | 50, 000 |
| 1708. Second National Bank of Lebanon, Tennessee..... | 50, 000 |
| 1709. Corn Exchange National Bank, Chicago, Illinois..... | 500, 000 |
| 1710. First National Bank of Brodhead, Wisconsin..... | 50, 000 |
| 1711. First National Bank of Shelbina, Missouri..... | 100, 000 |
| 1712. Moniteau National Bank of California, North Carolina..... | 50, 000 |
| 1713. First National Bank of Columbia, Tennessee..... | 100, 000 |
| 1714. The National Bank of Menasha, Wisconsin..... | 50, 000 |
| 1715. Salem National Bank of Salem, Illinois..... | 50, 000 |
| 1716. Citizens' National Bank of Alexandria, Virginia..... | 100, 000 |
| 1717. First National Bank of Sterling, Illinois..... | 100, 000 |
| 1718. Jacksonville National Bank, Illinois..... | 100, 000 |
| 1719. Fayette National Bank of Lexington, Kentucky..... | 250, 000 |
| 1720. First National Bank of Ottawa, Kansas..... | 50, 000 |
| 1721. First National Bank of Watseka, Illinois..... | 50, 000 |
| 1722. First National Bank of Decatur, Michigan..... | 75, 000 |
| 1723. First National Bank of Tuscola, Illinois..... | 113, 000 |
| 1724. First National Bank of Chariton, Iowa..... | 50, 000 |
| 1725. First National Bank of Schoolcraft, Michigan..... | 50, 000 |
| 1726. Iowa National Bank, Ottumwa, Iowa..... | 48, 000 |
| 1727. The National Bank of Pulaski, Tennessee..... | 69, 500 |
| 1728. First National Bank of Richmond, Kentucky..... | 250, 000 |
| 1729. First National Bank of Evansville, Wisconsin..... | 50, 000 |
| 1730. Muskegan National Bank, Michigan..... | 100, 000 |
| 1731. First National Bank of Lapeer, Michigan..... | 55, 650 |

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| 1732. Second National Bank of Lawrence, Kansas..... | \$75,000 |
| 1733. State National Bank of Springfield, Illinois..... | 200,000 |
| 1734. German National Bank of Chicago, Illinois..... | 500,000 |
| 1735. First National Bank of Palmyra, Missouri..... | 100,000 |
| 1736. City National Bank of Selma, Alabama..... | 100,000 |
| 1737. First National Bank of Hightstown, New Jersey..... | 100,000 |
| 1738. Loudoun National Bank of Leesburg, Virginia..... | 100,000 |
| 1739. South Bend National Bank, Indiana..... | 100,000 |
| 1740. First National Bank of Lake City, Minnesota..... | 50,000 |
| 1741. First National Gold Bank, San Francisco, California..... | 500,000 |
| 1742. Citizens' National Bank, Charlottesville, Virginia..... | 100,000 |
| 1743. The National Security Bank, Philadelphia, Pennsylvania..... | 200,000 |
| 1744. Merchants' National Bank, Burlington, Iowa..... | 150,000 |
| 1745. Hastings National Bank, Michigan..... | 50,000 |
| 1746. City National Bank of Chattanooga, Tennessee..... | 100,000 |
| 1747. Teutonia National Bank of New Orleans, Louisiana..... | 300,000 |
| 1748. The National Bank of Somerset, Kentucky..... | 150,000 |
| 1749. First National Bank of Appleton, Wisconsin..... | 50,000 |
| 1750. First National Bank of Santa Fé, New Mexico..... | 150,000 |
| 1751. First National Bank of Pleasant Hill, Missouri..... | 50,000 |
| 1752. First National Bank of Holly, Michigan..... | 50,000 |
| 1753. Keeseville National Bank, New York..... | 89,000 |
| 1754. Merchants' National Bank of Richmond, Virginia..... | 200,000 |
| 1755. First National Bank of Lanark, Illinois..... | 100,000 |
| 1756. Fayetteville National Bank, North Carolina..... | 50,000 |
| 1757. First National Bank of Sioux City, Iowa..... | 100,000 |
| 1758. First National Bank of Charlotte, Michigan..... | 50,000 |
| 1759. Central National Bank of Hightstown, New Jersey..... | 38,500 |
| 1760. First National Bank of Franklin, Kentucky..... | 48,000 |
| 1761. First National Bank of Niles, Michigan..... | 100,000 |
| 1762. Washington National Bank of Washington, Iowa..... | 50,000 |
| 1763. First National Bank of Fort Scott, Kansas..... | 50,000 |
| 1764. First National Bank of Mason, Michigan..... | 70,000 |
| 1765. Central National Bank of Columbia, South Carolina..... | 150,000 |
| 1766. Citizens' National Bank of Raleigh, North Carolina..... | 100,000 |
| 1767. First National Bank of Springfield, Kentucky..... | 140,000 |
| 1768. First National Bank of Saginaw, Michigan..... | 50,000 |
| 1769. Commercial National Bank of Petersburg, Virginia..... | 120,000 |
| 1770. Boone County National Bank of Columbia, Missouri..... | 100,000 |
| 1771. First National Bank of Boscobel, Wisconsin..... | 50,000 |
| 1772. East Chester National Bank of Mount Vernon, New York..... | 223,000 |
| 1773. First National Bank of Seneca, Illinois..... | 50,000 |
| 1774. State National Bank of New Orleans, Louisiana..... | 500,000 |
| 1775. Gallatin National Bank of Shawneetown, Illinois..... | 250,000 |
| 1776. First National Bank of Osceola, Iowa..... | 30,000 |
| 1777. The National Bank of Jefferson, Texas..... | 100,000 |
| 1778. New Orleans National Bank of Louisiana..... | 200,000 |
| 1779. Farmers and Merchants' National Bank, Vandalia, Illinois..... | 100,000 |
| 1780. Citizens' National Bank, Flint, Michigan..... | 100,000 |
| 1781. Merchants and Farmers' National Bank, Charlotte, North Carolina..... | 200,000 |
| 1782. Winona Deposit National Bank, Minnesota..... | 100,000 |
| 1783. Lumberman's National Bank of Stillwater, Minnesota..... | 100,000 |
| 1784. Bellefontaine National Bank of Bellefontaine, Ohio..... | 115,000 |
| 1785. First National Bank of Kewanee, Illinois..... | 75,000 |
| 1786. First National Bank of Sigourney, Iowa..... | 50,000 |
| 1787. Union National Bank of Oshkosh, Wisconsin..... | 81,500 |
| 1788. Merchants' National Bank of Dayton, Ohio..... | 200,000 |
| 1789. First National Bank of St. Clair, Michigan..... | 50,000 |
| 1790. Madison National Bank of Richmond, Kentucky..... | 200,000 |
| 1791. Farmers' National Bank of Bushnell, Illinois..... | 50,000 |
| 1792. Union National Bank of Aurora, Illinois..... | 125,000 |
| 1793. First National Bank of Kankakee, Illinois..... | 50,000 |
| 1794. First National Bank of St. Peter, Minnesota..... | 50,000 |
| 1795. First National Bank of Charleston, West Virginia..... | 78,150 |
| 1796. Union National Bank of New Orleans, Louisiana..... | 500,000 |
| 1797. Central National Bank of Baltimore, Maryland..... | 200,000 |
| 1798. First National Bank of Lincoln, Nebraska..... | 50,000 |
| 1799. First National Bank of Albia, Iowa..... | 50,000 |
| 1800. First National Bank of Cheyenne, Wyoming..... | 30,000 |
| 1801. Commercial National Bank of Dubuque, Iowa..... | 100,000 |

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| 1802. Manufacturers' National Bank of Racine, Wisconsin | \$100,000 |
| 1803. First National Bank of Paris, Missouri | 100,000 |
| 1804. The National Bank of Chester, South Carolina | 100,000 |
| 1805. Farmers' National Bank of Keithsburg, Illinois | 50,000 |
| 1806. Exchange National Bank of Polo, Illinois | 60,000 |
| 1807. First National Bank, Harrodsburgh, Kentucky | 100,000 |
| 1808. First National Bank of Louistown, Illinois | 50,000 |
| 1809. First National Bank of Jefferson City, Missouri | 75,000 |
| 1810. First National Bank of Charles City, Iowa | 50,000 |
| 1811. First National Bank of Indianola, Iowa | 50,000 |
| 1812. First National Bank of Cassopolis, Michigan | 50,000 |
| 1813. First National Bank of Anamosa, Iowa | 50,000 |
| 1814. First National Bank of Montgomery, Alabama | 83,150 |
| 1815. First National Bank of Elkader, Iowa | 50,000 |
| 1816. Rockford National Bank, Illinois | 100,000 |
| 1817. National Commercial Bank, Mobile, Alabama | 200,000 |
| 1818. Merchants' National Bank, Newark, New Jersey | 291,500 |
| 1819. National Bank of Commerce, Green Bay, Wisconsin | 100,000 |
| 1820. Manufacturers' National Bank, Appleton, Wisconsin | 50,000 |
| 1821. People's National Bank of Winchester, Illinois | 75,000 |
| 1822. Gainesville National Bank, Alabama | 100,000 |
| 1823. First National Bank of South Haven, Michigan | 50,000 |
| 1824. Farmers' National Bank of Salem, Virginia | 30,000 |
| 1825. New Orleans National Banking Association, New Orleans, Louisiana | 200,000 |
| 1826. Union City National Bank, Michigan | 30,000 |
| 1827. National Bank of the Commonwealth, Boston, Massachusetts | 280,000 |
| 1828. First National Bank, Olathe, Kansas | 30,000 |
| 1829. First National Bank of Allegan, Michigan | 35,000 |
| 1830. First National Bank of St. Anthony, Minnesota | 44,600 |
| 1831. First National Bank of Nicholasville, Kentucky | 60,000 |
| 1832. Northern National Bank of Big Rapids, Michigan | 30,000 |
| 1833. First National Bank of Pueblo, Colorado | 50,000 |
| 1834. The National Bank, Franklin, Tennessee | 60,000 |
| 1835. Commercial National Bank of Versailles, Kentucky | 100,000 |
| 1836. First National Bank of Atlantic, Iowa | 50,000 |
| 1837. Livingston County National Bank of Pontiac, Illinois | 50,000 |
| 1838. First National Bank of Baxter Springs, Kansas | 40,000 |
| 1839. First National Bank of La Grange, Missouri | 50,000 |
| 1840. First National Bank of Wyandotte, Kansas | 50,000 |
| 1841. First National Bank of Greenville, Illinois | 100,000 |
| 1842. Second National Bank of Winona, Minnesota | 100,000 |
| 1843. Bates County National Bank of Butler, Missouri | 50,000 |
| 1844. The National Bank of Newberry, South Carolina | 100,000 |
| 1845. Cook County National Bank of Chicago, Illinois | 151,000 |
| 1846. First National Bank of Brownsville, Nebraska | 100,000 |
| 1847. German National Bank of Covington, Kentucky | 250,350 |
| 1848. The National Bank of Spartanburgh, South Carolina | 60,000 |
| 1849. First National Bank of Grand Haven, Michigan | 100,000 |
| 1850. First National Bank of Mason City, Illinois | 40,000 |
| 1851. Second National Bank of Charleston, Illinois | 65,000 |
| 1852. First National Bank of Marseilles, Illinois | 50,000 |
| 1853. First National Bank of Tuscaloosa, Alabama | 50,000 |
| 1854. First National Bank of Frankfort, Indiana | 200,000 |
| 1855. Nebraska City National Bank, Nebraska | 150,000 |
| 1856. First National Bank of Warrensburg, Missouri | 75,000 |
| 1857. First National Bank of Port Huron, Michigan | 100,000 |
| 1858. Valley National Bank of St. Louis, Missouri | 100,000 |
| 1859. Covington City National Bank, Kentucky | 500,000 |
| 1860. The National Exchange Bank, Augusta, Georgia | 200,000 |
| 1861. First National Bank of Newnan, Georgia | 125,400 |
| 1862. Mills County National Bank of Glenwood, Iowa | 65,000 |
| 1863. Citizens' National Bank of Faribault, Minnesota | 80,000 |
| 1864. First National Bank of Paola, Kansas | 50,000 |
| 1865. The National Bank of Rolla, Missouri | 33,500 |
| 1866. The National Bank of Illinois, Chicago | 100,000 |
| 1867. First National Bank, Saint Joseph, Michigan | 50,000 |
| 1868. First National Bank of Jefferson, Charlestown, West Virginia | 72,500 |
| 1869. Rush County National Bank of Rushville, Indiana | 100,000 |
| 1870. First National Bank of Marengo, Illinois | 40,000 |
| 1871. Knoxville National Bank, Iowa | 100,000 |

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| 1872. Union National Bank of Macomb, Illinois..... | \$60,000 |
| 1873. First National Bank of Vincennes, Indiana..... | 100,000 |
| 1874. First National Bank of Webster City, Iowa..... | 40,000 |
| 1875. The National Bank of Kutztown, Pennsylvania..... | 56,000 |
| 1876. First National Bank of Paxton, Illinois..... | 50,000 |
| 1877. First National Bank of Knob Noster, Missouri..... | 50,000 |
| 1878. Meridian National Bank of Indianapolis, Indiana..... | 200,000 |
| 1879. Citizens' National Bank of Peru, Indiana..... | 100,000 |
| 1880. First National Bank of Tama City, Iowa..... | 50,000 |
| 1881. Dixon National Bank of Dixon, Illinois..... | 85,000 |
| 1882. Will County National Bank of Joliet, Illinois..... | 75,000 |
| 1883. The National Bank of Piedmont, West Virginia..... | 50,000 |
| 1884. Wellsburg National Bank, West Virginia..... | 100,000 |
| 1885. Littleton National Bank, New Hampshire..... | 100,000 |
| 1886. Citizens' National Bank, Niles, Michigan..... | 30,000 |
| 1887. First National Bank, Olean, New York..... | 60,000 |
| 1888. First National Bank, Bloomington, Indiana..... | 100,000 |
| 1889. Rock Island National Bank, Illinois..... | 100,000 |
| 1890. Citizens' National Bank of Greensburg, Indiana..... | 100,000 |
| 1891. First National Bank of Pella, Indiana..... | 50,000 |
| 1892. Bedford National Bank, Indiana..... | 100,000 |
| 1893. Citizens' National Bank of Hagerstown, Maryland..... | 45,000 |
| 1894. Farmers' National Bank of Greensburg, Pennsylvania..... | 100,000 |
| 1895. Merchants' National Bank of Toledo, Ohio..... | 240,000 |
| 1896. Sycamore National Bank, Illinois..... | 50,000 |
| 1897. First National Bank of Newport, Indiana..... | 50,000 |
| 1898. Mutual National Bank of New Orleans, Louisiana..... | 150,000 |
| 1899. State National Bank, Lincoln, Nebraska..... | 50,000 |
| 1900. The National Bank of Cynthiana, Kentucky..... | 150,000 |
| 1901. Kansas City National Bank, Missouri..... | 55,000 |
| 1902. First National Bank of Chetopa, Kansas..... | 30,000 |
| 1903. First National Bank of Jackson, Ohio..... | 60,000 |
| 1904. First National Bank of Plymouth, Ohio..... | 50,000 |
| 1905. First National Bank of Hackensack, New Jersey..... | 50,000 |
| 1906. Defiance National Bank, Ohio..... | 50,000 |
| 1907. Rochelle National Bank, Illinois..... | 30,000 |
| 1908. Kentucky National Bank of Louisville, Kentucky..... | 100,000 |
| 1909. Second National Bank of Aurora, Illinois..... | 30,000 |
| 1910. People's National Bank of Ottawa, Kansas..... | 30,000 |
| 1911. First National Bank of Owatonna, Minnesota..... | 50,000 |
| 1912. The National Bank of Wooster, Ohio..... | 65,000 |
| 1913. First National Bank of Wichita, Kansas..... | 30,000 |
| 1914. First National Bank of Plattsmouth, Nebraska..... | 50,000 |
| 1915. First National Bank, Emporia, Kansas..... | 50,000 |
| 1916. First National Bank of Plymouth, Michigan..... | 50,000 |
| 1917. First National Bank of Napoleon, Ohio..... | 50,000 |
| 1918. Second National Bank of East Saginaw, Michigan..... | 100,000 |
| 1919. Manufacturers' National Bank of Three Rivers, Michigan..... | 50,000 |
| 1920. First National Bank of Coshocton, Ohio..... | 50,000 |
| 1921. Salt Lake City National Bank, Utah..... | 34,000 |
| 1922. First National Bank of Rochelle, Illinois..... | 30,000 |
| 1923. First National Bank of Millersburg, Ohio..... | 30,000 |
| 1924. Southern Michigan National Bank, Coldwater, Michigan..... | 50,000 |
| 1925. First National Bank of Liberty, Indiana..... | 30,000 |
| 1926. De Witt County National Bank of Clinton, Illinois..... | 50,000 |
| 1927. Merchants' National Bank of Fort Scott, Kansas..... | 40,000 |
| 1928. Farmers and Mechanics' National Bank of Georgetown, D. C..... | 150,000 |
| 1929. First National Bank of Shelby, Ohio..... | 30,000 |
| 1930. First National Bank of Minerva, Ohio..... | 30,000 |
| 1931. The National Bank of Monticello, Kentucky..... | 46,050 |
| 1932. First National Bank of Sullivan, Indiana..... | 30,000 |
| 1933. First National Bank of Burlington, Wisconsin..... | 30,000 |
| 1934. Nokomis National Bank, Illinois..... | 30,000 |
| 1935. The National Bank of Greenville, South Carolina..... | 36,000 |
| 1936. Farmers and Mechanics' National Bank of Phenixville, Louisiana..... | 30,000 |
| 1937. Crescent City National Bank, New Orleans, Louisiana..... | 210,000 |
| 1938. The National Bank of Gloversville, New York..... | 50,000 |

372,599,450

[Inclosure 17 A.]

Amount of United States securities held by the Treasurer of the United States to secure public deposits February 17, 1872.

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| 3. First National Bank, Washington, District of Columbia | \$100,000 |
| 7. Second National Bank, New York, New York | 100,000 |
| 11. First National Bank, Milwaukee, Wisconsin | 150,000 |
| 12. First National Bank, Portsmouth, New Hampshire | 180,000 |
| 14. Third National Bank, Cincinnati, Ohio | 211,000 |
| 22. First National Bank, Worcester, Massachusetts | 90,000 |
| 24. First National Bank, Watertown, New York | 50,000 |
| 29. First National Bank, Philadelphia, Pennsylvania | 100,000 |
| 31. First National Bank, Sandusky, Ohio | 60,000 |
| 32. First National Bank Portsmouth, Ohio | 50,000 |
| 33. First National Bank, Erie, Pennsylvania | 50,000 |
| 38. Second National Bank, Elmira, New York | 75,000 |
| 40. Second National Bank, Dayton, Ohio | 100,000 |
| 42. First National Bank, Cincinnati, Ohio | 477,000 |
| 43. First National Bank, Syracuse, New York | 100,000 |
| 49. Second National Bank, Zanesville, Ohio | 50,000 |
| 51. First National Bank, Lafayette, Indiana | 80,000 |
| 52. First National Bank, Indianapolis, Indiana | 100,000 |
| 57. Second National Bank, Wilkes Barre, Pennsylvania | 60,000 |
| 58. First National Bank, Madison, Wisconsin | 50,000 |
| 59. First National Bank, Aurora, Illinois | 50,000 |
| 62. First National Bank, Binghamton, New York | 50,000 |
| 63. First National Bank, Bangor, Maine | 70,000 |
| 69. First National Bank, Peoria, Illinois | 100,000 |
| 70. First National Bank, Seneca Falls, New York | 50,500 |
| 63. First National Bank, Toledo, Ohio | 75,000 |
| 84. Second National Bank, New Haven, Connecticut | 70,000 |
| 91. First National Bank, Portland, Maine | 200,000 |
| 93. First National Bank, New Bedford, Massachusetts | 150,000 |
| 98. First National Bank, Nashville, Tennessee | 150,000 |
| 97. First National Bank, West Chester, Pennsylvania | 50,000 |
| 99. First National Bank, Albany, New York | 200,000 |
| 100. Third National Bank, Syracuse, New York | 100,000 |
| 101. First National Bank, Saint Paul, Minnesota | 200,000 |
| 105. Second National Bank, Utica, New York | 60,000 |
| 106. First National Bank, Newburyport, Massachusetts | 50,000 |
| 107. First National Bank, Baltimore, Maryland | 200,000 |
| 109. First National Bank, Madison, Indiana | 70,000 |
| 110. First National Bank, Oswego, New York | 50,000 |
| 114. First National Bank, Cooperstown, New York | 50,000 |
| 115. First National Bank, Providence, Rhode Island | 150,000 |
| 116. First National Bank, Chittenango, New York | 50,000 |
| 119. Third National Bank, Springfield, Massachusetts | 252,000 |
| 122. First National Bank, York, Pennsylvania | 100,000 |
| 125. First National Bank, Bridgeport, Connecticut | 50,000 |
| 123. First National Bank, Allegheny, Pennsylvania | 50,000 |
| 131. First National Bank, Trenton, New Jersey | 70,000 |
| 136. Second National Bank, Philadelphia, Pennsylvania | 50,000 |
| 137. First National Bank, Jersey City, New Jersey | 50,000 |
| 138. First National Bank, Springfield, Illinois | 200,000 |
| 140. First National Bank, Concord, New Hampshire | 75,000 |
| 141. First National Bank, Norfolk, Virginia | 2,000 |
| 144. Fourth National Bank, New York, New York | 150,000 |
| 145. Second National Bank, Detroit, Michigan | 250,000 |
| 153. First National Bank, Northampton, Massachusetts | 60,000 |
| 157. First National Bank, Catskill, New York | 50,000 |
| 158. First National Bank, Nashua, New Hampshire | 50,000 |
| 150. Second National Bank, Newark, New Jersey | 50,000 |
| 163. Boston National Bank, Boston, Massachusetts | 50,000 |
| 167. First National Bank, Wheeling, West Virginia | 200,000 |
| 168. First National Bank, Altoona, Pennsylvania | 50,000 |
| 173. First National Bank, Memphis, Tennessee | 100,000 |
| 180. First National Bank, Quincy, Illinois | 100,000 |
| 183. Central National Bank, New York, New York | 200,000 |
| 185. First National Bank, Lewiston, Maine | 50,000 |

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| 187. First National Bank, Fairfield, New Jersey..... | \$60,000 |
| 200. First National Bank, Dubuque, Iowa..... | 50,000 |
| 205. First National Bank, Franklin, Pennsylvania..... | 50,000 |
| 214. Merchants' National Bank, Boston, Massachusetts..... | 500,000 |
| 217. First National Bank, Leavenworth, Kansas..... | 200,000 |
| 218. First National Bank, Knoxville, Tennessee..... | 50,000 |
| 221. Charter Oak National Bank, Hartford, Connecticut..... | 100,000 |
| 236. First National Bank, Bryan, Ohio..... | 25,000 |
| 237. Merchants' National Bank, Lowell, Massachusetts..... | 76,500 |
| 241. First National Bank, Camden, New Jersey..... | 50,000 |
| 242. First National Bank, Jamestown, New York..... | 50,000 |
| 244. First National Bank, Rochester, New York..... | 75,000 |
| 246. First National Bank, Wilmington, Delaware..... | 60,000 |
| 250. First National Bank, Chillicothe, Ohio..... | 100,000 |
| 252. Indianapolis National Bank, Indiana..... | 100,000 |
| 254. First National Bank, Norristown, Pennsylvania..... | 50,000 |
| 255. Corn Exchange National Bank, Philadelphia, Pennsylvania..... | 75,000 |
| 257. Farmers' National Bank, Lancaster, Pennsylvania..... | 100,000 |
| 260. First National Bank, Reading, Pennsylvania..... | 50,000 |
| 266. National Exchange Bank, Columbus, Ohio..... | 100,000 |
| 271. Nassau National Bank, Brooklyn, New York..... | 150,000 |
| 273. Troy City National Bank, Troy, New York..... | 125,000 |
| 275. First National Bank, Yonkers, New York..... | 50,000 |
| 276. National Broadway Bank, New York, New York..... | 50,000 |
| 280. Cheshire National Bank, Keene, New Hampshire..... | 50,000 |
| 283. First National Bank, Auburn, New York..... | 50,000 |
| 284. First National Bank, New Albany, Indiana..... | 50,000 |
| 287. Montpelier National Bank, Vermont..... | 100,000 |
| 288. National Bank of Commerce, New York, New York..... | 250,000 |
| 289. First National Bank, Covington, Kentucky..... | 50,000 |
| 292. First National Bank, Rock Island, Illinois..... | 50,000 |
| 296. Merchants' National Bank, Cleveland, Ohio..... | 150,000 |
| 298. Keystone National Bank, Erie, Pennsylvania..... | 50,000 |
| 299. Evansville National Bank, Indiana..... | 100,000 |
| 300. Bristol County National Bank, Taunton, Massachusetts..... | 150,000 |
| 304. First National Bank, Glen's Falls, New York..... | 50,000 |
| 305. Champaign National Bank, Urbana, Ohio..... | 50,000 |
| 306. Commercial National Bank, Cleveland, Ohio..... | 150,000 |
| 310. Fort Wayne National Bank, Indiana..... | 50,000 |
| 311. Davenport National Bank, Iowa..... | 75,000 |
| 316. Fallkill National Bank, Poughkeepsie, New York..... | 60,000 |
| 318. First National Bank, Richmond, Virginia..... | 100,000 |
| 321. National Exchange Bank, Milwaukee, Wisconsin..... | 150,000 |
| 324. Merchants' National Bank, Portland, Maine..... | 100,000 |
| 326. First National Bank, Newport, Rhode Island..... | 60,000 |
| 327. First National Bank, Manchester, New Hampshire..... | 50,000 |
| 330. National Bank of the Republic, Washington, District of Columbia..... | 100,000 |
| 333. Exchange National Bank, Norfolk, Virginia..... | 100,000 |
| 336. Farmers' National Bank, Annapolis, Maryland..... | 100,000 |
| 339. Rutland County National Bank, Rutland, Vermont..... | 50,000 |
| 342. Merchants' National Bank, New Bedford, Massachusetts..... | 150,000 |
| 345. City National Bank, Grand Rapids, Michigan..... | 30,000 |
| 349. Alton National Bank, Illinois..... | 50,000 |
| 350. National State Bank, Des Moines, Iowa..... | 50,000 |
| 351. Massasoit National Bank, Fall River, Massachusetts..... | 100,000 |
| 352. National Fulton County Bank, Gloversville, New York..... | 50,000 |
| 353. Middletown National Bank, New York..... | 75,000 |
| 354. Farmers' National Bank, Ashtabula, Ohio..... | 50,000 |
| 355. National Mohawk Valley Bank, Mohawk, New York..... | 50,000 |
| 356. Randolph National Bank, Massachusetts..... | 150,000 |
| 360. First National Bank, Omaha, Nebraska..... | 250,000 |
| 364. Lynchburg National Bank, Virginia..... | 50,000 |
| 367. Adams National Bank, North Adams, Massachusetts..... | 60,000 |
| 368. First National Bank, Denver, Colorado..... | 50,000 |
| 370. First National Bank, Centralia, Illinois..... | 75,000 |
| 372. Raleigh National Bank, North Carolina..... | 100,000 |
| 375. First National Bank, Oshkosh, Wisconsin..... | 50,000 |
| 382. Atlanta National Bank, Georgia..... | 100,000 |
| 385. First National Bank, Galveston, Texas..... | 75,000 |
| 387. Louisiana National Bank, New Orleans, Louisiana..... | 100,000 |

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| 391. First National Bank, Chattanooga, Tennessee..... | \$50,000 |
| 394. First National Bank, Hannibal, Missouri..... | 50,000 |
| 397. First National Bank, Freeport, Illinois..... | 50,000 |
| 401. Merchants' National Bank, Little Rock, Arkansas..... | 50,000 |
| 402. First National Bank, Helena, Montana..... | 40,000 |
| 407. San Antonio National Bank, Texas..... | 100,000 |
| 413. First National Bank, Portland, Oregon..... | 50,000 |
| 415. Pennsylvania National Bank, Pottsville, Pennsylvania..... | 50,000 |
| 418. Colorado National Bank, Denver, Colorado..... | 50,000 |
| 420. Omaha National Bank, Nebraska..... | 150,000 |
| 421. Merchants' National Bank, Burlington, Vermont..... | 100,000 |
| 425. Second National Bank, Titusville, Pennsylvania..... | 300,000 |
| 426. Granite National Bank, Augusta, Maine..... | 50,000 |
| 427. National Bank of Lawrence, Kansas..... | 100,000 |
| 428. Second National Bank, Saint Paul, Minnesota..... | 168,000 |
| 429. Thames National Bank, Norwich, Connecticut..... | 50,000 |
| 430. First National Bank, Sunbury, Pennsylvania..... | 50,000 |
| 432. Kansas Valley National Bank, Topeka, Kansas..... | 50,000 |
| 433. Merchants' National Bank, Savannah, Georgia..... | 50,000 |
| 434. Salem National Bank, Illinois..... | 50,000 |
| 435. Merchants' National Bank, Albany, New York..... | 100,000 |
| 436. Saint Louis National Bank, Missouri..... | 100,000 |
| 437. First National Bank, Sioux City, Iowa..... | 50,000 |
| 438. Planters' National Bank, Richmond, Virginia..... | 100,000 |
| 439. Commercial National Bank, Dubuque, Iowa..... | 50,000 |
| 440. Second National Bank, Peoria, Illinois..... | 50,000 |
| 441. Second National Bank, Leavenworth, Kansas..... | 50,000 |
| 442. First National Bank of Utah, Salt Lake City, Utah..... | 50,000 |
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| Personal bond First National Bank, Canandaigua, New York..... | 15,102,000 |
| Personal bond First National Bank, Helena, Montana..... | 30,000 |
| Personal bond First National Bank, Portland, Oregon..... | 150,000 |
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| Total amount held..... | 15,432,000 |

[Inclosure 17—A.]

Bonds on hand as security for subscriptions to funded loan of 1881, in division of national banks, February 17, 1872.

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| 1. Ninth National Bank, New York City..... | \$400,000 |
| 2. First National Bank, Washington, District of Columbia..... | 7,893,550 |
| 3. Second National Bank, Philadelphia, Pennsylvania..... | 160,000 |
| 12. Glen's Falls National Bank, Glen's Falls, New York..... | 20,000 |
| 15. First National Bank, Bethlehem, Pennsylvania..... | 47,000 |
| 17. First National Bank, Rondout, New York..... | 12,000 |
| 18. First National Bank, Syracuse, New York..... | 55,000 |
| 20. First National Bank, Madison, Indiana..... | 8,000 |
| 23. Merchants' National Bank, Portland, Maine..... | 50,000 |
| 31. Farmers and Mechanics' National Bank, Philadelphia, Pennsylvania..... | 250,000 |
| 33. National Bank of Commerce, New Bedford, Massachusetts..... | 165,000 |
| 40. Second National Bank, Lansing, Michigan..... | 4,000 |
| 42. Western National Bank, Philadelphia, Pennsylvania..... | 25,000 |
| 44. First National Bank, Fort Wayne, Indiana..... | 35,000 |
| 45. First National Bank, New London, Connecticut..... | 200,000 |
| 50. Merchants' National Bank, Burlington, Iowa..... | 4,000 |
| 54. National Bank of Redemption, Boston, Massachusetts..... | 36,000 |
| 61. First National Bank, Albion, New York..... | 100,000 |
| 62. First National Bank, Portland, Oregon..... | 50,000 |
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| | 9,514,550 |

[Inclosure 18—A.]

*Explanation of the discrepancy part of the cash of the redemption division of the Treasurer's office :***TREASURY OF THE UNITED STATES, REDEMPTION DIVISION,
Washington, December 14, 1871.**

SIR: Herewith please find a detailed statement of various sums of money paid in settlement of errors and discrepancies, as also for counterfeits found on recounting moneys by the respective officers having charge of the same after it leaves the Treasurer's office. Though not embracing all of the accounts of a like nature standing against different parties, it is, nevertheless, more than sufficient to account for the discrepancy of \$257 existing in the settlement account, and to illustrate the manner of its occurrence. A considerable portion of the sums thus drawn from this account was paid for counterfeits which the counters failed to detect on first count in this office, and which were thrown out on recount in the Secretary's and Register's offices. These latter offices do not destroy a lot of money until all discrepancies are adjusted, and as it is inconvenient, and perhaps impossible, for them to hold large amounts for any length of time, we are required to, and do, settle and pay all such discrepancies at once, without regard to whether the amounts required for such purposes have been collected from the parties making the error or not. In many instances counters have either resigned, been removed, or transferred to other departments, leaving sums of greater or less magnitude standing against them, in which case they are seldom, if ever, collected, and the loss, of course, falls upon this office.

Very respectfully, your obedient servant, .

JOHN R. MORHOUS.

GEORGE W. RIGGS, Esq.,
Chairman Investigating Committee.

Statement of shorts paid out of the settlement account and charged against the following persons :

| | | |
|---|---------|---------|
| M. A. Gibson..... | \$58 80 | |
| Less amount refunded by her..... | 5 00 | |
| | <hr/> | \$53 80 |
| M. J. Glisson..... | | 12 50 |
| E. S. Florence..... | | 3 00 |
| Jennie Oler..... | | 9 50 |
| M. S. Smith..... | | 3 50 |
| G. P. Carson..... | | 10 00 |
| Agnes Bielaski..... | | 12 75 |
| Leah Hatfield..... | | 3 25 |
| E. Bartlett..... | | 5 75 |
| M. Lathrop..... | | 4 40 |
| D. L. Clark..... | | 50 00 |
| E. G. Woodruff..... | | 6 75 |
| Counters from division of issues, (Root's)..... | | 18 00 |
| A. E. Getty..... | 21 00 | |
| Less amount refunded by her..... | 10 90 | |
| | <hr/> | 10 20 |
| M. B. Wardwell..... | 15 00 | |
| Less amount refunded by her..... | 11 00 | |
| | <hr/> | 4 00 |
| A. C. Smith..... | 26 25 | |
| Less amount refunded by her..... | 25 25 | |
| | <hr/> | 1 00 |
| H. E. Boyer..... | 8 95 | |
| Less amount refunded by her..... | 2 00 | |
| | <hr/> | 6 95 |
| Nellie Carter..... | 33 00 | |
| Less amount refunded by her..... | 29 00 | |
| | <hr/> | 4 00 |
| M. E. Cromwell..... | | 1 40 |
| Nellie Devendorf..... | 10 00 | |
| Less amount refunded by her..... | 9 00 | |
| | <hr/> | 1 00 |
| Luanna Dewees..... | | 3 00 |
| M. Grandin..... | 26 00 | |
| Less amount refunded by her..... | 9 00 | |
| | <hr/> | 17 00 |

| | | |
|-----------------------------------|---------|---------------|
| L. A. Hyde | \$75 00 | |
| Less amount refunded by her | 20 00 | \$55 00 |
| E. A. Morrill | 10 00 | |
| Less amount refunded by her | 5 00 | 5 00 |
| M. McElwee | 32 00 | |
| Less amount refunded by her | 22 00 | 10 00 |
| E. Ritchie | 21 00 | |
| Less amount refunded by her | 14 00 | 7 00 |
| Kate Waters | 9 00 | |
| Less amount refunded by her | 2 00 | 7 00 |
| M. White | 16 00 | |
| Less amount refunded by her | 5 00 | 11 00 |
| R. Wilson | 20 00 | |
| Less amount refunded by her | 15 00 | 5 00 |
| Nettie White | 15 90 | |
| Less amount refunded by her | 2 70 | 13 20 |
| E. Arthur | | 85 |
| J. Paris | 4 65 | |
| Less amount refunded by her | 50 | 4 15 |
| S. J. Carson | 101 00 | |
| Less amount refunded by her | 75 00 | 26 00 |
| J. Pyfer | 13 25 | |
| Less amount refunded by her | 7 00 | 6 25 |
| | | <u>392 20</u> |

[Inclosure 18—B.]

Statement of securities, &c., in hands of chief of loan division, belonging in general cash balance.

TREASURY OF THE UNITED STATES, CASH DIVISION,
Washington, December 9, 1871.

In general cash balance there are coin items as follows :

| | |
|---------------------------------|------------|
| Quarterly interest checks | \$7,642 50 |
| Coin coupons | 659,663 62 |
| Coin certificates | 714,000 00 |

Reported by chief of loan division and credited to the offices forwarding the same on such reports.

These should be accounted for in the loan division.

A. U. WYMAN.

[Inclosure 18—C.]

Schedule of United States notes and currency received from Treasurer for burning from December 1 to December 9, inclusive, (1871.)

Notes, new issue, 1869 :

| | |
|------------------|-----------------------|
| December 1 | \$958,500 00 |
| December 5 | 430,592 00 |
| December 7 | 66 00 |
| December 8 | 372,779 00 |
| December 9 | 40 00 |
| | <u>\$1,761,977 00</u> |

98 **CONDITION OF OFFICE OF UNITED STATES TREASURER.**

| | | |
|--|--------------|---------------------------------|
| Notes, new issue, 1869: | | |
| December 2..... | \$102,250 00 | |
| December 5..... | 646 00 | |
| December 7..... | 124,745 00 | |
| December 8..... | 91 00 | |
| December 9..... | 130 00 | |
| | <hr/> | \$227,862 00 |
| Fractional currency, third issue: | | |
| December 1..... | 3,011 22 | |
| December 5..... | 13 90 | |
| December 8..... | 50 | |
| | <hr/> | 3,025 62 |
| Fractional currency, fourth issue: | | |
| December 1..... | 135,578 60 | |
| December 2..... | 60,400 00 | |
| December 4..... | 69,200 00 | |
| December 5..... | 69,189 40 | |
| December 7..... | 64,016 15 | |
| December 8..... | 131,243 00 | |
| December 9..... | 56,800 00 | |
| | <hr/> | 586,427 15 |
| Fractional currency, fourth issue, second series: | | |
| December 1..... | 163 20 | |
| December 2..... | 100,000 00 | |
| December 5..... | 174 00 | |
| December 7..... | 100,011 00 | |
| December 8..... | 19 00 | |
| | <hr/> | 200,367 20 |
| Fractional currency, first issue: | | |
| December 1..... | | 18 21 |
| Fractional currency, second issue: | | |
| December 1..... | | 20 35 |
| Total..... | | <hr/> 2,779,697 53 <hr/> |

W. V. S. WILSON,
Chief of Currency Division.

[Inclosure 18—D.]

Schedule of United States notes and fractional currency received from Treasurer of the United States for burning from December 1 to December 9, 1871, inclusive.

REGISTER'S OFFICE, January 22, 1872.

| | | |
|---|--------------|----------------|
| Notes, new issue: | | |
| December 1..... | \$958,500 00 | |
| December 5..... | 430,200 00 | |
| December 8..... | 372,600 00 | |
| Chicago..... | 677 00 | |
| | <hr/> | \$1,761,977 00 |
| Issue of 1869: | | |
| December 2..... | 102,250 00 | |
| December 7..... | 124,500 00 | |
| Chicago..... | 1,112 00 | |
| | <hr/> | 227,862 00 |
| Fractional currency, third issue: | | |
| November 29, discounted..... | 3,011 22 | |
| December, Chicago..... | 14 40 | |
| | <hr/> | 3,025 62 |
| Postal currency: | | |
| November 29, discounted..... | | 18 21 |
| Fractional currency, second issue: | | |
| November 29, discounted..... | | 20 35 |

Fractional currency, fourth issue:

| | | |
|-------------------------------|-------------|---------------------|
| December 1 | \$64,400 00 | |
| December 1 | 70,400 00 | |
| December 2 | 60,400 00 | |
| December 4 | 69,200 00 | |
| December 5 | 68,800 00 | |
| December 7 | 64,000 00 | |
| December 8 | 131,200 00 | |
| December 9 | 56,800 00 | |
| December 9, Chicago | 448 55 | |
| November 29, discounted | 778 60 | |
| | | <u>\$586,427 15</u> |

Fractional currency, fourth issue, second series:

| | | |
|-------------------------------|------------|-------------------|
| December 2 | 100,000 00 | |
| December 7 | 100,000 00 | |
| December 7, Chicago | 204 00 | |
| November 29, discounted | 163 20 | |
| | | <u>200,367 20</u> |

Total 2,779,697 53

CHAS. NEALE,
Chief of Division.

CONSOLIDATION OF THE NAVIGATION AND CUSTOMS COLLECTION LAWS.

L E T T E R

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

A draught of a bill to amend the navigation and customs collection laws of the United States.

MAY 20, 1872.—Referred to the Committee on Commerce and ordered to be printed.

TREASURY DEPARTMENT, *May 16, 1872.*

SIR: Herewith I have the honor to submit, for the consideration of Congress, a bill entitled "A bill to amend and consolidate the navigation and customs collection laws of the United States."

The necessity of a revision and codification of these laws has long been apparent. It was set forth by Hon. Thomas Corwin, the then Secretary of the Treasury, in his annual report dated December 26, 1851, in these words:

It is desirable that the numerous laws respecting the navigation and commerce of the United States should undergo a careful revision and arrangement. These enactments have been accumulating for more than half a century, and many of their provisions are complex, if not conflicting; others are still unrepealed, though they have long been inapplicable to the condition of our commerce, and of the country. A repeal of obsolete and useless provisions, and a proper arrangement of the residue, under appropriate titles, with judicious amendments and additions, and the whole comprised within a single statute, or connected series of statutes, so as to be readily referred to and understood, would be a measure of great public utility, promote a more uniform and faithful administration of the laws, and afford a more certain protection to the interests of the Government and the commercial community. * * * In consequence of this state of the laws, importers are often obliged, at no inconsiderable expense, to intrust their business with the custom-houses to agents supposed to be well versed therein; and the difficulty on the part of the officers of the customs, as well as importers, of correctly understanding and applying the provisions of such a complex mass of legislation, gives rise to frequent and expensive litigation, augments the business of the custom-houses and at this Department, and gives to the operation of law that uncertainty which it is the duty of every Government to avoid.

On the 19th of January, 1853, the following resolution, reported by Senator Hamlin, from the Committee on Commerce, was adopted by the Senate: (Senate Journal, second session Thirty-second Congress.)

Resolved, That the Secretary of the Treasury be required to have prepared and submitted to the Senate, at its next session, a general revenue law, with the view of super-

seding all existing laws on the subject, and which shall embrace all needful provisions for regulating the foreign and domestic commerce of the United States in American and foreign vessels; the assessing and collecting of the duties connected with the same, including fees of all kinds, tonnage duty, and light-money; the registering, enrolling, and licensing of vessels; the number, duties, and emoluments of custom-house officers and employes of every kind; the levying and remission of penalties, fines, and forfeitures; the service of the revenue marine in all its details, and providing generally for the due performance of all the duties, of every description, connected with the revenue service in all its branches and details, including all the requisite official forms to be observed in the transaction of custom-house business.

On March 3, 1855, a bill "to amend and consolidate the navigation, revenue, and collection laws of the United States, and for other purposes," which had been prepared at the Treasury Department, was reported, with amendments, by the Committee on Commerce in the House of Representatives, to whom it had been referred.

Among other cogent reasons for action on the general subject of the report, the committee stated that there were then "standing on our statute-books, unrepealed in terms, more than four hundred laws, running through more than five hundred large octavo pages;" that this state of things "perplexes the importer, who looks to the law for direction, the lawyer whose counsel is asked, the customs official who is to execute the law, and, above all, the Secretary of the Treasury, whose duty it is to expound it, as a guide to his subordinates, and whose construction has the force of law until reversed by the judicial tribunals. Even the court of last resort, our highest judicial tribunal, has, it is believed, felt more than once embarrassed in deciding what provisions in our revenue laws, still found unrepealed in terms on our statute-books, were in force." The entire report constitutes an unanswerable argument in support of the conclusion arrived at by the committee, viz: that "the necessity of revising, amending, and simplifying our revenue code would seem to be an *imperative duty*." (Second session Thirty-third Congress, Report No. 145.)

Notwithstanding these urgent and emphatic recommendations, the proposed revision fell through, and the bill was withdrawn. An unsuccessful effort was again made, under the administration of Secretary Cobb, to secure the requisite legislation. On the 29th of January, 1858, that officer, in compliance with a resolution of the House, adopted March 3, 1857, by which House bill No. 187 was referred to him for revision, submitted in lieu thereof a series of bills, fourteen in number, constituting a complete code of laws relating to the revenue system. In his letter of transmission, the Secretary used the following language: "I would respectfully urge the early action of Congress on the subject. As the law now stands, there are conflicting provisions, which give rise to much difficulty and embarrassment in the practical operations of the Department." (Ex. Doc., first session Thirty-fifth Congress, No. 50.)

The code thus submitted failed to become a law, and although the subject has since been, from time to time, either directly or indirectly, brought to the notice of Congress, no satisfactory result has been accomplished. Fragmentary or occasional legislation has been had upon various portions of the customs revenue system, such as the coasting trade, the prevention of smuggling on the frontiers, the revenue-cutter service, the warehouse system, the admeasurement of tonnage, the entry and assessment of foreign goods, the proceedings on protest and appeal, the prevention and punishment of frauds, &c., &c.; but this legislation, while in itself necessary and proper, has to some extent increased the evils alluded to by increasing the number of statutes. It has at the

same time enlarged the field of operation necessarily occupied in a comprehensive revision of the revenue laws.

The subject was again revived during the first session of the Thirty-ninth Congress by the adoption of a joint resolution, approved July 26, 1866, directing the Secretary of the Treasury "to cause to be prepared and submitted to Congress, at its next session, * * * a general customs revenue law, designed to supersede all other laws on that subject," and authorizing payment of the necessary expenses of so doing out of the permanent appropriation for expenses of collecting the revenue. The direction and authority thus given were further continued by joint resolution, (approved February 22, 1867,) until January 1, 1868.

The preparation of a new bill was accordingly commenced, pursuant to the terms of the resolution of July 26, 1866, under the direction of one member of the Senate and one from the House, and considerable progress was made in the proposed revision of the revenue laws. The details of the bill were mainly in charge of Messrs. Andrus and Macdonald, two of the special agents of this Department, and men of great practical experience in revenue matters. Before the completion of the work both those gentlemen died. The bill thus left unfinished was subsequently taken up, and the work of revision continued under my direction. The result is herewith submitted for the consideration and action of Congress.

The failure of former attempts to secure the passage of a complete code as originally designed was caused mainly, as the Department is led to believe, by the fact that some of the features embraced in bills heretofore presented developed unexpected sources of opposition; hence, they gave rise to extended and, as the result proved, fruitless discussion. Among the most prominent may be mentioned provisions relating to the number and emoluments of customs officers, and to the distribution and boundaries of collection districts. The difficulty of reconciling contrary views or of harmonizing conflicting interests on these and other collateral questions was so great as to result, practically, in a defeat of the principal object which the advocates of the measure had in view.

In preparing the bill now submitted care has been taken to avoid any occasion for a repetition of the difficulty to which I have just alluded. The main object has been to secure a practical and permanent *working system* for the collection of the customs revenue. That object, it was thought, could be best attained by omitting all provisions upon subjects which are, in themselves, of a fluctuating character, or liable to become so. In this category may be included all questions relating to the formation and extent of collection districts, the emoluments or compensation of customs officers, and the fees to be exacted for official services. In other words, the expense of running the system, as well as the localities of its operation, may be considered and provided for apart from the system itself. The latter may be treated on the principle of a machine, complete in all its details, and so constructed that it can be successfully operated whenever and wherever needed.

The bill now submitted has been prepared upon this theory, and contains 243 sections, arranged under thirteen heads or titles, as follows :

1. Of vessels, and the registration and licensing thereof.
2. Of the coasting trade.
3. Of the entry of vessels from foreign ports.
4. Of the clearance of vessels for foreign ports.
5. Of the entry of merchandise from foreign ports.

6. Of the landing and delivery of imported merchandise.
7. Of the appraisement of imported merchandise.
8. Of the warehousing of imported merchandise under bond.
9. Of drawbacks on imported merchandise.
10. Of seizures, suits on bonds, prosecutions for the recovery of fines, penalties, and forfeitures, mitigation and remission of penalties.
11. Of the revenue-cutter service.
12. Of the frontier trade, transit of merchandise over the territory of the United States; also, over contiguous foreign territory.
13. Miscellaneous provisions.

These, it is believed, embrace all the material provisions of existing laws on the subjects respectively mentioned. The bill also contains much new matter, which is indicated by being printed in *italics*.

In order that the Department might have the benefit of the experience of its officers and others familiar with the customs revenue system, printed copies of the bill as first drawn were, in May and June last, distributed to the chief customs officers at all the principal ports, both on the sea-board and on the frontier; to various agents and ex-agents of the Department here and elsewhere, and to many leading importers and shipping firms in the city of New York; all of whom were requested to examine the bill, and advise the Department of any changes or additions which they might deem useful.

In answer to this request, various suggestions have been received, some of which, after careful consideration, have been adopted and incorporated in the bill, while others have been rejected as of doubtful utility.

It will be seen that the *forms* of the various papers required to be used in the customs revenue service are wholly omitted in the proposed bill, and that, instead of embodying them in the statute, as was formerly done, or annexing them to the code, as was subsequently intended, the Secretary of the Treasury is vested with full power to prepare, establish, modify, and change the same, from time to time, as circumstances may require. This feature is believed to be more in accordance with the necessities of the system than fixed statutory forms, which may, at some future period, prove to be unsuited for the particular purpose they were designed to serve.

Appended to the bill will be found an "Index to sections," showing in detail the various subjects treated of, and an "Index to statutes," &c., showing the portions of existing laws, as incorporated, modified, or added to in the bill.

In conclusion, I would respectfully urge upon Congress the necessity of action on the subject referred to—a subject which has demanded and received the attention of this Department, at intervals, for more than twenty years, and which year by year increases in magnitude and importance.

I am, very respectfully,

GEO. S. BOUTWELL,
Secretary of the Treasury.

Hon. JAS. G. BLAINE,
Speaker of the House of Representatives.

A BILL TO AMEND AND CONSOLIDATE THE NAVIGATION AND CUSTOMS
COLLECTION LAWS OF THE UNITED STATES.

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[NOTE.—The matter in *italics* is new, or a variation from the text of existing statutes.]

TITLE I.

OF VESSELS, AND THE REGISTRATION AND LICENSING THEREOF.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That vessels of whatever burthen which shall be registered in pursuance of this act, and no others, shall be deemed and denominated vessels of the United States, entitled to the benefits and privileges appertaining to such vessels; and they shall continue to enjoy the same no longer than they shall be wholly owned by a citizen or citizens of the United States, or by a company incorporated or organized under the laws of the United States, or of a State or Territory thereof, and commanded by a citizen of the United States. *But a vessel registered, enrolled, or licensed under the laws of the United States, and not being at any port thereof at the time this act takes effect, shall not be subject to any disability for not being registered under the provisions of this act if such vessel on her first arrival at a port of the United States shall be duly registered within five days thereafter.*

1 Stat. at L., 287,
§ 1. Dec. 31, 1792.

4 Stat. at L., 129,
Mar. 3, 1823.

SEC. 2. Vessels coming within the classes following, and no others, shall be admitted to registry :

First. Vessels built in the United States, wholly owned by a company incorporated or organized as aforesaid, or by a citizen or citizens of the United States, and commanded by a citizen thereof, never having been registered as a vessel of the United States, and thereafter sold or transferred, in whole or in part, to a citizen or citizens, subject or subjects of any foreign power.

Dec. 31, 1792, § 2.

Second. Vessels captured in war by a company incorporated or organized as aforesaid, or by a citizen or citizens of the United States, and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, and wholly owned by a company organized or incorporated as aforesaid, or by a citizen or citizens of the United States, and commanded by a citizen thereof, never having been registered as a vessel of the United States, and thereafter sold or transferred as aforesaid.

Id.

Third. Foreign-built vessels wrecked on the coast or within the waters of the United States, and purchased by a citizen or citizens thereof, or by a company incorporated or organized as aforesaid, and subsequently repaired within the United States to an extent equal to three-fourths of the entire cost of such vessel, when offered for registry, and wholly owned by a company incorporated or organized as aforesaid, or by a citizen or citizens of the United States, and commanded by a citizen thereof, never having been registered as a vessel of the United States, and thereafter sold or transferred as aforesaid.

10 Stat. at L., 149,
Dec. 23, 1852.

Fourth. Vessels of the United States, seized or captured and condemned under the authority of any foreign power, the property in which has been subsequently recovered by the original owner or owners of the same, or any part thereof, or his or their executors, administrators, or assigns, being citizens of the United States, or a company incorporated or organized as aforesaid.

1 Stat. at L., 523,
§ 1. June 27, 1797.

§ 11, 396, § 2. Mar.
27, 1834.

SEC. 3. The certificate of registry shall be the only passport furnished by

the United States to any vessel except where some other document is or may hereafter be required by treaty, and such certificate shall be conclusive proof of the nationality of such vessel; and every registered vessel shall be licensed for the particular trade, whether the foreign trade, the coasting trade, or the fisheries, in which she shall be employed, which license may be granted by the collector, deputy collector, or surveyor of the customs, being the chief or principal officer of the customs, at the port where such vessel may be, on compliance with the provisions of this act; and, at such times as the Secretary of the Treasury may require, all deputy collectors and surveyors shall make return to the collectors of their respective districts of all licenses granted by

Dec. 31, 1792, § 12.

them; but in case of the loss, destruction, wrongful withholding, or accidental mislaying of the certificate of registry or license belonging to any vessel of the United States licensed for the foreign trade, while absent from the United States, it shall be lawful for the consular officer of the United States at the port or place where such vessel may be, to grant a document, setting forth as nearly as may be the last certificate of registry and license, which document shall enable such vessel to proceed on her voyage, or return to a port in the United States; and upon her arrival at such port, said document shall be surrendered to the collector, and a new certificate of registry and license shall be taken out, in conformity with the provisions of this act.

SEC. 4. Every vessel shall be registered in the district to which she shall belong at the time of her registry, which district shall be that in which the owner, if there be but one, or, if more than one, the managing owner of such vessel usually resides; but where a vessel shall be owned by a company incorporated or organized as aforesaid, the port at or nearest the usual place of business of such company shall be deemed and taken to be the port to which such vessel belongs. And the name

Feb. 18, 1793, § 11.

of every registered vessel, and of the port to which she belongs, shall be painted on each side or on her stern, on a dark ground, in white or yellow letters of not less than four inches in length. And if any vessel of the United States shall be found not having her name and the name of the port to which she belongs painted in manner aforesaid, the owner or owners of such vessel shall forfeit fifty dollars.

SEC. 5. The registry of every vessel shall express the name of each owner, specifying the managing owner, the part or proportion of such vessel belonging to each owner, the length and breadth of the vessel, together with her depth and the height under the third or spar deck; also, the number of decks and masts, the tonnage under the tonnage deck, that of the between-decks above the tonnage deck, and that of the poop or other inclosed spaces above the deck, each separately, and the allowance or reduction made for the space occupied by the propelling power, if a steam-vessel. But no part of any vessel shall be admeasured or registered for tonnage that is solely used for the berthing of the crew, whether below or above deck, provided such space is not used for cargo or stores other than the personal effects of the crew, and does not exceed one-twentieth of the remaining tonnage of the vessel; and in case of such excess, the excess only shall be included in the admeasurement for tonnage. And the tonnage of such vessel shall be ascertained in the following manner: The tonnage-deck in vessels having three or more decks to the hull shall be the second deck from below; in all other cases the upper deck of the hull is to be the tonnage deck. The length from the fore-part of the outer planking, on the side of the stem, to the afterpart of the main stern-post of screw-steamers, and to the after-part of the rudder-post of all other vessels, measured

1 Stat. at L. 289,
§ 2 Dec. 31, 1792.

Dec. 31, 1792, § 9.

May 6, 1864, § 2.

Feb. 28, 1863.

on the top of the tonnage-deck, shall be accounted the vessel's length. The breadth of the broadest part on the outside of the vessel shall be accounted the vessel's breadth of beam. A measure from the under side of the tonnage-deck plank, amidships, to the ceiling of the hold (average thickness) shall be accounted the depth of hold. If the vessel has a third deck, then the height from the top of the tonnage-deck plank to the under side of the upper-deck plank shall be accounted as the height under the spar-deck. All measurements to be taken in feet and fractions of feet, and all fractions of feet shall be expressed in tenths.

SEC. 6. The register-tonnage of a vessel shall be her entire internal cubical capacity, *except as hereinafter provided*, in tons of May 6, 1864, § 3.
one hundred cubic feet each, to be ascertained as follows:

Measure the length of the vessel in a straight line along the upper side of the tonnage-deck, from the inside of the inner plank, (average thickness,) at the side of the stem to the inside of the plank on the stern timbers, (average thickness,) deducting from this length what is due to the rake of the bow in the thickness of the deck, and what is due to the rake of the stern timber in the thickness of the deck, and, also, what is due to the rake of the stern timber in one-third of the round of the beam; divide the length so taken into the number of equal parts required by the following table, according to the class in such table to which the vessel belongs:

TABLE OF CLASSES.

Class 1.—Vessels of which the tonnage-length according to the above measurement is fifty feet or under, into six equal parts.

Class 2.—Vessels of which the tonnage-length according to the above measurement is above fifty feet, and not exceeding one hundred feet long, into eight equal parts.

Class 3.—Vessels of which the tonnage-length according to the above measurement is above one hundred feet long, and not exceeding one hundred and fifty long, into ten equal parts.

Class 4.—Vessels of which the tonnage-length according to the above measurement is above one hundred and fifty feet, and not exceeding two hundred feet long, into twelve equal parts.

Class 5.—Vessels of which the tonnage-length according to the above measurement is above two hundred feet, and not exceeding two hundred and fifty feet long, into fourteen equal parts.

Class 6.—Vessels of which the tonnage-length according to the above measurement is above two hundred and fifty feet long, into sixteen equal parts.

Then, the hold being sufficiently cleared to admit of the required depths and breadths being properly taken, find the transverse area of such vessel at each point of division of the length, as follows:

Measure the depth at each point of division from a point at a distance of one-third of the round of the beam below such deck, or, in case of a break, below a line stretched in continuation thereof, to the upper side of the floor-timber, at the inside of the limber-strake, after deducting the average thickness of the ceiling, which is between the bilge-planks and limber-strake; then, if the depth at the midship division of the length does not exceed sixteen feet, divide each depth into four equal parts; then measure the inside horizontal breadth, at each of the three points of division, and also at the upper and lower points of the depth, extending each measurement to the average thickness of that part of the ceiling which is between the points of measurement; number these breadths from above, (numbering the upper breadth one, and so on down to the lowest breadth;) multiply the second and fourth by four,

and the third by two; add these products together, and to the sum add the first breadth and the last, or fifth; multiply the quantity thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area; but if the midship depth exceed sixteen feet, divide each depth into six equal parts instead of four, and measure, as before directed, the horizontal breadths at the five points of division, and also at the upper and lower points of the depth; number them from above as before; multiply the second, fourth, and sixth by four, and the third and fifth by two; add these products together, and to the sum add the first breadth and the last, or seventh; multiply the quantities thus obtained by one-third of the common interval between the breadths, and the product shall be deemed the transverse area.

Having thus ascertained the transverse area at each point of division of the length of the vessel, as required above, proceed to ascertain the register tonnage of the vessel in the following manner:

Number the areas successively one, two, three, &c., number one being at the extreme limit of the length at the bow, and the last number at the extreme limit of the length at the stern; then, whether the length be divided, according to the table, into six or sixteen parts, as in classes one and six, or any intermediate number, as in classes two, three, four, and five, multiply the second, and every even-numbered area, by four, and the third, and every odd-numbered area, (except the first and last.) by two; add these products together, and to the sum add the first and last, if they yield anything; multiply the quantities thus obtained by one-third of the common interval between the areas, and the product will be the cubical contents of the space under the tonnage-deck; divide this product by one hundred, and the quotient, being the tonnage under the tonnage-deck, shall be deemed to be the register tonnage of the vessel, subject to the additions hereinafter mentioned.

If there be a break, poop, or any other permanent closed-in space on the upper decks, or the spar-deck, available for cargo or stores, the tonnage of such space shall be ascertained as follows:

Measure the internal mean length of such space in feet, and divide it into an even number of equal parts, of which the distance asunder shall be most nearly equal to those into which the length of the tonnage-deck has been divided; measure at the middle of its height the inside breadths, namely, one at each end and at each of the points of division, numbering them successively one, two, three, &c.; then to the sum of the end breadths add four times the sum of the even-numbered breadths and twice the sum of the odd-numbered breadths, except the first and last, and multiply the whole sum by one-third of the common interval between the breadths; the product will give the mean horizontal area of such space; then measure the mean height between the planks of the decks, and multiply by it the mean horizontal area; divide the product by one hundred, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the tonnage under the tonnage-decks, ascertained as aforesaid.

If a vessel has a third deck, or spar-deck, the tonnage of the space between it and the tonnage-deck shall be ascertained as follows:

Measure in feet the inside length of the space, at the middle of its height, from the plank at the side of the stem to the plank on the timbers at the stern, and divide the length into the same number of equal parts into which the length of the tonnage-deck is divided; measure (also at the middle of its height) the inside breadth of the space at each of the points of division, also the breadth of the stem and the breadth at the stern; number them successively one, two, three, and so forth,

commencing at the stem; multiply the second and all other even-numbered breadths by four, and the third and all other odd-numbered breadths (except the first and last) by two; to the sum of these products add the first and last breadths; multiply the whole sum by one-third of the common interval between the breadths, and the result will give, in superficial feet, the mean horizontal area of such space; measure the mean height between the plank of the two decks, and multiply it by the mean horizontal area, and the product will be the cubical contents of the space; divide this product by one hundred, and the quotient shall be deemed to be the tonnage of such space, and shall be added to the other tonnage of the vessel, ascertained as aforesaid. And if the vessel has more than three decks, the tonnage of each space between decks, above the tonnage deck, shall be severally ascertained in the manner above described, and shall be added to the tonnage of the vessel, ascertained as aforesaid.

SEC. 7. In ascertaining the tonnage of open vessels, the upper edge of the upper strake is to form the boundary-line of measurement, and the depth shall be taken from an athwart-ship line, extending from the upper edge of said strake at each division of the length. 13 Stat. at L., 72. May 6, 1864.

SEC. 8. *If the vessel be propelled by steam or other power requiring engine-room, an allowance of space or tonnage shall be made for the space occupied by the propelling power; and the amount so allowed, not exceeding fifty per cent. of the gross tonnage, shall be deducted from the gross tonnage of the vessel, ascertained as aforesaid, and the remainder shall be deemed to be the register tonnage of such vessel; and such deduction shall be estimated as follows, that is to say:*

(A.) *Measure the mean length of the engine-room between the foremost and aftermost bull-headers or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the machinery; then measure the depth of the vessel at the middle point of this length, from the ceiling at the limber-strake to the upper deck in vessels of three decks and under, and to the third deck above the tonnage-deck in all other vessels; also the inside breadth of the vessel, clear of sponging, if any, at the middle of this depth. Multiply together these three dimensions of length, depth, and breadth, for the cubical contents; divide this product by one hundred, and the quotient shall be deemed to be the tonnage of the engine-room.*

(B.) *In the case of vessels having more than three decks, the tonnage of the space or spaces between decks, if any, above the third deck, which are framed in for the machinery, or for the admission of light and air, found by multiplying together the length, breadth, and depth thereof, and dividing the product by one hundred, shall be added to the tonnage of the said engine-space.*

(C.) *In the case of screw-steamers, the tonnage of the shaft-trunk shall be deemed to form part of and be added to such space, and shall be ascertained by multiplying together the mean length, breadth, and depth of the trunk, and dividing the product by one hundred.*

(D.) *In any vessel in which the machinery may be fitted in separate compartments, the tonnage of each of such compartments shall be measured severally in like manner, according to the above rules; and the sum of their several results shall be deemed to be the tonnage of the said engine-space.*

SEC. 9. In every registered vessel of the United States, except in open vessels, the figures denoting the registered tonnage of such vessel, and the number which shall be assigned to such vessel, shall be deeply carved or otherwise permanently marked on her main beam, under the direction of the surveyor or other officer of the customs 13 Stat. at L., 72. May 6, 1864.

charged with the duty of admeasurement, and shall be so continued; and if such figures denoting the tonnage and the number assigned, or either of them, shall at any time cease to be plainly carved or marked, such vessel shall be liable to a penalty of fifty dollars. And the Secretary of the Treasury is hereby authorized and directed to provide and establish such rules as he may deem proper for the numbering of vessels herein provided for; and whenever the tonnage of any ship has been ascertained and registered in accordance with the provisions of this act, the same shall thenceforth be deemed to be the tonnage of such ship, and be repeated in every subsequent registry thereof, unless an alteration be made in the form or capacity of such ship, or unless it be discovered that the tonnage of such ship has been erroneously computed; and in either of such cases such ship shall be remeasured, and her tonnage determined and registered according to the rules hereinbefore contained in that behalf; and in cases of foreign vessels arriving in the United States, in respect of which the rules for admeasurement prescribed by or in conformity with this act shall have been complied with, no further admeasurement shall be required, but the tonnage, as expressed in the certificate of registry, and marked on the main beam, shall, for all purposes, be deemed and taken to be the tonnage of such vessel.

SEC. 10. In order to the registry of any vessel built within the United States, it shall be necessary to produce a certificate, under <sup>1 Stat. at L., 291,
§ 4. Dec. 31, 1792.</sup> the hand of the principal or master carpenter by whom or under whose direction the said vessel was built, testifying that she was built by him or under his direction, and the place and time where and when built, and the person or persons for whom, and describing her build, number of decks and masts, length, breadth, depth, and such other facts as are usually descriptive of the identity of a vessel, which certificate shall be sufficient to authorize the removal of a new vessel from the district where she may have been built to any other district where the owner or owners actually reside, provided it be with ballast only, upon a permit to be issued for that purpose by the collector or other chief officer of the customs of the district in which such vessel was built. But the Secretary of the Treasury may, if it be impracticable to procure said certificate, allow the facts required to be certified in the same to be otherwise established.

SEC. 11. In order to the registry of any vessel a declaration shall be <sup>1 Stat. at L., 290,
§ 4. Dec. 31, 1792.</sup> made and subscribed by the managing owner thereof, or, if owned by any company incorporated or organized as aforesaid, by the president, secretary, or treasurer of such company, before the officer authorized to make such registry, who is hereby authorized to receive the same, declaring the name of such vessel, the place where she was built, her burthen, and the year in which she was built, together with such other facts as are requisite for the registration of vessels, as hereinbefore provided, and according to the classification contained in section two of this act; and that she has not been engaged in any trade prohibited by the laws of the United States; and further declaring the name and place of abode of such owner; and if a company incorporated or organized as aforesaid, the usual place of business of such company; and if such declarant be the sole owner, that such is the case; or if there be another owner or owners, that there is or are such other owner or owners, specifying his, her, or their name or names, and place or places of abode, the parts or proportions of such vessel belonging to each owner, and that he, she, or they, as the case may be, is or are a citizen or citizens of the United States; and in the case of a company, that the same is incorporated or organized under the laws of the United States or of some State or Territory thereof, (specifying the authority by which

it was so incorporated or organized, and the date of the same;) and further declaring that there is no subject or citizen of any foreign prince or state, directly or indirectly, by way of trust, confidence, or otherwise, interested in such vessel, or in the profits or issues thereof, *otherwise than as a stockholder, in case such vessel is owned by a company incorporated or organized as aforesaid*, and that the master thereof is a citizen of the United States, *which declaration, in any case where title is acquired by virtue of the condemnation and sale of such vessel, shall refer to, and be accompanied by, a duly-authenticated copy of the final judgment or decree under which such vessel shall have been sold, and of the report of sale made by the officer conducting the same, and of the order of the court confirming such sale; and when title shall have been acquired by ordinary sale and transfer, the bill of sale shall be produced for the inspection of the collector, being first executed and acknowledged according to law; which several muniments or evidences of title may, after due examination, and after being recorded, when necessary, according to law, be returned to the parties producing the same; and in the case of a wrecked foreign vessel, satisfactory vouchers of the several expenditures for repairs, duly authenticated, shall also be produced for the inspection of the collector.* And in case any of the matters of fact in said declaration shall not be true, there shall be a forfeiture of the vessel, together with her tackle, furniture, and apparel, in respect to which the same shall have been made, or of the value thereof; to be recovered, with costs of suit, of the person by whom such declaration shall have been made. But if the master of such vessel shall be within the district aforesaid, when application shall be made for registering the same, he shall, himself, make *declaration*, instead of the owner, *that he is a citizen of the United States, and the means whereby, and the manner in which, he is so a citizen; in which case, if what the said master shall declare shall not be true, the forfeiture aforesaid shall not be incurred, but he shall himself forfeit and pay, by reason of such declaration, the sum of one thousand dollars.*

SEC. 12. Before any vessel shall be registered, she shall be admeasured by a surveyor, if there be one, or by the person he shall appoint, at the port or place where the said vessel may be; and if there be *no surveyor*, by such person as the collector of the district within which she may be shall appoint, according to the rules prescribed by this act. And the officer or person by whom such admeasurement shall be made shall, for the information of and as a voucher to the officer by whom the registry is to be made, grant a certificate specifying the build of such vessel, the number of decks and masts, her length, breadth, depth, *height under the third or spar deck; the tonnage under the tonnage-deck; that of the between-decks, above the tonnage-deck; that of the poop or other inclosed spaces above the deck; also that of the engine-room and space occupied by the propelling power;* the number of tons she measures; *the place and time of construction, if built in the United States; the intended port of registry; whether such vessel be built of wood or iron; the mode of propulsion; rig, form of stern, description of head; the name of the builder, and certifying that her name and the place to which she belongs are painted on her stern or sides in the manner hereinbefore prescribed, and that her total registered tonnage and the number that has been assigned to her are permanently and plainly carved or marked on her main beam;* which certificate shall be countersigned by an owner or by the master of such vessel, or by some person who shall attend her admeasurement in behalf of her owner or owners, in testimony of the truth of the particulars therein contained; without which the said certificate shall not be valid. But in all cases where a vessel has been

1 Stat. at L., 390,
2 & Dec. 31, 1792.

registered *under this act*, as a vessel of the United States, it shall not be necessary to admeasure her anew for the purpose of obtaining another certificate of registry, unless such vessel shall have undergone some alteration, as to her burthen or rig, subsequently to the time of her former registry. *But the collector shall have power, at any time before granting a new certificate of registry, or, on the entry of any vessel liable to tonnage duty, before receiving payment thereof, to require a remeasurement, if in his judgment any error has been committed in a former measurement, or the interests of the United States require a remeasurement to be made.*

SEC. 13. Previous to the registry of any vessel, the managing owner, together with the master thereof, and one or more sureties, <sup>1 Stat. at L., 290,
§ 7. Dec. 31, 1792.</sup> to the satisfaction of the collector of the district, whose duty it is to make such registry, shall become bound to the United States, if such vessel shall be of burthen not exceeding fifty tons, in the sum of four hundred dollars; if of burthen above fifty tons and not exceeding one hundred, in the sum of eight hundred dollars; if of burthen above one hundred tons, and not exceeding two hundred, in the sum of twelve hundred dollars; if of burthen above two hundred tons and not exceeding three hundred, in the sum of sixteen hundred dollars; and if of burthen exceeding three hundred tons, in the sum of two thousand dollars; with condition, in each case, that the certificate of such registry *and every license granted while such certificate remains in force* shall be used solely for the vessel for which *they are* granted, and shall not be sold, lent, or otherwise disposed of to any person or persons whomsoever; and that, in case such vessel shall be lost, or taken by an enemy, burned, or broken up, or shall be otherwise prevented from returning to the port to which she may belong, the said certificate *and the license then in force*, if preserved, shall be delivered up, within eight days after the arrival of the master of such vessel within any district of the United States, to the collector of such district; *and that if any change of property in such vessel, by the sale or transfer of the same or any part thereof, shall happen while such vessel shall be within a district of the United States, the said certificate and the license then in force shall, in such case, within eight days after such sale or transfer of property, be delivered up to the collector of the said district;* and that if any such sale or transfer shall happen while such vessel shall be at any foreign port or place, or at sea, then the master thereof shall, within eight days after his arrival within any district of the United States, deliver up the said certificate *and the license in force at the time of such sale or transfer*, to the collector of such district; and every certificate *and license* so delivered up shall be forthwith transmitted to the Register of the Treasury, to be canceled, who, if the same shall have been delivered up to a collector other than that of the district in which it was granted, shall cause notice of such delivery to be given to the collector of the *proper* district.

SEC. 14. The several *conditions* hereinbefore required having been <sup>1 Stat. at L., 291,
§ 8. Dec. 31, 1792.</sup> complied with, in order to the registering of any vessel, the collector of the district to which she belongs shall make and keep, in some proper book, a registry thereof, *in which shall be made the following entries at length:*

1. *The master carpenter's certificate.*
2. *The declaration of the applicant.*
3. *The surveyor's certificate of admeasurement; also the date and amount of the bond executed under the preceding section of this act, with the names and residences of the respective obligors; and shall grant a certificate of such registry and a license for the particular trade in which it is intended*

she shall be employed, but no license for the foreign trade by sea shall be issued to any vessel under the burthen of thirty tons. And it shall be the duty of the collector of each district to number progressively the certificates of registry and the licenses by him granted, beginning anew at the commencement of the fiscal year, and at the end of every month transmit a copy of each certificate of registry and license which shall have been granted by him, and also such certificates of registry and such licenses as shall have been surrendered to him, to the Register of the Treasury, who shall cause a record to be kept of the same.

March 2, 1799, § 92;
Dec. 31, 1799, § 19;
Feb. 18, 1793, § 7.

SEC. 15. Vessels owned by any company incorporated or organized under the authority of the United States, or of any State or Territory thereof, may be registered in the name of the president, secretary, or treasurer of such company, as such, and such registry shall not be vacated or affected by the sale of any share or shares in the stock of such company; but upon the resignation, removal, or death of such president, secretary, or treasurer, the certificate of registry shall be surrendered as hereinbefore required, and a new certificate taken out. But the sale or transfer of any share or shares in the stock of such company not exceeding in all two-fifths of the total number of shares representing the capital, to a citizen or subject of a foreign state or prince, shall not be deemed or held to affect the validity of such registry.

4 Stat. at L., 159.
(March 3, 1835,) § 2
1, 2, 3.

SEC. 16. The license granted to any vessel navigating waters on the frontiers of the United States, otherwise than by sea, may authorize any such vessel to be employed either in the coasting trade or foreign trade, or both; but every such vessel so licensed shall be subject to the rules, regulations, and penalties applicable to vessels employed in the particular trade in which such vessel may at the time be engaged.

June 17, 1864, § 1.

SEC. 17. Yachts, used and employed exclusively as pleasure vessels, shall be registered like other vessels, and may be licensed on terms which will authorize them to proceed from port to port of the United States without entering or clearing at the custom-house. But such vessels shall not be allowed to transport merchandise, or carry passengers, for hire. And the owner, or, if there be more than one, the managing owner, before such registry is made, shall give bond, in such form and for such amount as the Secretary of the Treasury shall prescribe, conditioned that such vessel shall not engage in any unlawful trade, nor be employed otherwise than as a pleasure vessel, nor in any way violate the laws of the United States. Such vessels shall in all respects be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation thereof. All such yachts shall use a signal of the form, size, and colors prescribed by the Secretary of the Treasury, and the owners thereof shall at all times permit the naval architects in the employment of the United States to examine and copy the models of said yachts.

9 Stat. at L., 274.
August 7, 1848.

SEC. 18. Any vessel, duly registered in pursuance of law, may be licensed to engage in trade between any one port in the United States and any one or more other ports within the same, with the privilege of touching at one or more foreign ports during the voyage, and of landing and taking in thereat merchandise, passengers and their baggage, and letters and mails; but such vessels shall be provided with manifests certified by the collectors of the ports at which they shall take in their cargoes in the United States, setting forth the particulars of the cargoes, the marks, the number of packages, by whom shipped, to whom consigned, at what port to be delivered; designating such goods as are entitled to drawback, or to the privilege of being

9 Stat. at L., 332.
May 27, 1848.

placed in warehouse; and the masters of all such vessels shall comply with the provisions of law in regard to crew-list and bond for the return of seamen as in case of vessels bound to a foreign port; and shall, on their arrival at any port of the United States from any foreign port at which such vessel may have touched, as herein provided, conform to the laws providing for the delivery of manifests of cargo and passengers taken on board at such foreign port, and all other laws regulating the report and entry of vessels from foreign ports, and be subject to all the penalties therein prescribed. And all vessels engaged in the trade referred to, and their cargoes, shall become subject to all the provisions of law regulating the collection of duties, on arrival in any port in the United States. But any foreign merchandise taken in at one port of the United States, to be conveyed in such vessel to any other port within the same, under the provisions of law regulating the transportation coastwise of merchandise under bond or entitled to drawback, as well as any merchandise not under bond nor entitled to drawback, but on which the import duties chargeable by law shall have been paid, shall not become subject to any import duty by reason of the vessel in which they may arrive having touched at a foreign port during the voyage, in pursuance of the privilege hereby granted: *Provided, That no such merchandise liable to duty shall have been removed, landed, or reshipped during the voyage.*

SEC. 19. Whenever it is intended that any vessel licensed for the fisheries shall touch and trade at any foreign port or place, it shall be the duty of the master, or owner, to obtain permission for that purpose, from the collector of the district where such vessel may be, previous to her departure, and the master of every such vessel shall deliver like manifests, and make like entries and clearances both of the vessel and of the merchandise on board, within the same time and under the same penalties, as if she had been regularly licensed for the foreign trade.

SEC. 20. When any citizen or citizens of the United States, or any company incorporated and organized as aforesaid, shall purchase or become owner or owners of any vessel entitled to be registered and licensed by virtue of this act, such vessel, being within any district other than the one in which he or they usually reside, or in which such company has its usual place of business, shall be entitled to be registered and licensed by the collector of the district where such vessel may be at the time of his, her, or their becoming owner or owners thereof, upon compliance with the provisions hereinbefore prescribed, in order to the registry and licensing of vessels. And the declaration which is required to be made may, at the option of such owner or owners, be made either before the collector of the district comprehending the port to which such vessel may belong, or before the collector of the district within which such vessel may be, (in which case the master may make the declaration,) either of whom is hereby empowered to receive the same. But whenever such vessel shall arrive within the district comprehending the port to which such vessel may belong, the certificate of registry and the license, which shall have been obtained as aforesaid, shall be delivered up to the collector of such district, who, upon the requirements of this act, in order to the registry and licensing of vessels being complied with, shall grant new ones in lieu of the first; and the certificate and license so delivered up shall forthwith be returned by the collector who shall receive the same, to the collector who shall have granted them: and if the said first-mentioned certificate of registry and license shall not be delivered up as above directed, the owner or owners, and the

master of such vessel *for the time being*, shall severally forfeit the sum of one hundred dollars, to be recovered with the costs of suit, and the said certificate of registry *and license* shall be thenceforth void. And, in case any of the matters of fact in said declaration alleged shall not be true, there shall be a forfeiture of the vessel, together with her tackle, furniture, and apparel, in respect to which the same shall have been made, or the value thereof, to be recovered with the costs of suit, of the person by whom such *declaration* shall have been made. But if the master of such vessel shall be within the district aforesaid when application shall be made for registering *and licensing* the same, he shall himself make *declaration*, instead of the said owner, *that he is a citizen of the United States*, and the means whereby and manner in which he is so a citizen. In which case, if what the said master shall so *declare* shall not be true, the forfeiture aforesaid shall not be incurred, but he shall himself forfeit and pay, by reason thereof, the sum of one thousand dollars.

SEC. 21. When any vessel, entitled to be registered pursuant to this act, shall be purchased by an agent or attorney for or on 1 Stat. at L. 293, § 12. Dec. 31, 1792. account of a citizen or citizens of the United States or of a *company incorporated or organized as aforesaid*, such vessel, being in a district of the United States *other than* the one comprehending the port to which, by virtue of such purchase, and by force of this act, such vessel shall belong, it shall be lawful for the collector of the district where such vessel may be, and he is hereby required, upon the application of such agent or attorney, to proceed to the registering *and licensing* of said vessel; the said agent or attorney first complying, on behalf, and in the stead of, the owner or owners thereof, with the requisites prescribed by this act, in order to the registry *and licensing* of vessels, except, that in the *declaration* which shall be made by the said agent or attorney, instead of *declaring* that he is owner or an owner of such vessel, he shall *declare* that he is agent or attorney for the owner or owners thereof, and that he has in good faith purchased the said vessel for the person, persons, or *company*, whom he shall name and describe as the owner or owners thereof. And whenever such vessel shall arrive within the district comprehending the port to which such vessel shall belong, the certificate of registry *and license*, which shall have been obtained, as aforesaid, shall be delivered up to the collector of such district, who, upon the requirements of this act, in order to the registry *and licensing* of vessels, being complied with, shall grant new ones, in lieu of the first; and the certificate *and license*, so delivered up, shall forthwith be returned by the collector who shall receive the same to the collector who shall have granted them; and if the said first-mentioned certificate of registry *and license* shall not be delivered up, as above directed, the owner or owners, and the master of such vessel *for the time being*, shall severally forfeit the sum of one hundred dollars, to be recovered, with costs of suit, and the said certificate of registry *and license* shall be thenceforth void. And in case any of the matters of fact, in the said *declaration* alleged, shall not be true, there shall be a forfeiture of the vessel, together with her tackle, furniture, and apparel, in respect to which the same shall have been made, or of the value thereof, to be recovered, with costs of suit, of the person by whom such declaration shall have been made. But if the master of such vessel shall be within the district aforesaid when application shall be made for registering *and licensing* the same, he shall, himself, make *declaration*, instead of the said agent or attorney, *that he is a citizen of the United States*, and the means whereby, and the manner in which he is so a citizen; in

which case, if what the said master shall so *declare* shall not be true, the forfeiture aforesaid shall not be incurred, but he shall, himself, forfeit and pay, by reason thereof, the sum of one thousand dollars.

SEC. 22. When any vessel, which shall have been registered pursuant to this act, shall be sold or transferred, to a citizen or citizen of the United States, or to any company incorporated or organized as aforesaid, or shall be altered in form or burthron by being lengthened or built upon, or from one denomination to another, by the mode or method of rigging or fitting, in every such case, the said vessel shall be registered anew, by her former name, according to the directions hereinbefore contained, otherwise she shall cease to be deemed a vessel of the United States; and her former certificate of registry and license shall be delivered up to the collector to whom application for such new registry and license shall be made, at the time that the same shall be made, to be by him transmitted to the Register of the Treasury, who shall cause the same to be cancelled. And, in every such case of sale or transfer, there shall be some instrument of writing in the nature of a bill of sale, which, *except the sale be by process of law*, shall recite the said certificate; otherwise the said vessel shall be incapable of being so registered and licensed anew. *Every case of such alteration shall be certified by the surveyor or, if there be no surveyor, by the collector of the port at which such renewal of registry occurs.* And, in every case in which a vessel is hereby required to be registered and licensed anew, if she shall not be so registered and licensed she shall not be entitled to any of the privileges or benefits of a vessel of the United States. And further, if her said former certificate of registry and license shall not be delivered up as aforesaid, except where the same may have been *wrongfully withheld, or unintentionally destroyed, lost, or mislaid, and a declaration thereof shall have been made, as hereinafter provided,* the owner or owners of such vessel shall forfeit and pay the sum of five hundred dollars, to be recovered with costs of suit.

SEC. 23. When any vessel shall be in any district other than the one to which she belongs, the master of such vessel may surrender to the collector of such district the license of such vessel, and such collector shall grant a license for such other authorized trade as said master may request; but in every such case, the collector to whom the license may be given up shall transmit the same to the Register of the Treasury; and if any vessel licensed for one trade shall be employed in any other trade without first surrendering her license and taking out a license for such other trade, every such vessel, together with her tackle, apparel, and furniture, and the merchandise found on board, if belonging to the owners or master of such ship, shall be liable to seizure and forfeiture.

SEC. 24. It shall be the duty of the Secretary of the Treasury to cause to be prepared and transmitted, from time to time, to the collectors of the several districts, blank certificates of registry and blank licenses, attested, under the seal of the Treasury and the hand of the Register thereof, with water and other marks, such as the said Secretary may direct, and with proper blanks to be filled by the said collectors, respectively, by whom also the said certificates and licenses shall be signed and sealed before they shall be issued; and where there is a naval officer at any port they shall be countersigned by him; and a copy of each shall be transmitted to the Register of the Treasury, who shall cause a record to be kept of the same; and no certificate of registry or license shall be granted except such as

¹ Stat. at L., 294, §
14. Dec. 31, 1792.

¹ Stat. at L., 306, §
10. Feb. 18, 1793.

¹ Stat. at L., 306, §
5. Feb. 18, 1793.

¹ Stat. at L., 322, §
10. Dec. 31, 1792.

² Stat. at L., 818, §
Mar. 3, 1813.

shall have been provided and marked as aforesaid; and vessels of the United States, registered, *enrolled and licensed, or licensed* before this act takes effect, shall be entitled to new certificates of registry and licenses in exchange for their old certificates of registry, *enrolments, and licenses*, without the payment of any fee therefor; *but in all other cases of the issue of any certificate of registry or of any license granted under this act, the collector or other officer granting such paper shall be authorized and required to demand and collect the fee prescribed therefor.*

SEC. 25. No certificate of registry granted to any vessel shall be in force any longer than the ownership and description of such vessel shall be as set forth in such certificate, and no license shall be in force any longer than the certificate of registry remains in force, nor any longer than such vessel shall be engaged in the particular trade or employment for which she is especially licensed; and if any vessel be found engaged in the foreign or coasting trade, or in the fisheries, without a certificate of registry and license, or with a forged or altered certificate of registry or license, or making use of a certificate of registry or license granted to any other vessel, or for any trade or employment other than that for which such license was granted, or if, having a certificate of registry, she shall be engaged in any trade or employment without a license therefor, such vessel, with her tackle, apparel, and furniture, and the merchandise found on board, if belonging to the owners or master of such vessel, shall be forfeited.

1 Stat. at L., 307, § 5. Feb. 18, 1793.

1 Stat. at L., 307, § 32. Feb. 18, 1793.

SEC. 26. If the certificate of registry or license of any vessel shall be accidentally lost, destroyed, or mislaid, or shall be wrongfully withheld, the master or any owner of such vessel may make a declaration before the collector of the district where such vessel shall first be after such loss, destruction, mislaying, or withholding, who is hereby authorized to receive the same, which declaration shall set forth the facts and circumstances upon which the same is founded, together with the name, number, burthen, and rig of such vessel, and the name of her home port, and shall be subscribed by the party making the same; and upon such declaration being made, it shall be forthwith transmitted by such collector to the collector of the port from whence the original certificate or license was issued, who shall thereupon, in case such declaration tallies with the registry, forward to the collector of the district where such vessel remains a new certificate or license corresponding in number, tenor, and date with the one first issued, but in case such vessel is bound for a port other than her home port, and it shall appear to such last-named collector that serious loss or damage may accrue by the detention of such vessel while awaiting such new certificate or license, he may, in his discretion, issue a temporary document in such form as the Secretary of the Treasury may prescribe, and shall thereupon give notice thereof to the collector of such home port, which document shall be valid for a period, to be inserted therein, regulated by the locality of the port for which such vessel shall clear, and no longer—that is to say: for a domestic port on the Atlantic coast, thirty days; for any port on the Gulf of Mexico or West India Islands, sixty days; for a port on the Atlantic coast of South America, four months; for any port on the Pacific coast, nine months; for any port in Europe or on the west coast of Africa, six months; for any port east of the Cape of Good Hope, eighteen months. But in case such vessel is bound for any foreign port, the permanent certificate or license herein provided for shall be, by the collector issuing the same, on receiving notice of the issuing of such temporary document and of the port for which such vessel shall have cleared, transmitted direct to the consular officer of the United States at or nearest such foreign port, who shall receive and hold the same for the benefit of such

1 Stat. at L., 306, § 9. Feb. 18, 1793.

Dec. 31, 1792. § 12.

vessel with the same effect as if she had been provided therewith before her departure from the United States; and on the delivery of such permanent certificate or license to the master of such vessel the temporary document hereby authorized shall be surrendered and cancelled, and notice thereof given by such consular officer through the Department of State to the Register of the Treasury; and on the return of any vessel to her home port under such temporary document, the same shall be surrendered and cancelled, and notice thereof given by the collector of such port to the Register of the Treasury.

SEC. 27. Whenever it shall appear, by satisfactory proof, to the Secretary of the Treasury, that any vessel has been sold and transferred by process of law, and that the *certificate of registry and license* of such vessel are retained by the former owner or owners, it shall be lawful for the said Secretary to order and direct the collector of the district to which such vessel may belong to grant a new *certificate of registry and license*, on the owner or owners, under such sale, complying with such terms and conditions as are, by law, required for granting such papers, excepting only the surrender of the former certificate and license. But nothing in this act contained shall be construed to remove the liability of any person or persons to any penalty for not surrendering the *certificate of registry and license* belonging to any vessel on a transfer or sale of the same.

SEC. 28. When the master of a vessel, registered pursuant to this act, shall be changed, the *managing owner*, or the new master of such vessel, shall report such change to the collector of the district where the same shall happen, or where the said vessel shall first be, after the same shall have happened, and shall produce to him the certificate of registry of such vessel, and shall make *declaration* showing that such new master is a citizen of the United States; whereupon the collector shall endorse upon the said certificate of registry and on the *license* a memorandum, by him subscribed, of such change, specifying the name of such new master; and if other than the collector of the district by whom said certificate of registry shall have been granted shall transmit a copy of such memorandum to him, with notice of the vessel to which it shall relate, *specifying the number of her certificate of registry and the number of the vessel*, and the collector of the district by whom the said certificate shall have been granted shall make a like memorandum of such change in a *book kept for this purpose*, and if the said change shall not be reported, or if the said *declaration* shall not be made as above directed, the *certificate of registry and license* of such vessel shall be void, and the said master shall forfeit and pay the sum of one hundred dollars, but the various requirements and penalties of this section shall not apply to a master temporarily in charge within the same district.

SEC. 29. When any vessel, registered and licensed pursuant to this act, shall, while such vessel is without the limits of the United States, be sold or transferred, in whole or in part, to a citizen or citizens of the United States, or to a company incorporated or organized as aforesaid, such vessel, on her first arrival in the United States, thereafter, shall be entitled to all the privileges and benefits of a vessel of the United States, provided the requirements of law in order to the registry and licensing of vessels shall be complied with, and a new certificate of registry shall be obtained for such vessel within three days from the time at which the master of such vessel is required to make his final report upon such arrival.

¹ Stat. at L., 498.
March 2, 1797.

¹ Stat. at L., 295, §
15. Dec. 31, 1792.

Dept. Insane, Oc-
tober 28, 1868.

³ Stat. at L., 210, §
3. Mar. 2, 1802.

SEC. 30. If any vessel, heretofore registered, *enrolled and licensed*, or *licensed*, or which shall hereafter be registered *and licensed* as a vessel of the United States, shall be sold or transferred, in whole or in part, by way of trust, confidence, or otherwise, to a subject or citizen of any foreign prince or state, and such sale or transfer shall not be made known to the collector of the district by whom the certificate of registry, enrolment and license, or license, was granted, such vessel, together with her tackle, apparel, and furniture, shall be forfeited. But if such vessel shall be owned in shares, and it shall be made to appear to the jury before whom the trial for such forfeiture shall be had, that any part owner of such vessel, being a citizen of the United States, was wholly ignorant of the sale or transfer to, or ownership of, such foreign subject or citizen, the share or interest of such citizen of the United States shall not be subject to such forfeiture; and the residue only shall be so forfeited.

SEC. 31. On the entry of *any* vessel of the United States, from any foreign port or place, if the same shall be at the port or place at which the *managing owner, or the president, secretary, or treasurer of any company, incorporated and organized as aforesaid, owning the same*, resides, such owner, president, secretary, or treasurer shall make declaration before the collector that the *certificate of registry* of such vessel contains the name or names of all the persons who are owners of the said vessel, or if any part of such vessel has been sold or transferred since the granting of such *certificate*, that such is the fact, and that no foreign subject or citizen has, to the best of his knowledge or belief, any share, by way of trust, confidence, or otherwise, in such vessel. *But in the case of a vessel owned by a company incorporated or organized as aforesaid, in which any foreigner is a stockholder, the declaration shall be varied so as to say, except as a stockholder in said company.* And if the *managing owner, president, secretary, or treasurer* as aforesaid, shall not reside at the port or place at which such vessel shall enter, then the master shall make declaration to the like effect, *and to the best of his knowledge and belief.* And if the owner, president, secretary, or treasurer, as aforesaid, or the master, shall neglect to declare as aforesaid, or *decline to answer when interrogated, or make a false declaration*, such vessel shall not be entitled to the privileges of a vessel of the United States.

SEC. 32. In all cases where the master or owner of a vessel shall deliver up the *certificate of registry and license* of such vessel, agreeably to the provisions of this act, if to the collector of the district where the same shall have been granted, the said collector shall thereupon cancel the bond which shall have been given at the time of granting such *certificate of registry*; or, if to the collector of any other district, such collector shall grant to the said master or owner a receipt or acknowledgment, stating that such *certificate and license* have been delivered to him, and the date of such delivery; and upon such receipt being produced to the collector by whom the *certificate of registry and license* were granted, he shall cancel the bond of the party as if the *certificate and license* had been returned to him.

SEC. 33. If any certificate of registry or *any license* shall be fraudulently used for any vessel not then actually entitled to the benefit thereof, according to the true intent of this act, such vessel shall be forfeited to the United States, with her tackle, apparel, and furniture; and if any person or persons shall forge, counterfeit, erase, alter, or falsify any certificate of registry or *license*, such person or persons shall, for every such offense, be deemed guilty of a felony,

and, on conviction thereof, shall be fined five hundred dollars, and imprisoned for a period not exceeding five years.

SEC. 34. It shall be lawful at all times for any officer concerned in the collection of the revenue to inspect the *certificate of registry* and the license of any vessel of the United States, and if the master of any such vessel shall not exhibit the same when thereunto required by such officer, he shall *forfeit and* pay one hundred dollars; but nothing in this act shall be construed to *require* any boat or lighter not being masted, or masted and not decked, employed in the harbor or *within the limits* of any town or city, to be registered or licensed, but all other vessels shall be licensed for the trade in which such vessel may be employed.

SEC. 35. No bill of sale, mortgage, hypothecation, or conveyance of any vessel, or part of any vessel of the United States, shall be valid against any person other than the grantor or mortgagor, his heirs and devisees, and persons having actual notice thereof, unless such bill of sale, mortgage, hypothecation, or conveyance be recorded in the office of the collector of the customs of her home port, or where such vessel is permanently registered, and no bill of sale, mortgage, hypothecation, conveyance, or discharge of mortgage or other incumbrance of any vessel, shall be recorded unless the same is stamped according to law, and duly acknowledged before a notary public or other officer authorized to take acknowledgments of deeds; and every bill of sale of such vessel shall set forth the part thereof owned by each person selling, and the part conveyed to each person purchasing. But the lien by bottomry on any vessel, created during her voyage, by a loan of money or materials, necessary to repair or enable such vessel to prosecute a voyage, shall not lose its priority, or be in any way affected by the provisions of this section.

SEC. 36. The collectors of the customs shall record all such bills of sale, mortgages, hypothecations, or conveyances, and also all certificates for discharging and canceling the same, in a book or books to be kept for that purpose, in the order of their reception; noting in said book or books, and also on the bill of sale, mortgage, hypothecation, conveyance, or certificate of discharge or cancellation, the time when the same was received, and the number of the book and page where recorded, and shall in like manner record all certificates of sale issued by marshals or other judicial officers, and the orders of court confirmatory thereof, before returning such documents to the parties producing the same, but it shall not be necessary to record the judgment or decree by virtue of which such sale shall have been had.

SEC. 37. The collectors of the customs shall keep an index of such records, inserting alphabetically the names of the vendor or mortgagor, and of the vendee or mortgagee, and shall permit such index and books of records to be inspected during office hours, under such regulations as may be established by the Secretary of the Treasury, and shall, when required, furnish to any person a certificate, setting forth the names of the owners of any vessel registered, the parts or proportions owned by each, and also the material facts of any existing bill of sale, mortgage, hypothecation, or other incumbrance upon such vessel, recorded since the issuing of the last certificate of registry, or a certified copy of the record, if the same shall be required, so far as relates to such vessel; and in case no incumbrance appears of record against such vessel, or no other incumbrance than is set forth in the certificate or certified copy furnished as aforesaid, the collector may, upon request, so state and certify; but such collector shall not in any case be held either offi-

¹ Stat. at L., 309, § 12. Feb. 18, 1792.

¹ Stat. at L., 337, § 37. Feb. 18, 1792.

⁹ Stat. at L., 440, § 1. July 29, 1850.
¹⁰ Stat., 519, March 3, 1855.

§ 2. July 29, 1850.

ib., § 2.

cially or personally responsible for any statement or certificate so by him, or under his authority, made or furnished except so far as the same purports to be an exact copy of the record.

SEC. 33. *The flag of the United States may be lawfully carried only by vessels the property of the United States, and vessels duly registered under the laws of the United States.*

TITLE II.

OF THE COASTING TRADE.

SEC. 39. The master of every vessel licensed for the coasting trade destined from *one collection district to another collection district*, shall, previous to the departure of such vessel from 1 Stat. at L., 300, § 14. Feb. 18, 1793. the port where she may then be, make out and subscribe duplicate manifests of the whole of the cargo on board of such vessel, specifying in such manifests the marks and numbers of every package containing the same, with the name and place of residence of every shipper and consignee, and the quantity shipped by and to each, *and any merchandise under bond shall be declared, and the same shall be particularly designated*, and, if there be a collector, *deputy collector*, or surveyor residing at such port, or within five miles thereof, shall deliver such manifests to *such officer*, before whom he shall *declare the same to be true*; whereupon the said collector, *deputy collector*, or surveyor shall certify the same on the said manifests, one of which he shall return to the said master, with a permit specifying thereon, generally, the cargo on board such vessel, *and particularly any merchandise under bond*, and authorizing him to proceed to the port of his destination. And if any vessel, being laden and destined as aforesaid, shall depart from the port where she may be, without the master having first made out and subscribed duplicate manifests of the cargo on board such vessel, and in case there be a collector, *deputy collector*, or surveyor residing at such port, or within five miles thereof, without having previously delivered the same to the said collector, *deputy collector*, or surveyor, and having obtained a permit in manner as is herein required, such master shall forfeit one hundred dollars.

SEC. 40. The master of every vessel licensed for the coasting trade, *proceeding from one collection district to another*, shall, upon 1 Stat. at L., 310, § 15. Feb. 18, 1793. arrival, and previous to the unlading of any part of the cargo of such vessel, deliver to the collector, *deputy collector*, or surveyor residing at the port of arrival, or within five miles thereof, the manifest of the cargo, certified by the collector, *deputy collector*, or surveyor of the district whence such vessel sailed, the truth of which he shall *declare* before such officer. And if there shall have been taken on board such vessel any other merchandise than is contained in such manifest or manifests, since her departure from the port from which she first sailed, or if any merchandise shall have been since landed, the said master shall make known and particularize the same to the said collector, *deputy collector*, or surveyor; or if no merchandise have been so taken on board or landed, he shall so declare; whereupon the said collector, *deputy collector*, or surveyor shall grant a permit for unlading a part or the whole of such cargo, as the said master may request. *And where a part only of the merchandise brought in such vessel is intended to be landed,*

the said collector, deputy collector, or surveyor shall make an indorsement of such part on the manifest, specifying the articles to be landed; and shall return such manifest to the master, indorsing also thereon his permission for such vessel to proceed to the place of her destination. And if the master of any such vessel, being laden as aforesaid, shall neglect or refuse to deliver the manifest or manifests at the times and in the manner herein directed, he shall forfeit and pay one hundred dollars. And if any master, as aforesaid, shall unlade the cargo of any vessel, or any part thereof, without having first delivered his manifest and obtained a permit for that purpose, he shall forfeit the sum of one hundred dollars. But if there be no collector, deputy collector, or surveyor residing at or within five miles of said port of arrival, the master of such vessel may proceed to discharge the lading from on board such vessel, and shall deliver to the chief customs officer of the port where he may next afterwards arrive, and within twenty-four hours of his arrival, the manifest of the cargo, noting thereon the time and place where the goods therein mentioned have been unladen, to the truth of which he shall make declaration before such officer, and he shall also inform such officer whence such vessel last sailed and how long she was in port, and in case such master fails or refuses to comply with these requirements, he shall forfeit five hundred dollars. And if any merchandise laden on board of any vessel shall not be included in the manifest exhibited by the master of such vessel, he shall be required to make a post entry, or addition to the report or manifest by him delivered, of any and all merchandise omitted to be included and reported in such manifest; and it shall not be lawful to grant a permit to unlade any such merchandise so omitted before such post entry, or addition to such report or manifest, has been made.

SEC. 41. *The master of any vessel, licensed for the coasting trade, proceeding from one district to another in the United States, in ballast, shall not be required to present a manifest or obtain a permit at the port or place of departure, or to produce a manifest and permit at the port or place of arrival; but such vessel shall, at all times, be subject to inspection by any officer of the customs; and if any cargo be found on board, the master of such vessel shall forfeit the value of the cargo so found.*

SEC. 42. No merchandise shall be transported, under penalty of forfeiture thereof, from one port of the United States to another ^{3 Stat. at L., 251, Mar. 1, 1817.} port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power; but this clause shall not be construed to prohibit the sailing of any foreign vessel from one to another port of the United States, provided no merchandise, other than that imported in such vessel from some foreign port, and which shall not have been unladen, shall be carried from one port or place to another in the United States; nor shall this clause extend to any such vessel, having discharged the whole or a part of her inward cargo, proceeding from one port or place to another, with merchandise cleared for a foreign port, for the purpose of taking in other cargo for such foreign port.

SEC. 43. The master of every foreign vessel, bound from one collection district to another, for the purpose of taking in cargo for ^{1 Stat. at L., 214, Feb. 15, 1793.} a foreign port, shall, in all cases, previous to her departure from such district, deliver to the collector of such district, or to the deputy collector or surveyor of the port or place where such vessel may be, duplicate manifests of the cargo on board such vessel, if there be any, and to the truth of such manifests, or to the fact that there is no cargo on board such vessel, he shall make declaration, and shall also obtain a permit from the said collector, deputy collector, or surveyor, authorizing him to proceed to the place of his destination. And the master of every

such vessel, on the arrival of the same within any district, from any other district, shall, in all cases, within forty-eight hours after such arrival, *and sooner, if demanded*, deliver to the collector of the district, or to the deputy collector or surveyor, of the port or place where such vessel may have arrived, a manifest of the merchandise laden on board thereof, if any there be, or if there be none, he shall so declare; and he shall also declare that such manifest contains an account of all the merchandise which was on board such vessel at the time of, or has been since, her departure from the place whence she shall be reported last to have sailed; and he shall also deliver to such collector, *deputy collector, or surveyor*, the permit which was given to him by the collector of the district, or by the deputy collector or surveyor of the port or place whence she sailed. And if the master of any such vessel shall neglect or refuse to comply with any of the requirements herein made, he shall in each case forfeit one hundred dollars.

SEC. 44. The master of every vessel, *licensed for the coasting trade*, that shall put into a port other than the one to which she was bound, shall, within twenty-four hours after her arrival, if ^{1 Stat. at L., 314, Feb. 10, 1793.} there be any officer residing at such port, and she continue there so long, make report of her arrival to such officer, with the name of the place she came from, and to which she is bound, and *exhibit his manifest*; and if the master of such vessel shall neglect or refuse so to do, he shall forfeit twenty dollars; *but such arrival, if involuntary, shall not subject the vessel to any fees for entry or clearance.*

SEC. 45. If the master of any vessel, *licensed for the coasting trade, and who, by the provisions of this act, is required to deliver, on arrival at the port of destination of such vessel, a manifest of the cargo on board the same, certified by the collector of the district, or the deputy collector, or surveyor, of the port whence she last sailed, and the permit therefor*, shall have lost or mislaid such manifest and permit, the collector of the district, or the deputy collector or surveyor of the port, where she shall so arrive, shall, *before granting a permit for the landing of the cargo, require the master of such vessel to give bond, with sufficient surety, in the sum of six hundred dollars, for the production of a copy of such manifest and permit, certified by the collector of the district, or the deputy collector or surveyor of the port whence such vessel last sailed. And if such certified copy shall not be produced within such time as may be prescribed by the Secretary of the Treasury, such bond shall be forfeited.*

SEC. 46. No merchandise taken in any vessel from any port or place in the United States, on the frontiers thereof, to a port or place in the same or another collection district of the United States on said frontiers, shall be unladen or delivered from such vessel within the United States except in open day, that is to say, between the rising and setting of the sun, unless by special license for that purpose from the collector or other principal officer of the port, nor at any time, without a permit from such collector or other principal officer for such unloading or delivery. And the owner or owners of every vessel, whose master shall neglect to comply with the provisions of this section, shall forfeit and pay to the United States, *for each offense, a sum not less than one hundred dollars nor more than five hundred dollars.*

SEC. 47. *Whenever it shall be shown to the satisfaction of the Secretary of the Treasury that it is impracticable, owing to the nature of the trade, for the master of any steam-vessel employed in the transportation of merchandise from one district to another, coastwise, to present the manifest and obtain the permit hereinbefore required, before departure on each voyage or passage, it shall be lawful for the said Secretary to exempt such vessel from*

the requirements aforesaid, and to authorize the collectors of the districts between which such vessels may be regularly employed to grant general permits for clearance and landing; but the master of every vessel so exempted shall keep, or cause to be kept, a cargo book, stating the names of the vessel and master, the port from which she departed, and the port to which she is bound on each voyage or passage; and at every port or place of lading such master shall enter or cause to be entered in such book the name of such port or place, and an account of all goods taken on board such vessel at such port or place, stating all the particulars required to be inserted in a manifest, so far as such particulars are known to him; and he shall, at every port of discharge, enter in said book the particulars of the merchandise delivered thereat; and such master shall produce such book to any officer of the customs, when demanded, for his examination; and he shall, moreover, deliver to the collector of the port from which such vessel shall have first departed, a transcript of said book, at such times as such collector, under the regulations of the Secretary of the Treasury, may require. And if the master of any such vessel shall neglect to keep such book, or shall refuse to exhibit the same to any officer of the customs when required, or shall fail to furnish the transcript thereof, as before provided, he shall in each case forfeit and pay one hundred dollars, and the general permits for clearance and landing granted to such vessel shall be revoked by the collectors who may have granted the same.

TITLE III.

OF THE ENTRY OF VESSELS FROM FOREIGN PORTS.

SEC. 48. It shall be lawful to make entry of any vessel which shall arrive in the United States from any foreign port or place and of the cargo on board such vessel, at any one of the ports of entry established by law, and to unlade the said cargo, or any part thereof, as hereinafter provided, at any one of the said ports of entry or at any port of delivery established in pursuance of law, but not elsewhere; and the Secretary of the Treasury is hereby authorized to establish ports of delivery in any collection district whenever in his judgment the public interests may require.

SEC. 49. No merchandise shall be brought into the United States from any foreign port or place, in any vessel of the United States, unless the master of such vessel shall have on board a report or manifest in writing, signed by such master, containing the name, description, build, and tonnage of such vessel, the port or place to which she belongs, together with the name of the master, and the name of the managing owner, according to the certificate of registry, the name or names of the port or ports, place or places, where the merchandise in such manifest mentioned has been respectively taken on board, and the date of sailing therefrom and the port or ports, place or places, within the United States to which the same is respectively consigned or destined, particularly noting the merchandise destined for each port or place, and a particular account of all the merchandise so laden or taken on board, whether in packages or stowed loose, together with the marks and numbers as marked on each package, and the number or quantity and description of the packages in words at length, describing the same by their usual denomination, together with the name or names of the person or persons by whom shipped, and to whom the same are consigned,

¹ Stat. at L., 620, § 18. Mar. 2, 1790.

^{1b.}, 644, § 22.

agreeably to the bills of lading signed for the same, unless the said goods are consigned to order, when it shall be so expressed in the said manifest, together with an account of the sea-stores, if any; and the manifest shall be according to the form prescribed by the Secretary of the Treasury, to the truth of which manifest the master shall declare before the collector; and in case merchandise is imported in vessel s other than of the United States, the like report or manifest shall be required, and shall contain all the particulars aforesaid, except that such vessels may be described in the manner directed by the Secretary of the Treasury. And if merchandise shall be imported, destined to be delivered in different districts or ports, the packages and quantities destined to be so delivered shall be inserted in successive order in the manifest, distinguishing the ports to which the same may be destined, and the packages and quantities for each port. And the master of any vessel arriving in the United States, or any of the Territories thereof, from any foreign place whatsoever, at the same time that he delivers a manifest of the cargo, as aforesaid, and if there be no cargo, then at the time of making report or entry of the vessel, pursuant to law, shall also deliver to the collector of the district in which such vessel shall arrive a list or manifest of all the passengers, distinguishing whether cabin or steerage, or both, with their baggage and effects, in which list or manifest it shall be the duty of the said master to designate particularly the name, age, sex, and occupation of the said passengers respectively, the part of vessel occupied by each during the voyage, the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any and what number have died on the voyage, with the cause of death, if practicable, to the truth of which list or manifest the said master shall make declaration in the same manner as directed in relation to the manifest of the cargo; and for refusal or neglect to comply with these provisions, or with any part thereof, the master shall incur the same penalties, disabilities, and forfeitures as are hereinafter provided for a refusal or neglect to deliver a manifest of the cargo aforesaid.

SEC. 50. If any merchandise shall be imported into the United States, in any vessel whatsoever, from any foreign port or place, without having a manifest on board, agreeably to the directions in the foregoing section, or which shall not be included or described therein, or shall not agree therewith, in every such case the master of such vessel shall forfeit and pay a sum of money equal to the value of the merchandise not manifested or not included in, or disagreeing with, the manifest actually produced, and all such merchandise shall be forfeited. But if it shall be made to appear to the satisfaction of the collector, naval officer, and surveyor, or the major part thereof, if there be such officers at the port, if not, of the collector alone, or to the satisfaction of the court in which a trial shall be had concerning such forfeiture, that no part of the cargo of such vessel had been unshipped after it was taken on board, except such as shall have been particularly specified and accounted for in the report of the master of such vessel, and that the manifest had been lost or mislaid, without fraud or collusion, or that the same was defaced by accident or incorrect by mistake, in every such case the forfeiture aforesaid may be mitigated or wholly remitted according to the circumstances of the case.

SEC. 51. The master of every vessel laden with merchandise, and bound to any port or place in the United States, shall, on his arrival within four leagues of the coast thereof, or within any of the bays, harbors, ports, rivers, creeks, or inlets thereof, upon

^{10 Stat. at L., 719,}
^{§ 12. Mar. 2, 1855.}

^{1 Stat. at L., 646, &}
^{24. Mar. 2, 1799.}

^{1 Stat. at L., 646, &}
^{24. Mar. 2, 1799.}

demand, produce the manifest in writing, which such master is required, as aforesaid, to have on board his vessel, to such officer of the customs as shall first come on board, for inspection, and shall deliver to such officer a true copy thereof, (which copy shall be provided and subscribed by the master of such vessel,) and the officer to whom the original manifest shall have been produced shall certify thereon the day and year on which the same was so produced, and that such copy was to him delivered and by him examined and compared with the original; and shall likewise certify upon such copy the day and year on which the same was delivered, and shall forthwith transmit such copy to the collector of the district, to which the merchandise shall by such manifest appear to be consigned or destined; and the master of any such vessel shall, in like manner, produce to the officer of the customs who shall first come on board such vessel, upon her arrival within the limits of any district of the United States, in which the cargo, or any part thereof, is intended to be discharged or landed, such manifest as aforesaid for inspection; and shall also deliver to him a true copy thereof, (such copy also to be provided and subscribed by the said master,) the production of which said manifest and the delivery of which said copy shall also be certified by the officer of the customs who shall so first come on board the said vessel, on her arrival within the limits of any such district, upon the original manifest, with the particular day and year when such manifest was produced to such officer and when he so received the said copy thereof; and such officer shall forthwith transmit, or cause to be transmitted, the said copy manifest to the collector of such district; and the master of such vessel shall afterward produce and deliver the original manifest, so certified, to such collector; and when any manifest shall be produced, upon which there shall be no certificate from any officer of the customs as before mentioned, the master producing the same shall be required to declare that no officer has applied for, and that no endorsement has been made on, any manifest of the cargo of such vessel. *And when, from the nature or quantity of the cargo or otherwise, such vessel shall be provided with two or more manifests, the same requirements and proceedings shall be observed and had as to each, respectively, but nothing herein contained shall be construed to require of such master the delivery of more than one copy of each manifest to the officer or officers aforesaid, who shall first come on board of such vessel, within four leagues of the coast as aforesaid, and one other copy to such officer or officers as shall first come on board within the limits of any district, for which the cargo of such vessel, or some part thereof, shall be consigned or destined, or shall be construed to require the delivery of any such copy to any other officer; but it shall be sufficient, in respect to any such other officer, to produce and show to him the said original manifest or manifests and the certificate or certificates thereupon.*

SEC. 52. It shall be lawful for *any officer of the customs* to go on board of vessels in any district of the United States, or within four leagues of the coast thereof, if bound to the United States, whether in or out of their respective districts, for the purposes of demanding the manifests aforesaid, and of examining and searching the said vessels; and *such* officer shall have free access to the cabin, and to every other part of the vessel; and if any package shall be found in the cabin, steerage, fore-castle, or *other parts* of such vessel, or in any other place separate from the cargo, it shall be the duty of *such* officer to take a particular account of every such package, and of the marks and numbers thereof, if any there be, and a description thereof, and if he shall judge proper to put a seal or seals on every package; and such

¹ Stat. at L., 609,
354. Mar. 2, 1799.

account and description shall be by him forwarded, without delay, to the collector of the district to which such vessel is bound. And if, upon arrival at her port of entry, the packages so described, or any of them, shall be missing, or if the seals put thereon be broken, the master of such vessel shall forfeit and pay for every such package so missing, or of which the seals shall be broken, a sum *not exceeding* two hundred dollars. And it shall also be lawful for the inspectors of customs, who may be put on board of any vessel *in pursuance of law*, (and they are hereby required and enjoined so to do,) to secure, at sunset, or previous to their quitting the vessel, the hatches and all other communications with the hold of such vessel, or any part thereof, with locks or other proper fastenings, which locks or other fastenings shall not be opened, broken, or removed *before sunrise* the morning following, and *then only* in the presence of the inspector or inspectors by whom the same shall have been so affixed, except by special license from the collector or surveyor of the port for that purpose first had and obtained. And if the said locks or other fastenings, or any of them, shall be broken or removed without the presence of the said inspector or inspectors, or without such license first had and obtained, or if any merchandise shall be clandestinely landed, notice thereof shall immediately be given by the inspector or inspectors to the collector, *surveyor or other officer in charge* of the district, port, or place where the vessel may be; and the master of any vessel shall, for each of the offenses aforesaid, forfeit and pay a sum *not exceeding* five hundred dollars, *and the merchandise so landed shall be forfeited.*

SEC. 53. If the master of any vessel, laden as aforesaid, and bound to any port or place in the United States, shall not, upon his arrival within four leagues of the coast thereof, or within 1 Stat. at L. 647, § 26. Mar. 2, 1799. the limits of any district thereof, where the cargo of such vessel, or any part thereof, is intended to be discharged, produce such manifest or manifests as are required, to the proper officer or officers, upon demand thereof, and also deliver such copy or copies thereof as aforesaid, according to the directions *prescribed* in each case, or shall not give an account of the true destination of such vessel, which he is hereby required to do, upon request of such officer or officers, or shall give a false account of such destination in order to evade the production of the said manifest or manifests, the master of such vessel shall forfeit for every such neglect, refusal, or offense, a sum not exceeding five hundred dollars; and if such officer or officers first coming on board in each case, within the distance or limits aforesaid, shall neglect or refuse to certify on such manifest or manifests the production thereof, and the delivery of such copy or copies, respectively, as are hereinbefore directed to be delivered to such officer or officers, every such officer, so neglecting or refusing, shall forfeit and pay the sum of *not exceeding three* hundred dollars. And the officer or officers who may apply to the master of any such vessel respecting any of the provisions in this and the foregoing sections, and who shall not receive full satisfaction therein, are hereby required to make a return in writing of the name of the vessel and master so offending, in any or all of the particulars required, immediately, or as soon after as possible, to the collector of the district to which such vessel shall *appear* to be bound.

SEC. 54. If, after the arrival of any vessel so laden with merchandise as aforesaid, and bound to the United States, within the limits of any of the districts of the United States, or 1 Stat. at L. 648, § 27. Mar. 2, 1799. within four leagues of the coast thereof, any part of the cargo of such vessel shall be unladen, for any purpose whatever, from out of such vessel, before such vessel shall *have* come to the proper place for the dis-

charge of her cargo, or some part thereof, and *been* duly authorized by the proper officer or officers of the customs to unlade the same, the master of such vessel shall forfeit and pay a sum *not exceeding* one thousand dollars for such offense, and the merchandise, so unladen and unshipped, shall be forfeited, except in the case of some unavoidable accident, necessity, or distress; of which accident, necessity, or distress the master of such vessel shall give notice, and, together with two or more of the officers or seamen on board such vessel, of whom the mate or other person next in command shall be one, make *declaration* before the collector or other chief officer of the customs of the district within the limits of which such accident, necessity, or distress shall *have occurred*, or within the limits of which such vessel shall afterwards *first* arrive, if the same shall have happened without the limits of any district, which *declaration* such collector, or other chief officer, is hereby authorized and required to *receive*.

SEC. 55. If any merchandise, so unladen from on board any vessel, shall be put or received into any other vessel, except in the case of such accident, necessity, or distress, to be notified and proved as aforesaid, the master of any such vessel, into which the said merchandise shall be so put and received, and every other person aiding and assisting therein, shall forfeit and pay treble the value of the said merchandise, and the vessel in which it shall be so put shall be forfeited to the *United States*.

SEC. 56. *It shall not be lawful for the master of any vessel not in distress, after arrival within four leagues of any port in the United States, or within any collection district thereof, to allow any person or persons to leave the vessel, or to board the same, except a pilot, officer of the customs, or health officer, until possession thereof shall have been taken by an officer of the customs, nor, after possession so taken, without leave of such officer; and every master permitting or neglecting to prevent a violation of this provision, and every person so quitting or boarding such vessel, shall, respectively, be liable to a fine of not less than one hundred nor more than one thousand dollars.*

SEC. 57. *Immediately upon the arrival of any vessel from any foreign port or place, at any port of the United States, or within any bay, harbor, inlet, or creek in any collection district, or as soon thereafter as the hours of business will permit, the master, or in case of his unavoidable absence the officer next in command of such vessel, shall repair to the office of the chief customs officer nearest to which such vessel may be, and there make report of the arrival of such vessel, and within twenty-four hours after such arrival, if the same be within the limits of a port of entry, and if not, within twenty-four hours after arrival within such limits, shall make entry of the said vessel and her cargo, according to law. And if the master, or in case of his unavoidable absence the officer next in command of any such vessel, shall neglect or omit to make the said report and entry, or either of them, as required, or shall not fully comply with the true intent and meaning of this section, he shall, for each and every offense, forfeit and pay to the United States the sum of not exceeding five hundred dollars.*

SEC. 58. The master of every vessel arriving from a foreign port or place, and bound to a port of delivery in any district, shall first come to at the port of entry of such district, with his vessel, *if such port of entry be within the course of his voyage*, and there make report and produce a manifest or manifests, as hereinbefore required, to the collector, and pay or cause to be paid all duties, fees, and charges in the manner provided by law, before such vessel shall proceed to her

¹ Stat. at L., 649,
³ 23. Mar. 2, 1799.

port of delivery; and the master of every vessel so arriving from a foreign port at any port of entry and bound to a port of delivery, shall take on board an inspector of customs at the port of entry, if required so to do by the collector thereof, before proceeding to her port of delivery. And it shall be the duty of such collector, after registering the manifest or manifests so presented, to transmit the same, duly certified by him, to the proper officer of the port of delivery. And if the master of any vessel shall neglect or omit to come to and to make report and produce the manifest or manifests, as required by this act, or shall refuse to take an inspector on board when required by the collector, in either case such master shall forfeit and pay a sum not exceeding five hundred dollars. But if the port of entry, of the district comprising the port of delivery to which such vessel from a foreign port is bound, be out of the course of her voyage, such vessel may proceed, without coming to at the port of entry, direct to the port of delivery, and afterward make report and produce her manifest or manifests to the collector of the district, and pay or secure to be paid the duties, fees, and charges as aforesaid, and such collector shall, after registering the same, transmit such manifest or manifests as hereinbefore required to the proper officer of the customs at the port of delivery, but no merchandise shall be landed until a permit shall have been granted by the collector of the district.

SEC. 59. If any vessel which shall have arrived within the limits of any district of the United States from any foreign port or place, shall depart or attempt to depart from the same before report or entry shall have been made by the master of such vessel to or with the collector of some district of the United States, the said master shall forfeit and pay the sum of four hundred dollars; and it shall be lawful for any officer of the customs to arrest and bring back, or cause to be arrested and brought back, such vessel to such port of the United States as may most conveniently be reached; but if it shall be made to appear by the declaration of the master of such vessel, and of the person next in command, or by other sufficient proof, to the satisfaction of the collector, naval officer, and surveyor, or the major part thereof, if there be such officers, if not, of the collector of the port or district within which such vessel shall afterwards come, or to the satisfaction of the court in which the prosecution for such penalty may be had, that the said departure, or attempt to depart, was occasioned by stress of weather, pursuit, or duress of enemies, or other unavoidable necessity, the said penalty shall not be incurred.

SEC. 60. If, upon the unloading or delivery of the cargo of any vessel, any package shall be wanting, or if the merchandise on board such vessel shall otherwise not agree with the report, manifest, or manifests delivered by the master of such vessel, in every such case the master shall forfeit and pay a sum not exceeding five hundred dollars. But if it shall be made to appear, to the satisfaction of the collector, naval officer, and surveyor, or the major part thereof if there be such officers, if not, of the collector alone, that such disagreement is by accident or mistake, and without fraudulent intent, then and in such case the penalty aforesaid shall not be inflicted; but in all cases of omission or disagreement as aforesaid, the master of such vessel shall be required to, and shall, make a post entry or addition to the manifest by him delivered, of any and all merchandise omitted from such manifest; and it shall then be lawful to grant a permit to unlade any such merchandise so omitted, but the granting of any permit which may, without the knowledge or intent of the officer issuing the same, include merchandise omitted from, or disagreeing with, the manifest, shall not in any manner affect the operation of this section.

1 Stat. at L., 648,
§ 29. Mar. 2, 1799.

1 Stat. at L., 671,
§ 57. Mar. 2, 1799.

SEC. 61. The duties imposed by law on the tonnage of any vessel, arriving from a foreign port, and the entrance fees prescribed by law, shall be paid to the collector at the time of making entry of such vessel, and it shall not be lawful to grant a permit, or to unlade any merchandise whatever from such vessel, until such tonnage duty and fees are paid. But in case any certificate of payment of annual tonnage tax held by the master of such vessel expires between the date of arrival and the date of clearance of such vessel, tonnage duties shall be collected before clearance is granted. And the certificate of registry or other document in lieu thereof, together with the clearance and other papers granted by the officers of the customs to such vessel at her departure from the foreign port or place from which she may have arrived, shall, previous to entry, be produced to the collector with whom such entry is to be made.

SEC. 62. It shall not be necessary for the commander of any vessel of war, or of any vessel employed by any prince, potentate, or state, as a public packet for the conveyance of letters and dispatches, and not permitted by the laws of such prince, potentate, or state to be employed in the transportation of merchandise in the way of trade, to make such report and entry as aforesaid.

SEC. 63. It shall be lawful for any vessel to proceed with any merchandise brought in her, and which shall, in the manifest first delivered to an officer of the customs, or in a manifest delivered to the collector within twenty-four hours after arrival of such vessel, be reported as destined for a foreign port or place, without paying any duties upon such of the merchandise as shall be actually reexported in such vessel. But the master of such vessel shall first give bond, with one or more sureties, in a sum equal to the amount of the duties upon such merchandise, as the same shall be estimated by the collector and naval officer (if there be one) of the port, or by the collector alone where there is no naval officer, where the manifest shall be delivered, to the satisfaction of the said collector, with the condition that the said merchandise shall not be landed within the United States, unless due entry thereof shall have been first made, and the duties thereupon paid or secured to be paid, according to law; which bond shall be taken for the same period and cancelled in like manner as bonds given on merchandise exported from warehouse. But such bonds shall not be required in respect to merchandise on board of any vessel which shall have put into the United States from necessity, when such necessity shall be made to appear in the manner hereinbefore provided for the unloading of vessels in case of unavoidable accident, necessity, or distress, without a permit.

SEC. 64. It shall be lawful for any vessel in which any merchandise shall be imported into the United States from any foreign port or place, and which shall be specified in the manifest verified before the collector of the district in which such vessel shall first arrive, or in a manifest presented and authenticated within twenty-four hours after arrival, to be destined for another district or districts, to proceed from that district to any other district within the United States to which any of said merchandise may be destined; and so from district to district, in order to the entry, landing, and delivery of the same; and the duties on such of said merchandise only as shall be landed in any district shall be paid or secured within the same: Provided, That in cases where registered vessels of the United States, propelled by steam, ply regularly between two or more ports in the United States, and any port or ports in the Provinces of New Brunswick and Nova Scotia in the Do-

minion of Canada, or in the British Provinces of Prince Edward's Island, or Newfoundland, or any port or ports in the West India Islands or Mexico, the Secretary of the Treasury is hereby authorized to prescribe the manifests and other papers and forms which may, in his judgment, be necessary for the safe and proper conduct of the foreign and coastwise trade upon such lines, with all needful regulations for the protection of the revenue; and he shall also regulate and determine the fees which may be demanded in such cases by the collectors and surveyors at such ports in the United States, but which shall not be in excess of those now authorized by law for similar services.

SEC. 65. Before any vessel shall proceed, with merchandise brought in such vessel from a foreign port or place, the duties whereon shall not have been paid or secured, the master of such vessel shall obtain from the collector of the district in which she shall have first arrived (who is hereby required to grant the same) a copy of the manifest delivered by such master, certified by the said collector, to which copy shall be annexed a certificate of the quantity and particulars of the merchandise which shall appear to him to have been landed within his district, and of the quantity and particulars of the merchandise which remains on board, and upon which the duties are to be paid, or secured to be paid, in some other district; and within twenty-four hours after the arrival of such vessel within any other district, the said master shall make entry, to or with the collector of such other district, producing and showing the said certified copy of his said first manifest, together with a certificate from the collector of any other district within which any of the merchandise imported in such vessel shall have been before landed, of the quantity and particulars of such merchandise as shall have been so landed in each district respectively. But the master of the said vessel shall first give bond, with one or more sureties, to the satisfaction of the collector of the district within which the said vessel shall first arrive, in a sum equal to the amount of the duties on the residue of the said merchandise, according to such estimate as the said collector shall make thereof, with the condition that the said residue of such merchandise shall be duly entered and delivered in the district or districts for which the same shall have been reported to be destined, or in some other district of the United States. And the said bond shall be canceled or discharged within such time as the Secretary of the Treasury may prescribe, by the production of a certificate or certificates, from the collector or collectors of the district or districts for which the said merchandise shall have been reported, testifying the entry and delivery of the said merchandise, in such district or districts, or upon proof to the satisfaction of the Secretary of the Treasury that such entry and delivery were prevented by some unavoidable accident or casualty, and that if the whole or any part of the said merchandise shall not have been lost, that the same has been duly entered, and the duties paid or secured to be paid, within the United States. And if the master of any such vessel shall fail, by his neglect or fault, to obtain the said copy of his said manifest from the collector of the district from which he shall be so about to depart, or any certificate which he ought to obtain as aforesaid, or shall neglect to produce and show the same to the collector of any other district to which the said vessel shall afterward proceed, within the time for that purpose hereinbefore specified, he shall forfeit and pay, for every such neglect or omission, a sum not exceeding five hundred dollars.

SEC. 66. If any vessel from any foreign port or place, compelled by stress of weather, or other necessity, shall put into any port or place of the United States, not being destined for such port or place, the master of such vessel, together with the mate or person

lb. § 34.

¹ Stat. at L., 672, §
⁶⁷ Mar. 2, 1799.

next in command, shall, *for the purposes hereinafter mentioned and within twenty-four hours after her arrival, make protest in the usual form, upon oath, affirmation, or declaration, before a notary public or other person duly authorized, or before the collector of the district where the said vessel shall so arrive, who is hereby empowered to receive or administer the same, setting forth the cause or circumstances of such stress, or necessity, which protest, if not made before the collector, shall be produced to and a copy thereof lodged with him. And the master shall also make report and entry of the said vessel and her cargo, as is directed to be done in other cases. And if it shall be made to appear to the said collector, by the certificate of the wardens of the port, or other officers usually charged with the duty of ascertaining the condition of vessels arriving in distress, if any such there be, or by the certificate of any two reputable merchants, named for that purpose by the said collector, (if there be no such wardens or other officers duly qualified,) that there is a necessity for unloading the said vessel, the said collector shall grant a permit for that purpose, and shall detail or cause to be detailed an inspector or inspectors to oversee such unloading, who shall keep an account of the same, to be compared with the report made by the master of such vessel; and all merchandise so unladen shall be stored under the direction of the said collector, who, upon request of the master of such vessel, or of the owner or owners thereof, shall, together with the naval officer, where there is one, and alone where there is none, grant permission to dispose of such part of the said cargo as may be of a perishable nature, (if any there be,) or as may be necessary to defray the expenses of attending the detention of such vessel and her cargo. But entry shall be made therefor, and the duties due thereon, as in other cases, shall be first paid, or secured to be paid; and in case the delivery of the cargo does not agree with the report thereof made by the master of such vessel, and if the difference or disagreement be not satisfactorily accounted for in the manner prescribed by this act, the master of such vessel shall be liable to such penalties as in other like cases are by this act prescribed. And the said merchandise, or the remainder thereof, which shall not be disposed of as aforesaid, may afterward be reladen on board the same or any other vessel, under the inspection of the officer who superintended the landing thereof, or other proper officer; and the vessel may proceed with the same to the place of her destination, free from any other charge than for the storing and safe-keeping of the said merchandise, and the fees to the officers of the customs, as in other cases.*

SEC. 67. *If any vessel, from any foreign port, be stranded or wrecked within any district in the United States, other than the one to which she is destined, and upon report by the master, owner, or consignee of the same, or of an officer of the customs nearest to the place where such vessel is stranded or wrecked, to the collector of the district, he shall forthwith place the vessel and cargo in charge of officers of the customs; and may grant permission for any or all of the cargo of such vessel to be landed, or stored, or forwarded, in whole or in part, to its port of destination, to vessels other than that in which it was imported, or in vehicles, with a manifest duly signed by the officer of the customs under whose supervision it was laden, of the part forwarded by each vessel or vehicle; which merchandise shall be entitled, at the port of destination, to entry, as if imported in the vessel in which it was originally shipped, and subject in all particulars to like duties, privileges, and penalties; and the necessary expenses of such officers of customs shall be paid by the owner or consignee. And if there shall be any disagreement between the owner or consignee and the collector, respecting the disposition of*

such cargo, when unladen from such vessel or wreck, such collector shall forthwith report the case to the Secretary of the Treasury for instructions.

SEC. 68. In all cases where a vessel shall be prevented by ice, or other obstruction in navigation, from reaching the port or place at which it is intended her cargo shall be delivered, it shall be lawful for the collector of the district in which such vessel may be to receive the report and entry of such vessel, and to grant a permit or permits for unloading or landing the merchandise imported in such vessel, at any place within his district which shall appear to him most convenient and proper, and for forwarding the same to the port of its destination in the manner prescribed in the foregoing section of this act; and the report and entry of such vessel, and her cargo, or any part thereof, and all persons concerned therein, shall be under and subject to the same rules, regulations, restrictions, penalties, and provisions as if the said vessel had arrived at the port of her destination, and had there proceeded to the delivery of her cargo.

SEC. 69. It shall be the duty of the master of any foreign vessel, laden or in ballast, arriving in the waters of the United States from any foreign territory contiguous to the United States, to report at the office of any collector or deputy collector of the customs which shall be nearest to the point at which such vessel may enter said waters; and such vessel shall not proceed farther inland or coastwise, either to unlade or take in cargo, without a special permit from such collector or deputy collector, issued under and in accordance with such general or special regulations as the Secretary of the Treasury may from time to time prescribe. And for any violation of this section, such vessel shall be seized and forfeited.

SEC. 70. It shall be the duty of the master or acting master of any foreign vessel, within forty-eight hours after the arrival of such vessel in any port of the United States, to deposit with the consular officer of the nation to which such vessel belongs, the certificate of registry, or other document in lieu thereof, together with the clearance and other papers granted by the officers of the customs to such vessel, at her departure from the foreign port or place from which she may have arrived, and to deliver to the collector the certificate of such officer that the said papers have been so deposited; and any master, as aforesaid, who shall fail to comply with this regulation, shall, upon conviction thereof in any court of competent jurisdiction, be fined in a sum not less than five hundred dollars nor exceeding two thousand dollars. But this section shall not extend to the vessels of foreign nations in whose ports consular officers of the United States are not permitted to have the custody and possession of the register and other papers of vessels of the United States entering the ports of such nation.

SEC. 71. It shall not be lawful for any foreign consular officer to deliver to the master of any foreign vessel the certificate of registry and other papers deposited with him pursuant to the provisions of this act, until such master shall produce a clearance in due form from the collector of the port where such vessel has been entered; and any consular officer offending against the provisions of this act shall, upon conviction thereof before the Supreme Court of the United States, be fined, at the discretion of the court, in a sum not less than five hundred dollars nor exceeding five thousand dollars.

SEC. 72. No collector or other officer of the customs shall permit any vessel arriving within any port or place of the United States to make entry or break bulk until all letters brought in such vessel,

¹ Stat. at L., 694,
² 82. Mar. 3, 1799.

¹⁴ Stat. at L., 104,
² 41. July 14, 1866.

³ Stat. at L., 363,
² 1. Mar. 3, 1817.

ib., § 2

⁴ Stat. at L., 100,
² 17. Mar. 3, 1822.

except such as may be directed to the owner or consignee thereof, shall have been delivered into the post-office at or nearest to said port or place; and the Postmaster General, with the concurrence of the Secretary of the Treasury, may, by regulation, prescribe the manner of examining letter-bags, or of transmitting the same from the vessel to the post-office. And it shall be the duty of the collector or other officer of the port empowered to receive entries of vessels, to require from every master of such vessel a declaration that he has delivered all such letters, except as aforesaid; and if any master of any such vessel shall break bulk before he shall have complied with the requirements of this act, he shall, on conviction thereof, forfeit for every such offense a sum not exceeding one hundred dollars.

TITLE IV.

OF THE CLEARANCE OF VESSELS FOR FOREIGN PORTS.

SEC. 73. The master of any vessel, bound to a foreign port or place, shall deliver to the collector of the district from which such vessel shall be about to depart a manifest of all the cargo on board the same, and of the value thereof, by him subscribed, and shall declare to the truth thereof; and also, in case such vessel is a vessel of the United States, a list of the crew on board such vessel, and shall enter into bond for the return of such crew as provided by law; whereupon, and on compliance with all other lawful requirements, the said collector shall grant a clearance for such vessel and her cargo, but without specifying the particulars thereof in such clearance, unless required by the master so to do. And, if such vessel, bound to a foreign port or place, shall depart on the voyage without complying with the provisions herein contained or referred to, and obtaining a clearance as hereby required, such master shall forfeit and pay the sum of not exceeding five hundred dollars for every such offense. But the Secretary of the Treasury may, in his discretion, in the case of vessels bound on short voyages to foreign ports, on the frontier and elsewhere, permit clearance without the requirement of crew-list and bond as aforesaid.

SEC. 74. Before clearance of any vessel bound to a foreign port or place, the owners, shippers, or consignors of the cargo on board of such vessel shall deliver to the collector manifests of the cargo, or the parts thereof shipped by them respectively, and shall verify the same by declaration; and such manifests shall specify the kinds and quantities of the articles shipped by them respectively, and the value of the total quantity of each kind of articles; and such declaration shall state that such manifest contains a full, just, and true account of all articles laden on board of such vessel by the owners, shippers, or consignors, respectively, and that the values of such articles are truly stated, according to the values which they truly bear at the port and time of exportation; and before a clearance shall be granted for any such vessel, the master thereof, and the owners, shippers, or consignors of the cargo shall declare before the collector of the customs to whom application may be made for such clearance, the port, place, or country for which such vessel is bound and in which such cargo is intended to be landed; and the said declarations shall be made and subscribed in writing.

SEC. 75. It shall be the duty of the collectors of customs of the several districts, whenever a clearance is granted to any vessel of the United States, bound on any foreign voyage, to an-

¹ Stat. at L., 668.
² 93. Mar. 7, 1799.

² Stat. at L., 203.
³ 1. Feb. 20, 1803.

³ Stat. at L., 542.
⁴ 11 Feb. 10, 1820.

¹¹ Stat. at L., 57.
¹² 16. Aug. 18, 1836.

nex thereto in every case a copy of the rates or tariff of fees allowed by law to be charged by any consular officer of the United States for official services required to be performed by him.

SEC. 76. No clearance shall be granted to any foreign vessel until all moneys due from the master of such vessel for the support ^{2 Stat. at L., 183,} of any seaman or mariner belonging thereto, in any marine ^{§ 5. May 3, 1862.} hospital in the United States, shall have been paid to the collector of the district in which such hospital shall be situated.

SEC. 77. No vessel departing from the United States for a foreign port or ports shall be permitted to receive on board or convey any letter or letter packets, originating in the United ^{13 Stat. at L., 508,} States, which have not been regularly posted at and received from the ^{§ 10. Mar. 3, 1865.} post-office at the port of departure; and it shall be the duty of the collector of the port to require, as a condition of clearance, from the master of such vessel, a *declaration* that he has not received on board his vessel, and has not under his care or within his control, and will not receive and convey in such vessel on said voyage, any letters or letter packets, addressed to a foreign country, which have not been delivered to him from the post-office at the port of departure. But the provisions of this section shall not apply to any letters or letter packets which relate to the cargo and are addressed to the owner or consignee of such vessel, or to any letters or packets which are inclosed in a United States stamped envelope, of a denomination sufficient in amount to cover the United States postage legally chargeable thereon if such letters or packets had been posted and transmitted by the regular mail.

SEC. 78. The collectors and other officers of the customs shall, and they are hereby directed to, pay due regard to the inspection ^{1 Stat. at L., 699,} laws of the States in which they may respectively act, ^{§ 93. Mar. 2, 1799.} in such manner that no vessel having on board merchandise liable to inspection shall be cleared until the master, or other proper person, shall have produced such certificate *from the proper officer* that all such merchandise has been duly inspected as the laws of the respective States do or may require to be produced to collectors or other officers of customs. And receipts for the payment of all legal fees which shall have accrued, *under such inspection laws*, on any vessel or the merchandise *laden on board*, shall, before any clearance is granted, be produced to the collector or other *chief officer* of the customs.

SEC. 79. On granting a clearance to any vessel, the collector shall, at the same time that he delivers the clearance, return to the ^{1 Stat. at L., 675,} master or owner of such vessel the certificate of registry ^{§ 63. Mar. 2, 1799.} and license required, by the 61st section of this act, to be deposited on arrival by such master with such collector.

TITLE V.

OF THE ENTRY OF MERCHANDISE FROM FOREIGN PORTS.

SEC. 80. The owner, importer, or consignee of any merchandise, on board of any vessel *arriving from any foreign port or place*, or, in case of his absence, his agent, in his name, shall ^{1 Stat. at L., 655,} make entry thereof in writing with the collector of the dis- ^{655, § 36. Mar. 2,} trict, and shall in such entry specify the name of the vessel in which, ^{1799.}

and of the master thereof, and the port or place whence such merchandise was imported, *and the time of the sailing of such vessel therefrom*, the particular marks, numbers, denomination, quantity, and the market value or *wholesale price of the same* in the principal markets of the country whence imported, *at the period of the exportation of the same to the United States*, particularly specifying the kind of money in which the invoices thereof are made out; and shall also produce to the said collector and naval officer (if any) the original invoice or invoices of the said merchandise, or other documents received in lieu thereof, or concerning the same, in the same state in which they were received, with the bill or bills of lading for the same; which invoices shall be signed by the persons in the offices of the collector and naval officer, who shall compare and examine the same; and such entry shall be according to form *prescribed by law or regulation*; but the form may be varied and adapted to any alterations which may be made in the rates of duties upon merchandise hereafter imported into the United States. And the entry made by any *owner* or consignee as aforesaid shall be verified by the *declaration* of the person making the entry.

SEC. 81. Whenever any entry shall be made with the collector of any district of any merchandise imported into the United States, and subject to duty, by any agent or person other than the person to whom such merchandise belongs, or to whom it is ultimately consigned, the collector shall take a bond, with surety, from such agent, in the penal sum of one thousand dollars, with condition that, *within six months from the date thereof*, the owner or consignee of such merchandise shall deliver, or cause to be delivered, to the said collector a full and correct *invoice* of the said merchandise imported by him, or for him, on his own account, or consigned to his care, in the same manner and form as required in respect to an entry in the *last preceding section*; which *invoice* shall be verified, as in the case of an entry, by a like *declaration*, to be made and subscribed before a collector of the customs of the same or some other district, or before some *public officer of the United States duly authorized to administer oaths*.

SEC. 82. When the particulars of any merchandise, *subject to specific duty*, shall be unknown, in lieu of the entry hereinbefore directed to be made, an entry thereof *may* be made and received according to the circumstances of the case, the party making the same declaring all that he knows or believes concerning the quality and particulars of the said merchandise, and that he has no other knowledge or information concerning the same; which entry shall be made in writing, and shall be subscribed by the party making the same, if the proper owner or consignee, in his own name, or, if by an agent, in his name, as agent for such owner or consignee. But in every case in which the entry of any merchandise shall be imperfect, for want of invoices, bills of lading, or for any other cause, it shall be the duty of the collector to take the said merchandise into his custody, *and retain the same at the expense and risk of the owner* until the quantity, quality, and value thereof, and the amount of duties chargeable thereon, shall be ascertained, according to law.

SEC. 83. The invoices of merchandise shall exhibit the wholesale price or market value thereof in the principal markets of the country whence imported at the period of the exportation of the same to the United States. But it shall be lawful for the owner or consignee, at the time (and not afterward) when he shall produce his original invoice or invoices to the collector,

⁹ Stat. at L., 43, § 2
 P. July 30, 1846.

³ *Ibid.*, 121, § 2
 Mar. 3, 1801.

¹ Stat. at L., 657,
 § 36. Mar. 2, 1799.

¹ Stat. at L., 658,
 § 36. Mar. 2, 1799.

³ Stat. at L., 733,
 § 8; 9 *ib.*, 43, § 8;
 12 *ib.*, 737, § 1. Mar.
 1, 1823; July 30,
 1846; Mar. 3, 1863.

and make and verify his written entry, to make such additions in the entry to the value stated in the invoice or invoices as shall, in his opinion, raise the same to the actual market value or wholesale price of such merchandise in the principal markets of the country from which the same may have been imported, at the period of the exportation thereof to the United States.

SEC. 84. *The period of the exportation of merchandise from a foreign country to the United States shall be deemed to be the date of the final clearance of the vessel in which such merchandise is exported, or the date of the sailing of such vessel from the foreign port or place, in case no official clearance is granted, and in case such exportation is made in a vehicle, such period of exportation shall be deemed and taken to be the date of the departure of such vehicle from the port or place of exportation, as declared in the manifest and entry. And the period of the importation of merchandise from a foreign port or place into the United States shall be deemed to be the date at which the first report of arrival of the vessel, or delivery of manifest of the vehicle in which such merchandise is imported, shall be made to the collector or other chief officer of the customs of the district or port within which such importation by such vessel or vehicle is made.* 12 Stat. at L., 167, § 28. Mar. 2, 1851.

SEC. 85. No merchandise subject to *ad valorem* duty, or on which the duty imposed shall be regulated by, or directed to be estimated or based upon the value of the square yard, or of any specified quantity or parcel of such merchandise, shall be admitted to entry unless the true invoice of the same, authenticated as hereinafter required, is presented to the collector at the time of entry, or unless the same is admitted in the mode authorized and prescribed by this act. But this prohibition shall not extend to such merchandise as shall have been taken from a wreck, or found derelict at sea.

SEC. 86. When merchandise imported into the United States shall not have been entered in pursuance of the provisions of this act, for want of an invoice, the same shall be deposited in a public or bonded warehouse, and shall there remain, at the expense and risk of the owner, until such invoice is produced; but when the said merchandise shall have remained in warehouse for the period of twelve months, and no invoice shall have been produced, then the said merchandise shall be appraised, the duties estimated thereon, at the rates then in force, and the merchandise sold, and the proceeds of such sale disposed of as prescribed by this act. But the collector is hereby authorized to direct an earlier sale of articles of a perishable nature, and of such as may be liable to waste.

SEC. 87. All invoices of merchandise imported from any foreign country into the United States, subject to a duty *ad valorem*, or on which the duty imposed shall be regulated by, or directed to be estimated or based upon, the value of the square yard, or of any specified quantity or parcel of such merchandise, shall be made out in the currency of the place or country whence the importation shall be made, and shall contain a true statement of the actual market value or wholesale price of such merchandise in such foreign currency, without any respect to the value of the coins of the United States or foreign coins which now are or shall be by law made current within the United States, in such foreign place or country. And it shall be lawful for the Secretary of the Treasury to cause to be established fit and proper regulations for estimating the duties on merchandise imported into the United States, in respect to which the value shall be exhibited in a depreciated currency, issued and circulated under authority of any for-

eign government. And the invoices of all merchandise imported into the United States shall be made out in the weights or measures of the country or place from which the importations shall be made, and shall contain a true statement of the actual weights or measures of such merchandise without any respect to the weights or measures of the United States.

SEC. 88. All invoices of merchandise imported from any foreign country into the United States, *and subject to duty ad valorem, or on which the duty imposed shall be regulated by or directed to be estimated or based upon the value of the square yard, or of any specified quantity or parcel of such merchandise,* shall be made in triplicate, and signed by the person or persons owning or shipping said merchandise, or by the duly authorized agent of such owner or shipper; and said invoices shall, at or before the shipment thereof, be produced to the consular officer of the United States nearest the place of shipment, and shall have endorsed thereon, when so produced, a declaration signed by said owner, shipper, or agent, setting forth that said invoice is in all respects true; that it contains a true and full statement of the *actual market value or wholesale price of said merchandise in the principal markets of the country whence exported, at the date of such declaration;* and that no different invoice of the merchandise mentioned in the invoice so produced has been or will be furnished to any one. And the person so producing said invoice shall at the time declare to said *consular officer* the port in the United States at which it is intended to make entry of said merchandise; whereupon the said *consular officer* shall indorse upon each of said triplicates a certificate, under his hand and official seal, stating that said invoice has been produced to him, with the date of such production, and the name of the person by whom the same was produced, and the port in the United States at which it shall be the declared intention to make entry of the merchandise therein mentioned. And thereupon the said *consular officer* shall deliver to the person producing such invoice one of said triplicates, to be used in making entry of said merchandise; shall file another in his office, to be there carefully preserved; and shall, as soon as practicable, transmit the remaining one to the collector of the port of the United States at which it shall be declared to be the intention to make entry of said merchandise. And no merchandise imported into the United States from any foreign place or country, *subject to duty as aforesaid,* shall be admitted to entry unless the invoice presented shall in all respects conform to the requirements hereinbefore mentioned, and shall have thereon the certificate of the *consular officer* hereinbefore specified, nor unless said invoice is verified, at the time of making such entry, by the *declaration* of the owner or consignee, or of the authorized agent of the owner or consignee thereof, that the said invoice and the declaration thereon are, *to the best of his knowledge and belief,* in all respects true, and were made by the person by whom the same purport to have been made. And if any such owner or consignee of any merchandise, or his agent, shall knowingly make, or attempt to make, any entry thereof by means of any false invoice or false certificate of a *consular officer,* or of any invoice which shall not contain a true statement of all the particulars hereinbefore required, or by means of any other false or fraudulent document or paper, or of any other false or fraudulent practice or appliance whatsoever, said merchandise, or the value thereof, shall be forfeited. *But* where, from a change of the destination of any such merchandise, after the production of the invoice thereof to the *consular officer* as hereinbefore provided, or from any other cause, the triplicate transmitted to the collector of the port to which such merchandise was originally des-

ted shall not have been received at the port where the merchandise actually arrives, and where it is desired to make entry thereof, said merchandise may be admitted to entry on the *duly certified triplicate invoice produced by the owner or consignee of such merchandise or his agent*; and when, from accident or other cause, it shall be impracticable for the person desiring to make entry of any merchandise, *subject to duty as aforesaid*, to produce, at the time of making such entry, a *certified invoice* thereof, as hereinbefore required, *but practicable to produce an original invoice, corresponding in all other respects with a triplicate received by the collector from the consular officer, or which shall, if such triplicate have not been received, appear to be a true invoice, or, if it be impracticable for such person to produce any invoice whatever*, it shall be lawful for the Secretary of the Treasury to authorize the entry of such merchandise upon such terms and in accordance with such general or special regulations as he may prescribe; *but if it shall appear in any case that the failure to produce a certified invoice as aforesaid has been with a design to evade the payment of the duties upon such merchandise or any part thereof, all such merchandise, or the value thereof, for which no such invoice is produced, shall be forfeited*. But the provisions of this act requiring *verified* triplicate invoices shall not apply to importations from countries where there is no *consular officer* of the United States. And where the value of merchandise imported or brought into the United States 14 Stat. at L., 182. July 18, 1866. shall not exceed *two hundred dollars*, the collector is authorized to admit the same to entry *by appraisement*, without the production of said triplicate invoice, if he shall be satisfied that the importation was in good faith and without any purpose of defrauding or evading the revenue laws of the United States.

SEC. 89. In all cases where merchandise imported into the United States shall belong to the estate of a deceased person, or 3 Stat. at L., 734. Mar. 1, 1823. of a person insolvent, whose estate has been assigned for the benefit of his creditors, the declarations required by this act may be made before the collector, by the executor, administrator, or assignee of such person.

SEC. 90. Before any merchandise taken from a wreck or found derelict at sea shall be admitted to entry, the same shall be appraised 10., 736. § 21. and the quantity ascertained in the manner prescribed by this act, and the duties shall be assessed on the value and quantity so appraised and ascertained, without regard to the value and quantity set forth in any invoice of the same, except it is shown that such merchandise is of the growth, production, or manufacture of the United States, and has not been sold out of the United States, or that such merchandise has already paid duty in the United States; in either of which cases such merchandise shall be admitted to entry free of duty.

SEC. 91. When any merchandise shall be admitted to an entry upon invoice, the collector of the port in which the same is entered shall certify the fact of such entry upon invoice; and no other evidence of the value of such merchandise shall be admitted on the part of the owner or owners thereof, in any court of the United States, except in corroboration of such entry, in any proceeding founded upon such entry: *Provided, That in any case where it shall be proven to the satisfaction of the Secretary of the Treasury that an invoice was made up with intent to defraud the owner or consignee of the merchandise, an entry by appraisement may be allowed.* 10., 737. § 23.

SEC. 92. Any person or persons who shall counterfeit any certificate or attestation made in pursuance of this act, or use such certificate or attestation, knowing the same to be coun- 10., § 25.

terfeit, shall, upon conviction thereof before any court of the United States having cognizance of the same, be adjudged guilty of felony, and be fined in a sum not exceeding *five* thousand dollars or imprisoned for a term not exceeding *two* years.

SEC. 93. In order to ascertain what articles ought to be exempt from duty, as the sea-stores of a vessel, the master shall particularly specify *such* articles in the report or manifest to be made by him, designating them as the sea-stores of such vessel; and in the *declaration* to be made by such master on such report in the manner before prescribed, he shall declare that the articles so specified as sea-stores are truly such, and are not intended as merchandise or for sale, *nor to be landed within the United States*; whereupon the said articles shall be *allowed to remain on board such vessel under such regulations as the Secretary of the Treasury may prescribe*. But if it shall appear to the collector to whom such report and manifest shall be made and delivered, *that any of said articles are not sea-stores, or that the quantities of the said articles, or any part thereof, so reported as sea-stores, are excessive, it shall be lawful for the said collector to estimate the amount of the duty on said articles which are not sea-stores, and on such excess; and such duty shall be forthwith paid by the said master to the said collector, on pain of forfeiting the value of said articles which are not sea-stores and of such excess; and if any other or greater quantity of articles are found on board such vessel as sea-stores than are specified in such report or manifest, or if any of the said articles shall be landed or removed without a proper permit first obtained for that purpose, all such articles shall be seized and forfeited; and the master shall moreover forfeit and pay three times the value of the articles so omitted, landed, or removed. And the Secretary of the Treasury may, by general or special regulations, instruct collectors of customs with reference to the rules or principles which shall govern the allowance of sea-stores, both as to kind and quantity.*

SEC. 94. *On the arrival of any vessel or vehicle from any foreign country at any port or place in the United States, it shall be the duty of the collector or other officer of the customs at such port or place to examine, or cause to be examined, the baggage of any and every passenger or other person arriving in such vessel or vehicle, under such regulations as the Secretary of the Treasury may prescribe; and if any article liable to duty shall be found therein, the duty on such articles shall be assessed and collected before the said baggage is delivered; and if any articles liable to duty shall be found concealed in such baggage or upon such passenger or person, such articles shall be seized and forfeited, and such passenger or other person shall forfeit and pay a penalty not exceeding three times the appraised value of the articles so found and seized. And any officer of the customs may search any passenger or other person arriving in any vessel or vehicle from any foreign country, if such officer shall have good reason to believe that such passenger or other person has concealed about his or her person any dutiable articles; but such passenger or other person may require the officer proposing to make such search to take him or her before the collector, naval officer, surveyor, or other chief officer of the customs, of the port or place, who shall, if he discover no reasonable ground of search, discharge such passenger or other person; but if otherwise, he shall direct such passenger or other person to be searched; and if such passenger or person be a woman, she shall not be searched by any other than a woman; and any officer required to take such passenger or other person before the collector, naval officer, surveyor, or other chief officer of the customs, shall do so with all reasonable dispatch; and if he shall*

¹ Stat. at L., 661.
² 45. Mar. 2, 1799.

¹⁴ Stat. at L., 178.
¹⁵ 2, 3. July 18, 1806.

fail to do so, or if he shall search or require to be searched any passenger or other person, not having good reason to believe that such passenger or other person has dutiable articles concealed on his or her person, such officer shall be liable to a penalty not exceeding one hundred dollars.

SEC. 95. Merchandise the growth, production, or manufacture of the United States, exported therefrom and reimported in the same condition, and upon which no drawback or bounty has been allowed, shall be entitled to entry free of duty, but entry thereof shall be made as in other cases of merchandise imported from foreign countries, and proof, under such regulations as the Secretary of the Treasury may prescribe, shall be produced, to the satisfaction of the collector of the district with whom such entry shall be made, that the said merchandise had been exported from the United States, as of the growth, production, or manufacture of the same, and of the time when, by whom, in what vessel, and from and for what port or place it was so exported; and such entry shall be according to the form prescribed by the Secretary of the Treasury. And if the collector, who shall receive the entry aforesaid, shall be other than the collector of the district from which the said merchandise shall have been exported, a certificate of the latter shall be produced to the former, certifying the exportation thereof; whereupon a permit shall be granted for landing the same. If the said certificate cannot be immediately produced, and if the proof otherwise required shall be made, a bond for the production of such certificate shall be given, with one or more sureties, to the satisfaction of the collector of the district within which the said merchandise may have been imported, in a sum equal to the duties on the said articles, if they were not of the growth, production, or manufacture of the United States. And upon receiving a bond as aforesaid, it shall be lawful for the said collector (and naval officer where any) to grant a permit for the landing of said merchandise, in like manner as if the certificate had been produced; and in default of such certificate being produced within the time limited by such bond, the collector taking the same is required and enjoined to enforce the payment thereof, as in the case of other bonds. *But no such merchandise shall be entitled to be entered as of the growth, production, or manufacture of the United States, unless the same shall be reimported within three years after the exportation thereof, nor unless it shall be proven, to the satisfaction of the collector of the port at which the same may be reimported, that the property in such merchandise has continued and still remains in the person or persons by whom, or on whose account, the same was exported, or has been transferred for the benefit of creditors; but on the reimportation of the articles of growth, product, or manufacture of the United States, upon which no internal tax has been assessed and paid, or upon which, if assessed or paid, such tax has been refunded or remitted by allowance, drawback, or otherwise, there shall be levied, collected, and paid a duty equal in amount to the tax, if any, imposed by then existing internal revenue laws upon such articles, which duty may be paid in any lawful money of the United States.*

1 Stat. at L., 663, 33, 47, 48, March 2, 1799.

Act of March 2, 1861, § 23.

14 Stat. at L., 330, § 12, July 28, 1866.

1 Stat. at L., 661, § 49, Mar. 2, 1799.

SEC. 96. All declarations required upon making any of the reports or entries, or respecting any of the acts herein mentioned, whether by the master of any vessel or the owner or consignee of any merchandise, or his agent, or by any other person, shall be received by the collector, or officer to or with whom report or entry shall be made, and shall be reduced to writing, and subscribed by the person so declaring, and also by the person receiving the said declaration

or declarations. And the collector, jointly with the naval officer, or alone where there is none, shall, according to the best of or their judgment or information, make an estimate of the amount of the duties on the merchandise, to which the entry of any owner or consignee or his agent shall relate, *based on the quantity or value set forth in the entry*, which estimate shall be indorsed on such entry and signed by the officer or officers making the same. And the amount of the said estimated duties having been first paid, or secured to be paid, pursuant to the provisions of this act, the said collector shall (together with the naval officer, where there is one) grant a permit to land the merchandise, whereof entry shall have been so made, and then, and not before, it shall be lawful to land the said merchandise; and all permits shall specify, as particularly as may be, the merchandise to be delivered, namely: the number and description of the packages, with the marks and number of each package, and, so far as circumstances will admit, the contents thereof, together with the name of the vessel in which, and of the master, and of the place whence, it was imported; and no merchandise shall be delivered by any inspector or other officer of the customs that shall not fully agree with the description thereof in such permit, *except upon a special order from the collector*. And all permits for the purposes aforesaid shall be *according to the form prescribed by the Secretary of the Treasury*.

SEC. 97. On the entry of any vessel or merchandise, the decision of the collector of customs at the port of importation and entry, 13 Stat. at L., 214.
§ 14. June 30, 1864. as to the rate and amount of duties to be paid on the tonnage of such vessel or on such merchandise, shall be final and conclusive, unless the owner, master, or consignee of such vessel in the case of duties levied on tonnage, or the owner or consignee of the merchandise, or his agent, in the case of duties levied on merchandise, shall, as well in cases of merchandise entered in bond as for consumption, within ten days after the ascertainment and liquidation of the duties by the proper officers of the customs, *of which notice shall be given to the owner, consignee, or his agent, in such manner as the Secretary of the Treasury may direct*, make protest in writing to the collector on each entry, setting forth therein distinctly and specifically the grounds of his objection thereto, and shall, within thirty days after notice of such ascertainment and liquidation, appeal therefrom to the Secretary of the Treasury, whose decision on such appeal shall be final and conclusive; and such vessel or merchandise shall be liable to duty accordingly, unless suit shall be brought within ninety days after the decision of the Secretary of the Treasury on such appeal, for any duties which shall have been paid before the date of such decision on such vessel, or on such merchandise, or within ninety days after the payment of duties paid after the decision of the Secretary. And no suit shall be maintained in any court for the recovery of any duties alleged to have been illegally exacted until the decision of the Secretary of the Treasury shall have been first had on such appeal, unless the decision of the Secretary shall be delayed more than ninety days from the date of such appeal; *but the right to maintain such suit shall not be impaired by the omission to make formal protest or appeal within the respective periods herein required, when it shall be alleged by the plaintiff and not denied by the defendant that such omission was not owing to the fault of such plaintiff and will not substantially affect the rights of such defendant, nor by the payment, by the importer, of any additional duty assessed on liquidation, and paid in pursuance of any bond given on obtaining possession of the goods.*

SEC. 98. The decision of the respective collectors of customs as to all fees, charges, and exactions of whatever character, other than those mentioned in the next preceding section, claimed by them, or by any of the officers under them, in the performance of their official duty, shall be final and conclusive against all persons interested in such fees, charges, or exactions, unless like notice that an appeal will be taken from such decision to the Secretary of the Treasury shall be given within ten days from the making of such decision, and unless such appeal shall actually be taken within thirty days from the making of such decision; and the decision of the Secretary of the Treasury shall be final and conclusive upon the matter so appealed, unless suit shall be brought for the recovery of such fees, charges, or exactions within the period provided for in the next preceding section in regard to duties.

SEC. 99. Whenever it shall be shown to the satisfaction of the Secretary of the Treasury, *on any claim for refund filed within three years from the date of payment*, that more money has been paid to the collector, or person lawfully acting as such, than the law requires *should have been paid*, and the parties have failed to comply with the requirements of the *two next preceding sections*, and the Secretary of the Treasury shall be satisfied that such non-compliance with said requirements was *not owing to the fault* of the owner, consignee, or agent making such payments, he may draw his warrant upon the Treasurer in favor of the person or persons entitled to the amount of the overpayment, directing the said Treasurer to refund the same out of any money in the Treasury not otherwise appropriated: *Provided, however, That no claim for such refund shall be assignable: And provided further, That the person or firm entitled to such refund shall not be in arrears for liquidated balances upon any bond or entry made prior to the date when such refund is allowed.*

TITLE VI.

OF THE LANDING AND DELIVERY OF IMPORTED MERCHANDISE.

SEC. 100. It shall be lawful for the collector of any district in which any vessel may arrive, and immediately on her first coming within such district, and for the surveyor, *or, if there be no surveyor, for the deputy collector*, of any port where such vessel may be, to *detail for duty* on board such vessel, while remaining within such district, one or more inspectors of customs, who shall examine the cargo or contents of such vessel, and superintend the delivery thereof, or of so much thereof as shall be delivered within the United States, and perform such other duties, according to law, as they shall be *duly directed* to perform, for the better securing the collection of the revenue. And collectors shall have power to *detail, or cause to be detailed, for like service on board any vessel going* from one district to another, *one or more inspectors, who shall accompany* such vessel, and suffer no merchandise to be landed or unladen, or otherwise taken or removed *therefrom*, without permit in writing from the collector of the district and naval officer thereof, (where any,) first had and granted for that purpose. *And every such inspector shall enter in a suitable book, to be by him kept for that purpose, the name or names of the person or persons in whose behalf such permits are granted, together with the particulars therein specified,*

and the marks, numbers, kinds, and description of the respective packages, which shall be unladen pursuant thereto *under his superintendence, and the dates of such unloading*; and shall keep a like account in the said book of all merchandise, which, not having been entered within the time limited by this act, or for some other cause, shall have been sent to *public or bonded* warehouse, which book shall be delivered to the surveyor for his inspection, and after such inspection be transmitted by the surveyor, with such observations as he may think necessary thereon, to the collector, to be deposited in his office; *which delivery, inspection, and transmission shall take place and be completed in the months of January and July in each and every year.* And it shall be the duty of the said inspector or inspectors to attend to the delivery of the cargo or cargoes under their care, at all times when the unloading or delivery of merchandise is lawful, particularly from the rising till the setting of the sun on each day, Sundays and *legal holidays* excepted; for which purpose they shall constantly attend and remain on board the vessel or vessels, the deliveries from which they are to superintend, or at any other stations where their inspection is necessary. And if any inspector shall quit his station without the leave of the collector or surveyor of the port first had and obtained for the purpose, or before another inspector shall have been appointed by the said collector or surveyor, (if he shall deem it necessary,) to supply the place of such inspector during his absence; or if any inspector shall neglect, or in any manner act contrary to, the duties hereby enjoined, or shall perform any duties or services on board any vessel, the superintendence of which is committed to him, for any person or persons whatever, other than such as are required by this act, he shall, *in either case, be dismissed from the public service. Provided, however, that in cases of necessity the collector and surveyor may, conjointly, detail an inspector or inspectors to superintend the unloading and delivery of cargo on any day of the year except Sunday.* And the compensation of any inspector or inspectors, proceeding from one district to another, in charge of a vessel, shall be defrayed by the master of such vessel; and every inspector or other officer of the customs, while performing any duty on board a vessel, shall be entitled to receive from the master of such vessel such provisions and accommodations as are usually supplied to passengers, or as the state and condition of such vessel will admit; and any master of a vessel who shall refuse provisions and reasonable accommodations, as aforesaid, shall forfeit and pay one hundred dollars.

SEC. 101. No merchandise brought in any vessel from any foreign port or place shall be unladen or delivered from such vessel, within the United States, except in open day—that is to say, between the rising and the setting of the sun—unless by special license from the collector of the port and naval officer of the same, where there is one, nor at any time, without a permit from the collector and naval officer, if any, for such unloading or delivery. *And in case of such special license for the unloading during the night—that is, between the setting and the rising of the sun—it shall be lawful for the collector to agree with the owner or master to pay a reasonable compensation therefor, and to collect and distribute the same among the officers employed in such service.* And if any merchandise shall be unladen or delivered from any such vessel, contrary to the directions aforesaid, or any of them, the master of such vessel, and every other person who shall knowingly be concerned or aiding therein, or in removing, storing, or otherwise securing the said merchandise, shall forfeit and pay, each and severally, a sum *not exceeding* four hundred dollars for each offense, and all merchandise so unladen or delivered may be seized by any of the officers of the customs,

¹ Stat. at L., 655,
² 50. Mar. 2, 1799.

and shall be forfeited, and until all the inward cargo of an importing vessel is landed, no coal, ballast, or merchandise shall be taken on board, except by permission of the collector, under a penalty of one hundred dollars for each offense.

SEC. 102. No merchandise brought in any vessel, from any foreign port or place, requiring to be weighed, gauged, or measured, in order to ascertain the duties thereupon, shall, without the consent of the proper officer, be removed from any wharf or place upon which the same may be landed or put, before the same shall have been so weighed, gauged, or measured, and, if spirits, before the proof and quantity thereof is ascertained and marked upon the package containing the same, by or under the direction of the proper officer; and if any such merchandise shall be removed from such wharf or place, unless with the consent of the proper officer, the same shall be seized and forfeited.

lb., § 51.

SEC. 103. Collectors, with the approbation of the Secretary of the Treasury, may employ suitable persons as assistants to weighers and gaugers. The duties heretofore performed by measurers shall hereafter be performed by weighers. The weighers and gaugers employed in the service of the customs shall, within three days after any vessel is discharged, or sooner when required by the collector, make returns of the articles by them respectively weighed, gauged, or measured out of such vessel. And said weighers and gaugers shall enter, in books to be prepared for that purpose, a correct and true account of all weights and quantities ascertained by them, which books shall be filed and kept in the custom-houses. And if any inspector, weigher, gauger, or assistant shall furnish to any person any information of the weight, gauge, or measure of any imported merchandise before he shall have made official report to the collector or surveyor, as hereinbefore provided, or shall receive any gratuity, fee, or reward for any services performed by virtue of this act, other than is by law allowed; or if any weigher, gauger, or assistant shall weigh, gauge, or measure any article or articles other than shall be directed by the proper officer, in order to ascertain the duties to be received, or the drawbacks to be allowed, or duties remitted thereon, or shall make a return of the weight, gauge, or measure of any merchandise laden, or to be laden, on board any vessel, for the benefit of drawback or remission of duties upon exportation, without having actually weighed, gauged, or measured the same, as the case may require, or so much thereof as the collector and naval officer, or, if there be no naval officer, the collector alone, shall deem sufficient, and shall, in writing, direct, after such merchandise shall have been entered for exportation, the person so offending shall be dismissed from the public service.

lb., 678, § 72.

1 Stat. at L., 690, § 72. Mar. 2, 1799.

SEC. 104. In estimating the allowance for tare on all articles imported liable to duty, where the original invoice is produced at the time of making entry thereof, and the tare shall be specified therein, it shall be lawful for the collector and naval officer, (if any there be,) with the consent of the consignee, to estimate the tare according to such invoice; but in all other cases the actual tare shall be allowed, and may be ascertained under such regulations as the Secretary of the Treasury may from time to time prescribe; but in no case shall there be any allowance for draught.

12 Stat. at L., 554, § 16. July 14, 1862.

SEC. 105. In all cases in which the invoice or entry shall not contain the weight, gauge, or measure of merchandise required to be weighed, gauged, or measured, the same shall be weighed, gauged, or measured at the expense of the owner or consignee.

9 Stat. at L., 43, § 4. July 30, 1846.

SEC. 106. When the delivery of merchandise from on board any vessel shall have been completed, copies of the accounts which have been kept or made thereof by the officer or officers who shall have been charged with the said deliveries, shall be returned to the collector of the district within three days, *unless sooner required by the collector*, after such delivery has been completed; but if at any other port than a port of entry, as soon as the nature of the case will admit, not exceeding fifteen days. And the account to be returned, as aforesaid, shall comprise all deliveries made pursuant to permits, as aforesaid, and all packages or merchandise sent to public or bonded warehouse; also each and every package remaining on board of such vessel, for the purpose of being exported therein to a foreign port or place, or destined to some other district of the United States. And said returns shall be signed by the inspectors, respectively, under whose superintendence the deliveries have been made; and after examination, and on being found correct, said returns shall be countersigned or certified by the surveyor of the port, or by the officer charged with the duties of surveyor at the port where the deliveries have been made; and the said returns shall be transmitted by him to the naval officer, if any, who shall have the same compared with the manifests and entries in his possession; and if any difference shall appear, the particulars thereof shall be noted by indorsement on the said returns, and if no difference shall appear, it shall be so noted by like indorsement, and the same transmitted to the collector of the district; and on being received by the collector, he shall cause the same to be compared with the manifests and entries of such merchandise, which have been made by the owner or consignee; and if any difference shall appear, the same shall be noted by indorsement on such manifests, specifying the particulars thereof; and if no difference shall appear, it shall be noted by like indorsement that the delivery has corresponded with the entry or entries thereof; which indorsement shall, in each case, be subscribed by the officer by whom such comparison shall have been made.

SEC. 107. Whenever any merchandise shall be imported into any port of the United States from any foreign port, in any vessel, *and*, at the expiration of eight working days, if the vessel be of less than three hundred tons burthen, and within twelve working days if of three hundred tons burthen and less than eight hundred, and within fifteen days if of eight hundred tons burthen and upward, after the time within which the report of the master is required to be made to the collector of the district, *unless upon due application, and from the nature of the cargo, the collector shall have granted an extension not exceeding the period herein originally limited, and then upon the expiration of such extension*, if there shall be found any merchandise other than sea-stores, or than shall have been reported for some other district, or some foreign port or place, the collector shall take possession thereof; but, with the consent of the owner or consignee of any merchandise, or with the consent of the owner or master of the vessel in which the same may be imported, the said merchandise may, on one day's notice to the collector of the district, and after the expiration of the day following such notice, be taken possession of by such collector; and when the importation shall have been in a vessel propelled in whole or in part by steam, and it shall appear by the bills of lading that the merchandise so imported is to be delivered immediately after the entry of the vessel, it shall be lawful for the collector of such port to take possession of such merchandise forthwith, and any such merchandise, so imported, which shall not appear by the bills of lading to be intended

¹ Stat. at L., 669.

§ 55. Mar. 2, 1799.

¹² Stat. at L., 298.

Mar. 2, 1861.

¹⁰ Stat. at L., 344.

August 3, 1854.

for immediate delivery may be taken possession of by such collector, at the request of the owner, master, or consignee of the vessel, on *two days'* notice to such collector after entry of the vessel; and all merchandise taken possession of by any collector, *under or by virtue of* ^{10 Stat. at L., 272, § 2. Mar. 20, 1854.} any power conferred by this section, shall be deposited in a public or bonded warehouse, *available for the purpose, most convenient to the wharf or pier where such merchandise may be unladen*; and all charges for storage, labor, and other expenses accruing on any such merchandise, not to exceed in any case the regular *warehouse* rates for such objects at the port in question, must be paid before delivery of the goods on due entry thereof by the owner or consignee. And in case any merchandise, deposited as aforesaid, shall remain in ^{9 Stat. at L., 53, § 1. August 6, 1854.} public or bonded warehouse one year, without payment of the duties and charges thereon, then said merchandise shall be appraised and sold by the collector at public auction, on due public notice thereof being first given, in the manner and for the time to be prescribed by a general regulation of the Treasury Department; and at said public sale, distinct printed catalogues, descriptive of said merchandise, with the appraised value affixed thereto, shall be distributed among the persons present; and a reasonable opportunity shall be given before such sale, to persons desirous of purchasing, to inspect the quality of such merchandise. And the proceeds of such sales shall be applied to the payment of the expenses of sale, the storage, and charges incident thereto, the freight, and the duties, *which duties shall be estimated at the rates in force at the time such goods shall have become liable to appraisement and sale as aforesaid*; and the surplus, if any, shall be paid over by the collector to the owner or consignee, and proper receipts taken therefor; but any surplus, as aforesaid, remaining unclaimed for the space of ten days after such sale, shall be paid by the collector into the Treasury of the United States; and the said collector shall transmit to the Treasury Department, with the said surplus, a copy of the inventory, appraisement, and account of sales, specifying the marks, numbers, and descriptions of the packages sold, their contents and appraised value, the name of the vessel in which, and of the master thereof, and the port or place whence they were imported, and the time when, and the name of the person or persons to whom said merchandise was consigned in the manifest, and the charges and duties to which the several consignments were respectively subject; and the receipts or certificate of the collector shall exonerate the master of any vessel in which said merchandise was imported from all claim of the owner or owners thereof, who shall, nevertheless, on due proof of their interest, be entitled to receive from the Treasury the amount of any surplus paid into the same under the provisions of this section. And every collector of the customs is hereby authorized, under such directions and regulations as may be ^{10 Stat. at L., 271, § 2. Mar. 20, 1854.} prescribed by the Secretary of the Treasury, to sell, upon due notice, at public auction, any unclaimed merchandise deposited in public or bonded warehouse, whenever the same may, from depreciation in value, damage, leakage, or other cause, in the opinion of such collector, be likely to prove insufficient, on a sale thereof, to pay the duties, storage, and other charges, if suffered to remain in such warehouse, for the period allowed by law in the case of unclaimed merchandise.

SEC. 108. *In all cases where the agents or owners of any vessel or vessels shall provide at any port a suitable warehouse, on or adjacent to the wharf or pier where such vessel or vessels unlade, it shall be the duty of the collector of the port at any time after the entry of the vessel or vessels, upon the application of such owner or consignee, in writing, to permit, by special*

order, the cargo of such vessel or vessels to be deposited in such warehouse; and all merchandise so deposited shall be subject to the same laws and regulations respecting the entry, delivery, and transfer thereof from said warehouse, as it would be if remaining on board the importing vessel; and all the expenses of depositing such merchandise, and guarding and keeping the same in such warehouse until entered, delivered, or removed by order of the collector, shall be paid by the owners or agents of such vessel or vessels, and such merchandise shall be entered, delivered, and removed from such warehouse within five days after it shall have been so deposited, unless the collector, by written order, give additional time; but such warehouse shall be first approved by the Secretary of the Treasury, bonded, secured, and placed in charge of a proper officer of the customs, as hereinafter provided in respect to warehouses for the general storage of merchandise entered for warehousing.

SEC. 109. Whenever the collector, or other chief officer of the customs of any port, shall be notified in writing by the owner or consignee of any vessel or vehicle arriving from any foreign port or place, of a lien for freight on any merchandise lawfully imported in such vessel or vehicle, and remaining in his custody, such collector or other officer is hereby authorized and empowered to refuse the delivery of such merchandise from any public or bonded warehouse, or other place in which the same shall be deposited, until proof, to his satisfaction, shall be produced that the freight due thereon has been paid or secured; but the rights of the United States shall not be prejudiced thereby, nor shall the United States or its officers be in any manner liable for any losses consequent upon such refusal to deliver, or for delivery, on proof satisfactory to the collector that the lien is unlawfully or unjustly maintained.

SEC. 110. Merchandise which may have sustained damage during the voyage of importation, shall be entitled to an abatement of duties in proportion to the damage so sustained; but no abatement of duties for damage on any merchandise shall be allowed unless claim therefor shall be made by the owner or consignee within ten days after the landing of the same; nor unless it shall be proved to the satisfaction of the collector or chief officer of the customs of the port into which such merchandise is imported, or of the Secretary of the Treasury, that the damage alleged was sustained after the merchandise had been shipped from a foreign country destined for, and previous to its landing in, the United States. And the damage, in all cases, shall be ascertained and appraised by the officers of the customs charged with the ascertainment and appraisement of the value of merchandise imported from foreign countries. But no abatement of duties for damage shall, in any case, be made exceeding fifty per centum of the duty originally chargeable; nor shall any abatement be made on tea, coffee, cocoa, grain, flour, meal, fruits, (ripe, dried, or green,) or on articles exclusively used for food or medicinal purposes. And before any order for the ascertainment and appraisement of damage alleged to have been sustained during the voyage of importation shall be granted by the collector or other chief officer of the customs, the owner or consignee shall make application to such collector or other chief officer, specifying the description of the merchandise and the number of packages, parcels, or quantities on which an abatement for damage is claimed, and such application shall be made in such form, and be sustained by such proofs, as the Secretary of the Treasury may prescribe.

SEC. 111. It shall be the duty of the inspectors or other officers of the customs, under whose supervision any merchandise imported from foreign coun-

14 Stat. at L., 182.
 § 17. July 18, 1867.
 16., 547, § 2. Mar. 2,
 1867.

1 Stat. at L., 660,
 § 52. Mar. 2, 1799.

July 27, 1868; ch.
 284, § 3.

tries is unladen, to keep a particular account of all packages and parcels of such merchandise which may exhibit any appearance of having sustained damage during the voyage of importation, and to note the same in the books kept and the returns made by them; and the day on which the unloading of any vessel is completed shall be deemed and taken to be the date of the landing of all merchandise imported in such vessel, from which the ten days may run within which the owner or importer is allowed to make claim for damage.

SEC. 112. No abatement of duties on account of alleged damage during the voyage of importation shall be made in respect to any merchandise which has passed into the custody and control of the owner or consignee; but such packages and parcels of merchandise as exhibit, on landing, appearance of damage, may, at the request of the owner or consignee, be deposited in any public or bonded warehouse, or, by the order of the collector or other chief officer of the customs, when practicable, remain in charge of the inspector, at the risk and expense of such owner or consignee, until the damage, if any, shall have been ascertained and appraised.

SEC. 113. Merchandise entered for warehousing, and deposited in public or bonded warehouse, may be examined by the owner or consignee, under such general regulations as the Secretary of the Treasury may prescribe, to ascertain if such merchandise has sustained damage during the voyage of importation; and in respect to merchandise sent to the appraiser's stores, or other suitable place, by the collector or other chief officer of the customs, for examination and appraisement, pursuant to law, the appraiser shall, as soon as practicable, report to such collector or other officer if the same has sustained damage, and the amount thereof; and if it shall be satisfactorily proven that such damage was sustained during the voyage of importation, the same shall be allowed in liquidation of the duties, as if application had been made for abatement by the owner or consignee, in the manner and within the time hereinbefore required.*

TITLE VII.

OF THE APPRAISEMENT OF IMPORTED MERCHANDISE.

SEC. 114. In all cases where there is or shall be imposed any ad valorem rate of duty on any merchandise imported into the United States, and in all cases where the duty imposed by 13 Stat. at L., 483, § 7. Mar. 3, 1865. law shall be regulated by, or directed to be estimated or based upon, the value of the square yard, or of any specified quantity or parcel of such merchandise, it shall be the duty of the collector of customs, within whose district the same shall be imported or entered, to cause the actual market value, or wholesale price thereof, at the period of exportation to the United States, in the principal markets of the country from which the same shall have been imported into the United States, to be appraised, and such appraised value shall be considered the value upon which duty shall be assessed. But it shall be lawful for the owner or consignee of any merchandise, at the time, and not afterward, when he shall produce his original invoice or invoices to the collector, and verify the written entry of his merchandise, to make such addition in the entry to the

* It has been suggested that, for various reasons, sections 110 to 113, inclusive, should be dropped, and that ALL EXISTING LAWS AUTHORIZING DAMAGE ALLOWANCES SHOULD BE REPEALED.

value given in the invoice, as in his opinion may raise the same to the actual market value or wholesale price of such merchandise, at the period of exportation to the United States, in the principal markets of the country from which the same shall have been imported; and if the appraised value shall exceed by ten per centum or more the value declared in the entry, then, in addition to the duties imposed by law on the same, there shall be levied, collected, and paid a duty of twenty per centum ad valorem on the appraised value. But in no case shall duties be assessed upon an amount less than the value declared in the entry. And it shall be the duty of the appraisers of the United States, and of every person who shall act as such appraiser, by all reasonable ways and means in his or their power, to ascertain and appraise the actual market value or wholesale price, as hereinbefore directed, of the said merchandise, and the number of such yards, parcels, or quantities, and such actual market value or wholesale price of every one of them as the case may require. And when merchandise is entered at ports where there are no appraisers,

5 Stat. at L., 563,
 § 16. Aug. 17, 1842.

11. 566, § 27.

the Secretary of the Treasury shall designate some officer of the customs within the district to act as appraiser, who is hereby authorized and empowered to discharge as aforesaid all the duties appertaining to said office.

SEC. 115. The appraisers shall report to the collector, or other chief officer of the customs, the classification of any merchandise imported into the United States, as well as the value thereof; and the certificate of any one of them as to such value shall be final and conclusive on all parties unless an appeal is taken as hereinafter provided; and in respect to merchandise not required to be weighed, gauged, or measured under the direction of the surveyor, the appraisers shall ascertain the number of yards or other quantities, whether such merchandise be subject to duties ad valorem or specific, and report the same to the collector. But the rate of proof of spirits and wines required by law to be ascertained by the surveyor or other officer of inspection, and by such officer duly branded or marked, after being so ascertained according to law, upon the casks or packages containing the same, shall be accepted by the appraising officers as the true rate of proof of such spirits and wines on the valuation thereof.

SEC. 116. It shall be lawful for the appraising officers, in pursuance of law, to summon and examine any owner, consignee, or other person touching any matter or thing which they may deem material in ascertaining the true foreign market value or wholesale price of any merchandise imported, and to require the production, on declaration made before the collector or deputy collector, to any appraiser or other person or persons acting as appraisers in pursuance of law, of any letters, accounts, invoices, books, papers, or other writings and documents in the possession of such owner, consignee, or other person relating to the same; and if any person so called shall neglect or refuse to attend, or shall decline to answer, or shall, if required, refuse to answer in writing any interrogatories, and subscribe his name to his statement, or to produce the accounts, invoices, letters, books, papers, and other writings and documents aforesaid, when so required, he shall forfeit and pay to the United States the sum of one hundred dollars; and if he be the owner or consignee, he shall also be debarred from offering in testimony, on the trial of the case before any court, any books of account, letters, or other papers touching the same, other than such books, papers, letters, and accounts as were produced under such requirement; and any person who shall, on such examination, make any false declaration, shall be deemed guilty of perjury; and if he be the owner or consignee, the merchandise shall be

5 Stat. at L., 564,
 § 17. Aug. 30, 1842.

forfeited. And all testimony in writing taken by virtue of this section shall be filed in the office of the collector of customs, and be preserved for future use or reference, and *copies thereof shall* be transmitted to the Secretary of the Treasury whenever he shall require the same; and the owner or consignee, if dissatisfied with such appraisalment, having complied with the foregoing requisitions, may *within three days* give notice to the collector, in writing, of such dissatisfaction, and *request a re-appraisalment*; on the receipt of which *request* the collector shall select one discreet and experienced merchant, a citizen of the United States, to be associated with the appraiser at large, or the officer acting as appraiser, who together shall *examine and appraise* the merchandise, as hereinbefore provided; and if they shall disagree, the collector shall decide between them; and the appraisalment thus determined *upon appeal, or the original appraisalment, if there be no appeal*, shall be final, and deemed and taken to be the true value of said merchandise, *conclusive on all parties*, and the duties shall be levied thereon accordingly; and any merchant who shall be chosen by the collector to make any appraisalment required by this act, and who shall, after due notice of such choice has been given to him in writing, decline or neglect to assist at such appraisalment, shall be subject to a penalty not exceeding *one hundred dollars*, and to the costs of prosecution therefor; and any merchant duly selected and performing the duties of an appraiser, as aforesaid, shall be entitled to receive for his services five dollars per day for the time actually so employed; *such compensation to be paid by the United States if the value determined on appeal is less than that appraised by the appraising officer or officers of the United States. But where the value so determined on appeal shall be the same or greater than that appraised by the appraising officer or officers of the United States, the said compensation shall be paid by the owner or consignee by whom the appeal was taken.*

SEC. 117. The collector shall designate on the invoice at least one package of every invoice, or of each kind and description of goods when the invoice embraces more than one, and one package at least of every ten packages of merchandise imported, and a greater number, should either of the appraisers request the same, and he deem it necessary, to be opened, examined, and appraised, and shall send the package or packages so designated to the appraisers' stores or some other suitable place, for examination. But when, from the character and description of the merchandise, the Secretary of the Treasury may be of opinion that the examination of a less proportion of packages will amply protect the revenue, or that the examination may be properly made by samples drawn or obtained by a duly authorized assistant or examiner, he may by special regulation direct a less number of packages to be examined, or that the examination be made by samples so drawn or obtained; and such examination shall be deemed and held to be a full compliance with the provisions of this act.

SEC. 118. If any package be found by the appraisers to contain any article not specified in the invoice, and they or a majority of them shall be of opinion that such article was omitted in the invoice with fraudulent intent on the part of the shipper, owner, or agent, the contents of the entire package in which such article may be contained shall be liable to seizure and forfeiture; but if said appraisers shall be of opinion that no such fraudulent intent existed, then the value of such article shall be added to the entry, and the duties thereon paid accordingly, and the same shall be delivered to the owner or consignee. And if, on the opening of any package or packages of merchan-

dise, a deficiency of any article shall be found, on examination by the appraisers, and they, or a majority of them, shall be of opinion that the package or packages are in the same condition as when shipped, and that the deficiency proceeded from accident or mistake, and not from an intention to defraud the revenue, the same shall be certified to the collector on the invoice, and an allowance made accordingly in estimating the duties; but if a majority of the appraisers shall be of a contrary opinion, such package or packages shall be liable to forfeiture; but such forfeiture may in either case be remitted by the Secretary of the Treasury, on the production of evidence, satisfactory to him, that no fraud was intended.

SEC. 119. No merchandise liable to be examined or appraised as aforesaid shall be delivered from the custody of the officers of the customs until the same shall have been examined or appraised, or until the packages sent to be examined or appraised shall be found correctly and fairly invoiced and put up, and so reported to the collector. But the collector may, at the request of the owner, or consignee, take bond, with approved security, in double the estimated value of such merchandise, conditioned that it shall be returned to the collector within three days after his written requisition therefor, served at the place of business of such owner or consignee, which requisition shall not be binding unless served within two days after the package or packages ordered to be examined shall have been examined and appraised and reported to the collector: *Provided, That such report shall be made within ten days after the delivery of such merchandise under such bond. And if the Secretary of the Treasury shall deem it expedient, he may prescribe the form and penalty of such a bond, to be in force for six months, and the manner of indorsing each importation thereon, in lieu of the bond aforesaid, on each entry; but at no time shall merchandise be delivered to, or remain in the possession of, such owner or consignee under such bond, the estimated value of which shall exceed one-half the penalty named in such bond. And if in the mean time any of the said packages shall be opened without the consent of the collector, deputy collector, or surveyor, or in the absence of an inspector of the customs, or if the said package or packages shall not be delivered to the order of the collector according to the condition of the said bond, the bond shall, in either case, be forfeited. And every such bond, whether general or special, shall contain such further condition to protect the Government from ultimate loss as the Secretary of the Treasury may prescribe or approve.*

SEC. 120. At ports where assistant appraisers are employed, it shall be the duty of such assistants to examine and appraise such merchandise as the principal appraiser or appraisers may direct, and truly report to him or them the classification and value thereof, such report to be subject to revision and correction by the principal appraisers, or one of them, and, when approved, to be transmitted to the collector; and the appraisement so made shall be deemed and held to be the appraisement of such merchandise required by law.

SEC. 121. All drugs, medicines, medicinal preparations, including medicinal essential oils, and chemical preparations used wholly or in part as medicine, imported into the United States from abroad, shall, before being admitted to entry, be examined and appraised, as well in reference to their quality, purity, and fitness for medical purposes as to their value and identity specified in the invoice.

SEC. 122. All medicinal preparations, whether chemical or otherwise, usually imported with the name of the manufacturer, shall have the true name of the manufacturer, and the place

⁴ Stat. at L., 410, § 4. May 28, 1830.

¹⁴ Stat. at L., 302, § 2. July 27, 1846.

⁹ Stat. at L., 237, § 1. June 26, 1848.

where they are prepared, permanently and legibly affixed to each parcel, by stamp, label, or otherwise; and all medicinal preparations imported without such names affixed as aforesaid, or *with such names falsely or fraudulently affixed, shall be liable to forfeiture; but such forfeiture shall not be incurred when it shall satisfactorily appear that the stamp, label, or other evidence of origin has become accidentally detached, lost, or defaced.*

SEC. 123. If, on examination, any drugs, medicines, medicinal preparations, whether chemical or otherwise, including medicinal essential oils, are found, in the opinion of the examiner, to be so far adulterated, or in any manner deteriorated, as to render them inferior in strength and purity to the standards established by the United States, Edinburgh, London, French, and German pharmacopœias and dispensaries, and thereby improper, unsafe, or dangerous to be used for medicinal purposes, a return to that effect shall be made upon the invoice, and the articles so noted shall not be admitted to entry unless, on a re-examination of a strictly analytical character, called for by the owner or consignee, the return of the examiner shall be found erroneous, and it shall be declared as the result of such analysis that the said articles may properly, safely, and without danger be used for medicinal purposes.

SEC. 124. The owner or consignee shall at all times, when dissatisfied with the examiner's return, have the privilege of calling, at his own expense, for a re-examination; and, on depositing with the collector of customs such sum as the latter may deem sufficient to defray such expense, it shall be the duty of that officer to procure some competent analytical chemist, possessing the confidence of the medical profession, as well as of the colleges of medicine and pharmacy, if any such institutions exist in the State in which the collection district is situated, to make a careful analysis of the articles included in said return, and submit a report upon the same, to the truth of which he shall declare; and in case the report, which shall be final, shall declare the return of the examiner to be erroneous, and the said articles to be of the requisite strength and purity, according to the standards referred to in the next preceding section, the entire invoice shall be admitted to entry, on payment of the legal duties or on securing them to be paid; but, in case the examiner's return shall be sustained by the analysis and report, the said articles shall remain in charge of the collector of customs; and the owner or consignee, on payment of the charges of storage, and other expenses necessarily incurred by the United States, and on giving a bond with sureties satisfactory to the collector to land said articles out of the limits of the United States, shall have the privilege of exporting them at any time within the period of six months after the report of the analysis; but if the said articles shall not be exported within the time specified, it shall be the duty of the collector, at the expiration of said time, to cause the same to be destroyed, holding the owner or consignee responsible to the United States for the payment of all charges, in the same manner as if said articles had been exported.

SEC. 125. To carry the foregoing provisions in relation to the importation of drugs, medicines, and medicinal preparations into effect, in lieu of the mode now prescribed by law, one of the assistant appraisers, where there may be such assistants, designated with special reference to his qualifications for the duties prescribed, shall, in addition to the duties which may be required of him by the appraiser or appraisers, perform the duties and act in the place of the special examiner of drugs; and if there be no assistant appraisers, or if the number of assistant appraisers at any port be not sufficient, then the appraiser or appraisers

may, with the approbation of the Secretary of the Treasury, assign the performance of the duties hereinbefore specified to an examiner in his or their departments, selected with special reference to his qualifications therefor, who, under the supervision of such appraiser or appraisers, shall perform all the duties now imposed on the special examiner of drugs, in addition to the duties that may otherwise be required of him; and at ports where no examiner is authorized, it shall be the duty of the Secretary of the Treasury to give such instructions to the collectors, or other officers of the customs, as he may deem necessary to accomplish the purpose of the foregoing provisions.

SEC. 126. The Secretary of the Treasury shall have authority to direct an appraiser or assistant appraiser for one collection district to attend in any other collection district, for the purpose of appraising or assisting in the appraisal of merchandise imported therein; and whenever an appraiser or assistant appraiser shall attend in any district other than that in which he resides, for the purpose of appraising or assisting in the appraisal of merchandise, he shall receive, in addition to the salary or pay provided for by law, such allowance for travel and expenses as the Secretary of the Treasury may direct.

SEC. 127. There shall be levied, collected, and paid on each and every non-enumerated article which bears a similitude either in material, quality, texture, or the use to which it may be applied to any enumerated article chargeable with a specific duty, the same rate of duty which is levied and charged on the enumerated article which it most resembles in any of the particulars before mentioned; and if any non-enumerated article equally resembles two or more enumerated articles on which different rates of duty are chargeable, there shall be levied, collected, and paid on such non-enumerated article the same rate of duty as is chargeable on the article which it resembles paying the highest duty.

SEC. 128. Whenever, in the opinion of the Secretary of the Treasury, it may be necessary, in order to carry into full effect the laws for the collection of the revenue, he may authorize the collector of any district, into which merchandise subject to duty may be imported, to require the owner or consignee of such merchandise to give bond, in addition to any bond now required by law, in a sum not exceeding the value of such merchandise, that he will produce, or cause to be produced, within a reasonable time, to be fixed by the said Secretary, such proof as the said Secretary may deem necessary, and as may be in the power of the said owner or consignee to obtain, to enable the collector to ascertain the description of manufacture and the rate of duty to which such merchandise may be justly liable.

SEC. 129. It shall be the duty of the Secretary of the Treasury, from time to time, to establish such rules and regulations, not inconsistent with the laws of the United States, to secure a just, faithful, and impartial appraisal of all merchandise, as aforesaid, imported into the United States, and just and proper entries of such actual market value or wholesale price thereof, and of the square yards, parcels, or other quantities, and of such actual market value or wholesale price of each and every one of them, as the case may require.

3 Stat. at L., 735,
736, §§ 16, 17. Mar.
1, 1822.

5 Stat. at L., 565,
§ 20. Aug. 30, 1842.

5 Stat. at L., 411,
§ 8. May 29, 1830.

5 Stat. at L., 566,
§ 23. Aug. 30, 1842.

TITLE VIII.

OF THE WAREHOUSING OF IMPORTED MERCHANDISE UNDER BOND.

SEC. 130. *The owner or consignee of any merchandise imported from a foreign country, excepting gunpowder or other explosive or dangerous substances or perishable articles, may make entry of the same for warehouse, which entry shall be supported by the same proofs as required in other cases of the entry of imported merchandise; and the duties thereon shall be secured by the bond of such owner or consignee, with sureties to the satisfaction of the collector of customs; which entry and bond shall be according to forms prescribed by the Secretary of the Treasury. The bona fide purchaser of merchandise "to arrive" may, on its arrival, be regarded and treated as the owner thereof: Provided, however, That the collector shall require satisfactory evidence of the fact.*

9 Stat. at L., 53, § 1; 10, 270, § 1. Aug. 6, 1848; March 29, 1854.

Jun. 27, 1854, § 4.

SEC. 131. *Merchandise so imported, entered, and bonded, may be deposited, at the option of the owner or consignee, at his expense and risk, in any warehouse owned or leased by the United States, or in the warehouse of the owner or consignee, the same being used exclusively for the storage of bonded merchandise of his own importation or to his consignment, or used exclusively for such storage, and for the manufacture, by him, of articles for export only, or in a warehouse used exclusively by the owner, occupant, or lessee thereof, as a general warehouse for the storage of merchandise duly entered for warehousing; such place of storage to be designated by the owner or consignee of such merchandise, on the entry, before a permit is granted for landing. But before any merchandise shall be deposited in any bonded warehouse, the warehouse shall have been approved by the Secretary of the Treasury and placed in charge of a storekeeper appointed in like manner as other subordinate officers of the customs, and who shall give bond, to be approved by said Secretary, for the faithful discharge of his duties as storekeeper. Such storekeeper, together with the owner, occupant, or lessee of such warehouse, shall have the joint custody of all merchandise deposited therein, and all labor on such merchandise shall be performed by the owner, occupant, or lessee of the warehouse, under the supervision of the officer in charge, at the expense of the said owner, occupant, or lessee; and such warehouse shall be secured by the separate and different locks of the customs and the owner, occupant, or lessee. Cellars and vaults for the storage of wines and distilled spirits, and other imported merchandise suitable to be stored therein, and yards and sheds for the storage of iron, coal, mahogany and other woods, lumber, marble, slate, stone, and other articles specially authorized by the Secretary of the Treasury, may, at his discretion, be constituted bonded warehouses for the storage of such articles, under the same regulations and conditions as required in the storage of other merchandise; and the cellars or vaults aforesaid shall be exclusively appropriated to the storage of merchandise duly entered for warehousing, and shall have no opening or entrance except from the street, which opening shall be secured in the manner hereinbefore directed.*

10 Stat. at L., 270, § 1. Mar. 29, 1854.

SEC. 132. *Vessels arriving from foreign ports or places laden with merchandise intended for exportation beyond the limits of the United States may be constituted bonded warehouses, for the purpose of the storage of such merchandise, while awaiting exportation, under such general or special regulations as the Secretary of the Treasury may prescribe.*

10 Stat. at L., 102, 103, § 1. Apr. 22, 1854.

SEC. 133. Before any store, cellar, vault, *yard or shed*, owned or occupied by private individuals, shall be used as a warehouse, ^{10 Stat. at L., 271, § 3. Mar. 29, 1854.} *for the storage of imported merchandise*, the owner, occupant, or lessee thereof shall enter into bond, in such sum and with such sureties as may be approved by the Secretary of the Treasury, exonerating and holding the United States and its officers harmless from or on account of any risk, loss, or expense of any kind or description connected with or arising from the deposit or keeping of merchandise in the warehouse aforesaid; and all *merchandise* deposited in any public or bonded warehouse authorized by this act shall be at the sole and exclusive risk and expense of the owner or *consignee*.

SEC. 134. Merchandise duly entered for warehousing may remain in warehouse for the period of three years from the date of the original importation thereof into the United States, and may within that period be withdrawn for consumption, on payment of the duties and charges to which it may be subject by law, *at the time of withdrawal*; or such merchandise may be withdrawn, on payment of such charges *only*, at any time within three years from the date of original importation, for exportation to a foreign country; *but on all merchandise remaining in warehouse over one year from the date of original importation, when withdrawn for consumption, ten per centum shall be added to the regular duties and charges thereon.* ^{12 Stat. at L., 559, 560, § 21. July 14, 1862.}

SEC. 135. Merchandise entered for warehousing may be withdrawn under bond, without payment of duties, from a public or bonded warehouse in one collection district of the United States and transported to *another* collection district, and rewarehoused thereat within such time as the Secretary of the Treasury may prescribe; and any such merchandise may be so transported to its destination wholly by land, or wholly by water, or partly by land and partly by water, upon such routes as the Secretary of the Treasury may *designate and establish*, and may likewise be conveyed over any foreign territory, the government of which may have granted, or shall, by treaty stipulation or *otherwise*, grant a free right of way over such territory; and for the purpose of better guarding against frauds on merchandise transported between the ports of *the United States* overland through any foreign territory, the Secretary of the Treasury is authorized to appoint special agents as inspectors of the customs, to reside in said foreign territory where such merchandise may be landed or embarked, with power to superintend the landing or *relading* of all merchandise passing through such territory between the ports of the United States, and whose duty it shall be, under such regulations and instructions as the Secretary of the Treasury may prescribe, to guard against frauds on the revenue. And for a failure to transport and rewarehouse, within the time limited, any such bonded merchandise, an additional duty *equal to the original duty* shall be levied and collected, which additional duty ^{10 Stat. at L., 272, § 5. Mar. 29, 1854.} shall be secured by such bond; and any vessel or vehicle transporting such bonded merchandise, the master, owner, or conductor of which shall fail to deliver the same to the collector at the designated port, shall be liable to seizure and forfeiture.

SEC. 136. *The entry for transportation shall in all cases designate the vessel, or, if by land, the kind of vehicle and the route by which it is intended to transport the merchandise described therein, and the name of the party to whom the same may be consigned; and a copy of the entry, with the duties estimated and certified thereon, shall be transmitted by the collector of the port of withdrawal to the collector of the port of destination; and in all cases where merchandise is subject to ad valorem duty, or where the duty*

imposed shall by law be regulated by, or directed to be estimated or based on, the value of the square yard, or of any specified quantity or parcel of such merchandise, the entry shall be accompanied by a copy of the original invoice, certified by the collector of the district from which the same may have been withdrawn; and on arrival at the port of destination, such merchandise shall be entered with the collector by the party to whom it may be consigned, who shall give bond to pay the duties thereon or otherwise withdraw the same in the manner and within the time limited by law. And such merchandise may be inspected, examined, and appraised by the proper officers, in the manner prescribed on importation from a foreign port; and if the same be found not to correspond with the entry or invoice, or if any error shall appear in said entry, invoice, or original appraisement, it shall be taken possession of by the collector, and detained by him until such discrepancy is explained or such error corrected.

SEC. 137. Bonds given for the transportation of merchandise from one district to another, or from one port to another in the same district, shall be canceled by the production of a certificate under the hand and seal of the collector or other chief officer of the port of destination, testifying that such merchandise has been duly delivered to the proper officer of the customs at such port and entered for rewarehousing. But when, from unavoidable delay in the transportation, such certificate cannot be produced within the time limited, the Secretary of the Treasury shall have authority to grant such extension of time, not exceeding the length of time originally allowed, and upon such conditions as, in his judgment, the circumstances of the case may seem to justify and require.

SEC. 138. Any merchandise may be withdrawn from warehouse for exportation to any port or place beyond the limits of the United States, the exporter or exporters giving bond to the United States, with satisfactory sureties, in a sum equal to double the amount of duties chargeable on such merchandise, that the same shall not be relanded, nor any part thereof, in any port or place within the limits of the United States, and that the said exporter or exporters will produce within the time therein fixed the proofs required that the said merchandise has been landed and delivered beyond the limits aforesaid. And merchandise may be withdrawn at any time within three years from the date of original importation, to be transported in bond from the port into which the same was originally imported, or to which it may have been subsequently transported, to any other port, for the purpose of being exported therefrom to a foreign country, as hereinbefore provided. But in case any merchandise, deposited as aforesaid, shall remain in warehouse beyond three years, without payment of the duties and charges thereon, then said merchandise shall be appraised and sold by the collector at public auction, and the proceeds accounted for and disposed of in the manner provided for in the case of unclaimed merchandise: Provided, however, That the Secretary of the Treasury may, at any time before actual sale, permit the withdrawal of such merchandise, on payment of accrued duties, charges, and expenses. Provided further, That all drugs, medicines, and chemical preparations entered for exportation and deposited in warehouse or public store, may be exported by the owner or owners thereof in the original package, or otherwise, subject to such regulations as shall be prescribed by the Secretary of the Treasury.

SEC. 39. Whenever any merchandise shall be imported into the United States, and it shall appear by invoice and bill of lading, or either of them, or by other documentary evidence satisfactory



10 Stat. at L., 271.
§ 4. Mar. 28, 1854.

14 Stat. at L., 4.
§ 2. Mar. 14, 1864.

9 Stat. at L., 53.
§ 1. Aug. 6, 1842.

12 Stat. at L., 547.
§ 21. July 14, 1862.

10 Stat. at L., 270.
§ 5. Mar. 28, 1854.

to the collector, that such merchandise is intended to be re-exported to a foreign country, it shall be lawful for the collector of customs for the district into which such merchandise may be imported, to allow the owner or consignee thereof to make entry for warehouse and re-exportation, and upon the execution of a bond, as in the case of withdrawal from warehouse for exportation, such merchandise may be delivered to the owner or consignee, and may be exported by land or by water, or partly by land and partly by water, upon such routes as the Secretary of the Treasury may designate, and may be conveyed over any foreign territory where right of way is granted to the United States by treaty stipulation or otherwise; and whenever merchandise, except wine, distilled spirits, and perishable or explosive articles, or articles in bulk, shall be imported into any port of entry of the United States, and it shall appear by the documents hereinbefore referred to that such merchandise is consigned to, and destined for, another port of entry or delivery, it shall be lawful for the collector of customs for the district in which such merchandise may be imported, to permit the owner, agent, or consignee thereof to make entry for warehouse and transportation, and on the execution of a bond, as in case of withdrawal for transportation, in a sum equal to the invoice value of the merchandise, which amount shall be indorsed on said bond, such merchandise shall be delivered to the owner, agent, or consignee, and be transported by land or by water, or partly by land and partly by water, to its place of destination; and such merchandise shall not be subject to examination or appraisement for the purpose of liquidating duties at the port of importation. But the same examination and appraisement shall be required and had at the port or place of destination as if such merchandise had been entered and the duties paid at the port of original importation. And the Secretary of the Treasury is hereby authorized to establish such rules and regulations in respect to merchandise so imported and entered for exportation or transportation as he may deem necessary for the security of the revenue. And all persons or companies transporting such merchandise are hereby declared to be common carriers, and, as such, responsible to the United States for the transportation and delivery thereof at the place of destination.

SEC. 140. All bonds which may be given for merchandise exported from warehouse, or on which any drawback or allowance shall be payable in virtue of exportation, shall and may be discharged, and not otherwise, by producing within such period, not exceeding two years, as the Secretary of the Treasury may prescribe, and which shall be expressed in the bond and regulated according to the locality and distance of the foreign port or place for which such merchandise is destined, and also according to the means of conveyance used, a certificate, under the hand of the consignee at the foreign port or place to whom the said merchandise shall have been addressed, therein particularly setting forth and describing the articles so exported, their marks, numbers, description of packages, the number thereof, and their actual contents, declaring that the same have been received from on board the vessel, specifying the names of the vessel and master from which they were so received; and where such merchandise is not consigned or addressed to any particular person at the foreign port or place to which the vessel is destined or may arrive, or where the master or other person on board such vessel may be the consignee of such merchandise, a certificate from the person or persons to whom such merchandise may be sold or delivered by such master or other person, shall be produced to the same effect as that required when the person or persons receiving the same were originally intended to be the consignee or consignees

Rev. Treasury Dept.
Pl. V., Art. 65.

16 Stat. at L., 270.
§ 29. July 14, 1870.

1 Stat. at L., 690.
§ 91. Mar. 2, 1799.

thereof. And, in addition to the certificate aforesaid, it shall be necessary to produce a certificate under the hand and seal of the consular officer of the United States residing at or near such port or place, declaring either that the facts stated in the certificate of such consignee, or other person aforesaid, are, to his knowledge, true, or that such certificate is deserving of full faith and credit; which certificates of the consignee, or other person, and consular officer, shall, in all cases, as respects the landing or delivery of the said merchandise, be confirmed by the *declaration* of the master and mate, if living, or, in case of their death, by the declaration of the two principal surviving officers of the vessel in which the exportation shall be made; and in all cases where there shall be no consular officer of the United States residing at or near the said port or place of delivery, the certificate of the consignee, or other person hereinbefore required, shall be confirmed by the certificate of two reputable American merchants; or if there are no such American merchants, then by the certificate of two reputable foreign merchants, residing at such port or place, testifying that the several facts stated in the certificate of such consignee or other person are, to their knowledge, just and true, or that such certificate is, in their opinion, worthy of full faith and credit; *but such merchants' certificate shall not in any case be signed by a consignee, or any copartner of a consignee, of the merchandise so landed*; which certificate shall also be supported by the *declaration* of the master and mate, or other principal officers of the vessel, in manner as before prescribed; which *declaration* of the said master and mate, or other principal officers, shall in all cases, when *made* at a foreign port or place, be *made* and subscribed before the consular officer of the United States residing at or near such foreign port or place, if any such consular officer reside thereat; *and in the absence of such consular officer, the same may be made and subscribed before a consular officer of any nation in amity with the United States, or before the chief revenue officer of the foreign port*. And in cases of loss by sea, or by capture, or other unavoidable accident; or when, from the nature of the trade, or other peculiar circumstances, all the proofs and certificates before required are not, and cannot be, procured, the exporter or exporters shall be allowed to adduce such other proofs as they may have, and as the nature of the case will admit; which proofs shall, with a statement of all the circumstances attending the transaction, be transmitted to the *Secretary* of the Treasury, who shall have power to allow a further reasonable time for obtaining the proofs aforesaid; or, if he be satisfied with the truth and validity of the proofs adduced, to direct the bond or bonds of such exporter or exporters to be canceled; but if the amount of such bond shall not exceed the penal sum of *five* hundred dollars, the collector, with the naval officer, where there is one, and alone where there is none, may, pursuant to such rules as shall be prescribed by the *Secretary* of the Treasury, admit such proof as may be adduced, and, if they deem the same satisfactory, cancel such bond accordingly. And the certificate of the consignee, *and the other certificates required, shall be according to forms required by law or Treasury regulations*.

SEC. 141. If any merchandise entered for exportation from *warehouse*, or to obtain any drawback or allowance given by law on the exportation thereof, shall be *voluntarily* reloaded in any port or place within the limits of the United States *contrary to law*, all such merchandise shall be subject to seizure and forfeiture, together with the vessel or vehicle from which such merchandise shall be so landed, and the vessel, boats, or vehicles used in landing the same; and

1 Stat. at L., 692.
 § 402. Mir. 2, 1790.

all persons concerned therein shall, on indictment and conviction thereof, suffer imprisonment for a term not exceeding six months; and for the discovery of frauds and seizure of merchandise landed contrary to law, the several officers of the customs shall have the same powers, and in case of seizure the same proceedings shall be had, as in the case of merchandise imported contrary to law.

SEC. 142. If any merchandise *duly entered in bond and deposited in any public or bonded warehouse, or any merchandise deposited therein on storage, as unclaimed*, shall be concealed in or removed from such warehouse *contrary to law*, the same shall be forfeited to the United States; and all persons convicted of fraudulently concealing or removing such merchandise, or of aiding or abetting such concealment or removal, shall be liable to a *fine not exceeding five thousand dollars, nor less than fifty dollars, or to imprisonment for a period not exceeding two years*; and if the owner or consignee of any warehoused merchandise, or any person in his employ, shall, by any contrivance, fraudulently open the warehouse, or shall gain access to the merchandise except in the presence of the proper officer of the customs, acting in the execution of his duty, such *owner or consignee* shall forfeit and pay for every such offense one thousand dollars. *And if any owner or consignee shall remove or cause to be removed any warehoused merchandise, without first obtaining a permit from the collector, the goods so removed shall be forfeited to the United States, and if they cannot be seized, every such owner or consignee shall be liable to pay the duties on the same, in addition to the value of the goods so removed; and for each separate act of removing the same, every such owner or consignee shall be liable to a penalty of five thousand dollars.* And any person convicted of altering, defacing, or obliterating any mark or marks which have been placed by any officer of the customs on any package or packages of *imported* merchandise, shall forfeit and pay for every such offense a *sum not exceeding five hundred dollars*.

SEC. 143. *If any owner or consignee of merchandise imported into the United States, and entered for warehousing, shall, by any means whatever, possess himself of, or convert to his own use or the use of others, such merchandise, or any part thereof, without warehousing, or shall in any way prevent the delivery of such merchandise, or any part thereof, in warehouse, such merchandise shall be liable to seizure and forfeiture, and the owner or consignee, and every person aiding in such conversion or prevention, shall incur a penalty equal to the value of such merchandise.*

SEC. 144. No merchandise shall, *except as hereinbefore provided*, be withdrawn from any warehouse in which it may be deposited, in a less quantity than an entire package, bale, cask, or box, unless in bulk; nor shall merchandise imported in bulk, and so deposited, be withdrawn except in the whole quantity of each parcel, or in *pursuance of regulations prescribed by the Secretary of the Treasury*; and there shall be no abatement of the duties, nor allowance made for any injury, damage, deterioration, loss, leakage, dryage, or shrinkage sustained by any merchandise, while deposited in any public or bonded warehouse established or recognized by this act, *except as hereinafter provided*.

SEC. 145. The Secretary of the Treasury is hereby authorized, upon production of satisfactory proof to him of the actual injury or destruction, in whole or in part, by accidental fire or other casualty, of any merchandise *subject to the payment of duty*, while the same remained in the custody of the officers of the customs in any public or *bonded* warehouse, in pursuance of law or regulations of the

⁹ Stat. at L., 51, 55,
² & Aug. 6, 1846.

Rev. Treas'y Dep.,
 Part V, Art. 46.

¹⁰ Stat. at L., 272,
³ & Mar. 29, 1854.

ib., 272, § 8.

Treasury Department, or while in *course* of transportation in bond from *one port to another* in the United States, to abate or refund, as the case may be, out of any moneys in the Treasury not otherwise appropriated, the amount of duties paid or accruing thereupon; and likewise to cancel any warehouse bond *given on the entry thereof*, or enter satisfaction thereon in whole or in part, as the case may be. *And in like manner to abate or refund the duties on merchandise so injured or destroyed while in the custody of the officers of the customs and not in public or bonded warehouse, and also on merchandise so injured or destroyed on board any vessel, after arrival within the limits of any port of entry or delivery and before the same has been landed, or while in process of being landed, under the supervision of the officers of the customs.*

SEC. 146. No warehouses shall be hired by the United States for the storage of warehoused or unclaimed merchandise at any port where there exist any bonded warehouses. But nothing ^{10 Stat. at L., 272, § 7. Mar. 28, 1854.} herein contained shall be construed to prevent the hiring of such buildings or accommodations as may be required for the use of the United States appraisers for the examination and appraisal of imported merchandise, nor to prohibit the hiring, by collectors of customs, for short periods, with the approval of the Secretary of the Treasury, of such stores as may be required for custom-house purposes at any port of the United States; but no collector or other officer of the customs shall enter into any contract or agreement for the use of any building to be hereafter erected as a public warehouse, and no lease of any building to be so used shall be taken for a longer period than three years, nor shall rent be paid, in whole or in part, in any case, in advance.

SEC. 147. The collectors of the several ports of the United States shall make quarterly returns to the Secretary of the Treasury, according to such general instructions as the said Secretary ^{9 Stat. at L., 55, § 4. Aug. 6, 1816.} may give, of all merchandise which remains in the warehouses of their respective ports, specifying the quantity and description of the same; which returns, or tables formed thereon, the Secretary of the Treasury shall forthwith cause to be made public, in such manner as he may direct. *And he may also require any other returns in respect to merchandise entered, withdrawn from or remaining in warehouse at the close of each month, or otherwise, which he may deem proper.*

SEC. 148. *Collectors of the customs, and surveyors or other officers acting as collectors, shall keep and render, at such times as may be directed by the Secretary of the Treasury, accurate accounts of all duties accruing on merchandise entered at their respective ports for warehousing or rewarehousing, under the provisions of this act, and shall credit the United States in their accounts current of customs with the amount of said duties, and charge the United States with the amount of duties paid on entries for consumption, transferred on entries for transportation to other ports, or remitted on entries for exportation, in such manner and according to such forms as may from time to time be prescribed by the Secretary of the Treasury.*

SEC. 149. *No entry for exportation from the United States of any foreign merchandise liable to discriminating or additional duties shall be allowed until after such duties have been paid, and no part ^{5 Stat. at L., 563, § 15. Aug. 30, 1816.} of the same shall be remitted or drawn back on exportation, but the whole of such discriminating and additional duties shall be retained for the use of the United States.*

SEC. 150. *The compensation of officers of the customs who shall be placed in charge of the bonded warehouses authorized by this act, shall be paid by the occupants or lessees of such warehouses to the collectors of customs of the several collection districts, who shall credit the same to the United States*

in their accounts as disbursing agents; and the rates of compensation together with the number of officers to be assigned to any one or more warehouses, shall be regulated by the Secretary of the Treasury.

SEC. 151. Any bond to the United States, entered into under the provisions of the customs revenue laws of the United States, by a merchant belonging to a firm, in the name of such firm, shall equally bind the partner or partners in trade of the person or persons by whom such bond shall have been executed; but no clerk, agent, or hired person, in the constant or habitual employment of another, shall become principal or surety in any bond to which his employer is a party; nor shall any custom-house broker be accepted by any collector or acting collector of customs, as surety upon any bond taken under the revenue laws, except within such limit and under such restrictions as may be established by the Secretary of the Treasury, nor shall any alien be accepted as surety on any such bond.

SEC. 152. The Secretary of the Treasury shall be, and he is hereby, authorized to make, from time to time, such regulations and prescribe such forms, not inconsistent with the laws of the United States, as may be necessary to give full effect to the provisions of law regulating the warehousing of imported merchandise, and secure a just accountability under the same. And it shall be the duty of the Secretary to report such regulations, and all other regulations made under the revenue laws, to each succeeding Congress.

TITLE IX.

OF DRAWBACKS ON IMPORTED MERCHANDISE.

SEC. 153. Any merchandise allowed to be entered for warehouse, imported from foreign countries, upon which duties have been paid, may remain in any public or bonded warehouse, in the custody of the officers of the customs, at the risk and expense of the owner or owners of such merchandise, and, if exported from such custody, either by land or water, or partly by land and partly by water, to any foreign country, within three years from the date of original importation of the same, shall be entitled to drawback, on due compliance by the exporter with the provisions of this act; but no drawback shall be allowed on the exportation of any merchandise after the same has been removed from the custody and control of the United States.

SEC. 154. To entitle an exporter of articles of domestic manufacture to the benefit of any drawback of duties paid on imported merchandise used in the process of such manufacture, in any case where such drawback is authorized by law, he shall make entry with the collector of the customs for the district from which it is intended to make such exportation, and give bond, as in case of exportation from warehouse.

All medicines, preparations, compositions, perfumery, cosmetics, cordials, and other liquors manufactured for exportation, as provided for by law, in order to be manufactured and sold or removed, without being charged with duty, shall, under such rules and regulations as the Secretary of the Treasury may prescribe, be made and manufactured in warehouses designated and approved for that purpose, under the provisions of section 131, Title VIII, of this act: Provided, That such manufacturer shall first give satisfactory bonds to the collector of the port for the faithful observance of all the provisions of law and the rules and regulations as aforesaid, in such amount as may be

required by the regulations of the Secretary of the Treasury. Such goods, when manufactured in such warehouses, may be removed for exportation, under the direction of the proper officer having charge thereof, who shall be designated by the Secretary of the Treasury, without being charged with duty. Any manufacturer of the articles aforesaid, or of any of them, having such bonded warehouse as aforesaid, shall be at liberty, under such rules and regulations as the Secretary of the Treasury may prescribe, to convey therein any materials to be used in such manufacture which are allowed by the provisions of law to be exported free from tax or duty, as well as the necessary materials, implements, packages, vessels, brands, and labels for the preparation, putting up, and export of the said manufactured articles; and every article so used shall be exempted from the payment of duty by such manufacturer. Articles and materials so to be used may be transferred from any bonded warehouse in which the same may be, under such regulations as the Secretary of the Treasury may prescribe, into any bonded warehouse in which such manufacture may be conducted, and may be used in such manufacture, and when so used shall be exempt from duty; and the receipt of the officer in charge, as aforesaid, shall be received as a voucher for the manufacture of such articles. Any materials imported into the United States may, under such rules as the Secretary of the Treasury may prescribe, and under the direction of the proper officer, be removed in original packages from on shipboard, or from the bonded warehouse in which the same may be, into the bonded warehouse in which such manufacture may be carried on, for the purpose of being used in such manufacture, without payment of duties thereon, and may there be used in such manufacture. No article so removed, nor any article manufactured in said bonded warehouse, shall be taken therefrom except for exportation, under the direction of the proper officer having charge thereof, as aforesaid, whose certificate, describing the articles by their marks, or otherwise, the quantity, the date of importation, and name of vessel, with such additional particulars as may, from time to time, be required, shall be received by the collector of customs in cancellation of the bonds, or return of the amount of foreign import duties. All labor performed and services rendered under these regulations shall be under the supervision of an officer of the customs, and at the expense of the manufacturer.

SEC. 155. Merchandise imported, and on which the duties have been paid, as aforesaid, may be transported from the district into which it was originally imported to one or more districts in the United States, for the purpose of being exported therefrom to a foreign country with benefit of drawback. But such merchandise shall not be entitled to drawback without the production of a certificate from the collector of the district, and naval officer of the same if any there be, into which it was originally imported, specifying the marks, numbers, and description of the casks or other packages, with the names of the master and vessel, in which, or, if imported by land, the vehicle and route by which, the time when, and the place whence, such merchandise was imported; and, where such merchandise is subject to duty by weight, gauge, or measure, the quantity thereof; and where it is subject to duty *ad valorem*, or a duty estimated or based upon the value of the square yard or of any specified quantity of such merchandise, the net amount of each package on which duty has been paid; and in all cases the amount of the duties paid thereon, and by whom, and the name of the vessel in which, and the person by whom, it is shipped from such district, and of the master of such vessel, or in case of trans-

portation by land, or by inland water communication, the description of vessel or other vehicle, and the route taken; and in order to entitle any person to such certificate, he shall make out an entry of all such merchandise, specifying the marks, numbers, and description of the packages and their contents, the name of vessel in which, and the master thereof, the time when, the person or persons by whom, and the place from which it was imported, the name of the vessel in which it is intended it shall be laden, and of the master thereof, or in case of transportation by land, or by inland water communication, the description of vessel or vehicle, and the route intended to be taken, and the district to which it is destined; and he shall, moreover, prove the truth of such entry, in like manner as is required for merchandise exported from a district of original importation; which requisites being complied with to the satisfaction of the collector and naval officer, if any there be, they shall grant such certificate; and such merchandise shall be entered with the collector of the district into which it shall be brought, from the port or place of its original importation, by the person or persons so transporting it, or to whom it may be consigned, specifying the names of the master and of the vessel in which, or, if transported by land, the vehicle and route by which, and the district whence it is transported, together with the particulars of the packages, their marks, numbers, and contents, and shall obtain a permit for the same, previous to the landing or unloading thereof; and no merchandise landed without such entry being made and permit obtained, shall be entitled to be exported with benefit of drawback; but in case the certificate herein provided for cannot be produced, or shall not have been received by the collector of the district, for transportation to which the merchandise may have been entered, such collector may take possession of the merchandise, on the application of the consignee, and retain the same, at the expense and risk of such consignee, until such certificate shall be produced or received; and no entry for drawback shall be allowed without the production or receipt of the certificate aforesaid: and the entries, certificates, bonds, permits, direction to surveyor, and inspectors' returns herein required, shall be according to forms prescribed by the Secretary of the Treasury.

SEC. 156. When any merchandise entitled to drawback shall be entered for exportation from any district other than the one into which it was originally imported, the person intending to export the same, besides producing the certificate hereinbefore directed, shall make entry in like manner, and the merchandise therein described shall undergo the same examination, and shall be laden on board under the same regulations required by law in the case of merchandise, entitled to drawback, exported from the place of original importation.

SEC. 157. In all cases where the owner or consignee of any merchandise, intended for exportation or entitled to drawback, may wish to transfer the same into packages, if imported in bulk, or into packages, other than those in which such merchandise was originally imported, the collector of the port where the same may be shipped, shall permit such transfer to be made, under such regulations as the Secretary of the Treasury may prescribe.

SEC. 158. If any merchandise, of which entry shall have been made in the office of a collector, for the benefit of drawback upon exportation, shall be entered by a false denomination, or erroneously as to the time when, and the vessel or other vehicle in which it was imported, or shall be found to disagree with the packages, quantities, qualities, or contents, as they were at the time of original importation, except such disagreement as may have been occasioned by

¹ Stat. at L., 686,
§ 78. Mar. 2, 1793.

³ Stat. at L., 739,
§ 32. Mar. 1, 1823.

¹ Stat. at L., 694,
§ 84. Mar. 2, 1799.

necessary or unavoidable wastage or damage only, and except also in cases where permission shall have been obtained according to law, to alter or change the quantities or packages thereof, all such merchandise, or the value thereof, to be recovered of the owner or person making such entry, shall be forfeited. But such forfeiture shall not be incurred, if it shall be made to appear to the satisfaction of the court in which any prosecution for the forfeiture shall be had, or to the satisfaction of the Secretary of the Treasury, that such false denomination, error, or disagreement happened by mistake or accident, and not from any intention to defraud the revenue.

SEC. 159. For all merchandise entitled to drawback, which shall be exported from the district into which it was originally im-^{1 Stat. at L., 687.}
ported, the exporter or exporters shall be entitled to receive, ^{§ 80. Mar. 2. 1796.} from the collector of such district, a debenture or debentures, for the amount of the drawback to which such merchandise is entitled; and such debentures shall be payable in thirty days after the exportation of such merchandise, and be in such form, and be discharged, out of the moneys appropriated therefor, under such regulations, as the Secretary of the Treasury may prescribe. And where any such merchandise is exported from any other district than the one into which it was originally imported, it shall be the duty of the collector of such district, together with the naval officer thereof, where there is one, to grant to the exporter or exporters a certificate stating that such merchandise was exported from such district, and specifying the marks, numbers, and description of the packages, and their contents, the name of the vessel in which and the master thereof, and the port to which they were exported, or if exported otherwise than by sea, then the description of the vehicle and the route by which exported, and by whom, and the name of the vessel in which they were brought, and of the master thereof, or if brought otherwise than by sea, then the description of vehicle and of the route by which brought, and by whom shipped at the district from whence they came, and the amount of the drawback to which they are entitled; and such certificate shall entitle the possessor thereof to receive, from the collector of the district with whom the duties on the said merchandise were paid, a debenture or debentures, for the amount of the drawback expressed in the said certificate, payable at the same time and in like manner as is herein directed for debentures on merchandise exported from the port or place of original importation; but such collector may refuse to grant such debenture or debentures, in case it shall appear to him that any error has arisen, or that any fraud has been committed, and in case of such refusal, if the debenture or debentures claimed shall exceed one hundred dollars, it shall be the duty of such collector to represent the case to the Secretary of the Treasury, who shall determine whether such debenture or debentures shall be granted or not.

SEC. 160. The declarations required by this act in respect to merchandise entered for exportation from the original port of entry, or transportation to another district to be exported therefrom with benefit of drawback, as well as the declarations in respect to merchandise withdrawn from warehouse for transportation or exportation, may, in case of the sickness or absence of the person in whose name such entries are made, be made by and accepted from his agent.<sup>1 Stat. at L., 692.
§ 76. Mar. 2. 1796.</sup>

SEC. 161. Any bond given on the exportation of merchandise for benefit of drawback shall be canceled on the production of like proofs and under like regulations, as in the case of exportation of merchandise from warehouse, and may be extended in like manner.

TITLE X.

OF SEIZURES; SUITS ON BONDS; PROSECUTIONS FOR THE RECOVERY OF FINES, PENALTIES, AND FORFEITURES; MITIGATION AND REMISSION OF PENALTIES.

SEC. 162. It shall be lawful for any officer of the customs, or for any authorized agent of the Treasury Department, or other person specially appointed for the purpose in writing by a collector, or other chief officer of the customs, to go on board of any vessel, as well without as within his district, and to inspect, search, and examine the same, and to this end to hail and stop such vessel if under way, and to use all necessary force to compel compliance; and if it shall appear that any breach or violation of the laws of the United States has been committed whereby, or in consequence of which, such vessel, or the merchandise, or any part thereof, on board of or imported by such vessel, is liable to forfeiture, to make seizure of the vessel or merchandise, or any part thereof, and all merchandise so found on board any vessel and unlawfully introduced into the United States shall be forfeited; and it shall be lawful for any such officer of the customs, or authorized agent of the Treasury, or other person specially appointed as aforesaid, to arrest, or, in case of an attempt to escape, to pursue and arrest any person engaged in such breach or violation, and take him before any United States commissioner or judge for examination; but the original appointment in writing of any person specially appointed as aforesaid shall be filed in the custom-house where such appointment is made.

SEC. 163. Any officer or person authorized by the foregoing section to board or search vessels, may stop, search, and examine, as well without as within their respective districts, any vehicle, beast, or person on which or on or with whom he shall suspect there is merchandise subject to duty or introduced into the United States in any manner contrary to law; and may search any trunk or package, wherever found, in which he may have a reasonable cause to suspect there is merchandise imported contrary to law; and if any such officer or other person so authorized as aforesaid shall find any merchandise on or about any such vehicle, beast, or person, or in any such trunk or package, which he shall have reasonable cause to believe is subject to duty, or which has been unlawfully introduced into the United States, he shall seize and secure the same for trial; and all such merchandise so introduced, and every vehicle, beast, and appliance used in conveying merchandise unlawfully introduced into the United States, shall be forfeited, together with all appurtenances of such vehicle or beast, and all trunks, packages, and other means of concealment; and if any person or persons who may be driving or conducting, or in charge of any such vehicle or beast, or if any person or persons traveling, shall willfully refuse to stop and allow search and examination to be made as herein provided when required so to do, upon probable cause, by an authorized person, he, she, or they shall, on conviction, be fined in any sum, in the discretion of the court, not exceeding one thousand dollars nor less than fifty dollars; and all persons coming into the United States from foreign countries shall be liable to detention and search by authorized officers or agents of the Government, under such regulations as the Secretary of the Treasury shall from time to time prescribe; but no railway car or engine, or other vehicle, beast or appliance used by any person or corporation as common carriers, in the transaction of their business as such common carriers, shall be subject

^{14 Stat at L., 178,}
^{22 July 18, 1866.}

ib., 2 a

to forfeiture by force of the provisions of this title, unless it shall appear that the owners, or the superintendent, or agent of the owners in charge thereof at the time of such unlawful importation or transportation thereon or thereby, was privy to such illegal importation or transportation.

SEC. 164. If any officer of the customs shall have *probable* cause to suspect that there is concealed in any particular dwelling-house, store, or other building, any merchandise subject to duty or ^{1 Stat. at L., 677, § 68. Mar. 2, 1796.} introduced into the United States in any manner contrary to law, he shall, upon proper application, on oath, to any justice of the peace, be entitled to a warrant to enter such house, store, or other building, in the daytime only, and there examine and search for such merchandise; and if on such search or examination any merchandise shall be found which there shall be *probable cause* for the officer making such search or examination to believe has not been duly entered, or has been imported in any manner contrary to law, he shall seize and secure the same for trial, and all such merchandise so found concealed as shall not have been duly entered, or which shall have been imported contrary to law, shall be forfeited. ^{14 Stat. at L., 179, § 5. July 18, 1866.} And any person authorized by this title to make searches and seizures, or any person assisting him or acting under his directions, may, if deemed necessary by him or them, enter *without such search warrant* into or upon, or pass through the lands, inclosures, or buildings, other than the dwelling-house, of any person whomsoever, *between sunrise and sunset*, in order to search and examine any vehicle, beast, or person; or with such warrant such authorized person or his assistant may at any time enter into or upon or pass through the land, inclosure, and buildings, other than the dwelling-house, of any person whomsoever, in order to reach and search the building or buildings specified in such warrant.

SEC. 165. Every officer or other person authorized to make searches and seizures by this act shall, at the time of executing any ^{14 Stat. at L., 180, § 10. July 18, 1866.} of the powers conferred upon him by law, make known his character as an officer or agent of the customs or Government, and shall thereupon have authority to require any person within the distance of three miles from the place of search or seizure to assist him, where such assistance may be necessary; and if such person shall, without reasonable excuse, neglect or refuse so to assist, upon proper demand, he shall be deemed guilty of a misdemeanor, and shall forfeit a sum not exceeding two hundred dollars nor less than *twenty* dollars.

SEC. 166. If any person shall forcibly assault, resist, prevent, impede, or interfere with any officer or officers of the customs or any person lawfully assisting them or either of them in the execution of their duties, or any person authorized by this act to make searches or seizures, in the execution of his duty, or shall rescue, or attempt to rescue, or cause to be rescued, any property which shall have been seized, taken or detained by any officer or person authorized as aforesaid, or shall before, at, or after such seizure stave, break, throw overboard, remove, or destroy the same, in order to prevent the seizure or securing of any merchandise by any officer or person authorized as aforesaid, the person so offending shall, for every such offense, on conviction thereof, forfeit and pay a sum of not less than one hundred dollars nor more than two thousand dollars, or shall be imprisoned not less than one month nor more than one year, or both, at the discretion of the court; and if any person shall use any deadly or dangerous weapon in resisting any such officer or person in the execution of his duty, or to deter or prevent him from discharging his duty, every such person so offending shall, upon conviction thereof, be deemed guilty of felony, and

shall be imprisoned at hard labor for a term not exceeding five years nor less than one year.

SEC. 167. If any person shall receive any injury to his person or property for or on account of any act by him done, under any law of the United States for the protection of the revenue or the collection of duties on imports, he shall be entitled to maintain suit for damage therefor in the circuit court of the United States in the district wherein the party doing the injury may reside, or shall be found. And all property seized, taken, or detained by any officer or other person under authority of the customs revenue laws of the United States shall be irrepleviable, and shall be deemed to be in the custody of the law, and subject only to the orders and decrees of the courts of the United States having jurisdiction thereof.

SEC. 168. If any person shall fraudulently or knowingly import or bring into the United States, or assist in so doing, any merchandise subject to duty, without paying or accounting for the same, or enter, or attempt to enter or pass such merchandise through the custom-house by means of any false, forged, or fraudulent invoice, paper, or document, or shall receive, conceal, buy, sell, or in any manner facilitate the entry, withdrawal, transportation, concealment, or sale of such merchandise, after its importation, knowing the same to have been imported, entered, or passed contrary to law, such merchandise shall be forfeited, and the offender shall, on conviction thereof before any court of competent jurisdiction, be fined in any sum not exceeding five thousand dollars nor less than fifty dollars, or be imprisoned for any time not exceeding two years, or both, at the discretion of such court; and in all cases where the possession of such merchandise shall be shown to be in the defendant, or where the defendant shall be shown to have had possession thereof, such possession shall be deemed evidence sufficient to authorize conviction, unless the defendant shall explain the same to the satisfaction of the jury.

SEC. 169. If any person shall, by the exhibition of any false sample, or by means of any false representation or device, or by collusion with any officer of the revenue, or otherwise, knowingly effect, or aid in effecting, an entry of any merchandise at less than the true weight or measure thereof, or upon a false classification thereof as to quality or value, or by the payment of less than the amount of duty legally due thereon, or introduce, or aid in introducing for consumption, any merchandise subject to duty, without payment of the proper duties thereon, such merchandise shall be liable to forfeiture, and such person shall, upon conviction thereof, be fined in any sum not exceeding five thousand dollars, or be imprisoned not exceeding two years, or both, at the discretion of the court.

SEC. 170. If any person shall at any time conceal or destroy any invoice, book, or paper relating to any merchandise liable to duty which has been or shall hereafter be imported into the United States from any foreign port or country, for the purpose of suppressing any evidence of fraud, such person shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof, be punished by fine not exceeding five thousand dollars, or by imprisonment not exceeding two years, or both, at the discretion of the court.

SEC. 171. If any officer of the revenue shall, by collusion with any importer or other person, or by means of any false weight or measure, or of any false classification as to quality or value of any merchandise, or by any other means whatever, admit, or aid in admitting to entry, any merchandise, upon the payment of less than

⁴ Stat. at L., 632,
7 2 Mar. 2, 1853.

¹⁴ Stat. at L., 179,
7 1 July 18, 1866.

¹² Stat. at L., 739,
4 3 Mar. 3, 1863.

10. § 8.

¹² Stat. at L., 739,
2 4 Mar. 3, 1863.

the amount of duty legally due thereon, or aid in any manner the consumption of dutiable merchandise without payment of the proper duties thereon, or shall, directly or indirectly, obtain, realize, or accept from any person engaged in the importation of merchandise in the United States, or interested as principal, clerk, or agent in any such importation, or in the entry or consumption of any merchandise, any fee, gratuity, emolument, or reward whatsoever, such officer shall, on conviction thereof, be removed and disqualified from office, and shall be fined in any sum not exceeding five thousand dollars, or be imprisoned not exceeding two years, or both, at the discretion of the court.

SEC. 172. Whenever it shall be made to appear to the satisfaction of the judge of the district court for any judicial district in ^{14 Stat. at L., 547.} the United States, by complaint, affidavit, and certificate, ^{§ 2. Mar. 2, 1867} as hereinafter provided, that any fraud on the revenue has been committed by any person or persons interested or in any way engaged in the importation or entry of merchandise in such district, said judge shall forthwith issue his warrant, directed to the marshal of such district, requiring said marshal, by himself or deputy, to enter any designated place or premises where any invoices, books, or papers are deposited relating to the merchandise, in respect to which such fraud is alleged to have been committed, and to take possession of such invoices, books, or papers, and produce them before the said judge; and any invoices, books, or papers so seized shall be subject to the order of said judge, who shall allow the examination of the same by the collector of the customs district into which the alleged fraudulent importation or entry shall have been made, or by any officer duly authorized by said collector, or by the Secretary of the Treasury, and also, with the consent of the Secretary of the Treasury, by the person or persons interested in the same, or by his or their agent or attorney; and such invoices, books, or papers may be retained by said judge so long as, in his opinion, the retention thereof may be necessary; but the examination thereof shall not be unreasonably delayed, and no warrant for such seizure shall be issued unless the complaint shall set forth in substance the fraud alleged to have been committed, the importation or entry to which it relates, the place or premises to be searched, and the invoices, books, or papers to be seized; and the warrant issued on such complaint, with report of service and proceedings thereon, shall be returned as other warrants are to the court of the district within which such judge presides: *Provided, however, That such complaint shall be accompanied by an official certificate from the district attorney of the judicial district, or from the collector of the customs district, in which the fraud is alleged to have been committed, that he has examined such complaint, and made inquiry concerning the facts therein stated, and believes the same to be true; and that an examination of such invoices, books, and papers is, in his opinion, essential to the ends of justice.**

SEC. 173. All merchandise which shall be seized for violation of the customs revenue laws shall be deposited in a public or bonded ^{1 Stat. at L., 670.} warehouse, or other storehouse, to be provided by the collector, ^{§ 69. Mar. 2, 1799.} or other chief officer of the customs, there to remain in the custody of the collector, or of such other person as he shall appoint for that purpose, until such proceedings shall be had as by law are required, to ascertain

* NOTE.—While this section was in press, a bill, in extenso, (H. R. 2325,) regulating the proceedings on seizure of books and papers, examination, perpetuation of evidence, &c., and to prevent abuses of the remedy—submitted by the Secretary of the Treasury as a substitute for bill (H. R. 1088) introduced for similar purposes during the second session of the Forty-second Congress—was passed by the House.

whether the same has been forfeited or not; and if it shall be adjudged that it is forfeited, it shall remain in the collector's custody until sold by the marshal, and shall not be liable to the marshal's charge for the custody thereof; and if not forfeited it shall be forthwith restored to the owner or owners, claimant or claimants thereof, and if any person or persons shall receive, conceal, or buy any merchandise, knowing the same to have been illegally imported or introduced into the United States or to be liable to seizure, such person or persons shall, on conviction thereof, forfeit and pay double the value of the merchandise so received, concealed, or purchased, and such merchandise shall be liable to forfeiture.

SEC. 174. It shall be the duty of the collectors of customs of the several collection districts of the United States to report to the Secretary of the Treasury all seizures of merchandise, or other property, made by said collectors or other officers of the customs, as soon as practicable after the same are made, with written statements of the facts upon which such seizures are based. And if any collector of customs shall fail to make the reports of seizures herein required, such collector's share of the proceeds of any seizure which he shall have failed to report shall, in the event of the condemnation of the property seized, or of the sale of the same as unclaimed, or of its release on payment of the appraised value, or of any compensation in money, be awarded to the United States. And upon the settlement of his accounts, every collector of customs shall produce a copy of the reports herein required, or such proof of the transaction thereof, as by the Commissioner of Customs shall be deemed satisfactory.

SEC. 175. It shall be the duty of all collectors of customs, in addition to the reports of seizures hereinbefore required, to transmit quarter-yearly to the Secretary of the Treasury, tabular statements of all seizures, the value of which shall not exceed five hundred dollars, made by him or any person acting under his authority, during the quarter, wherein shall be set forth the quality and denomination of the merchandise or other property seized, the place and date of seizure, the names of the claimant and person from whom taken, (if known,) the name of the informer, if there shall be an informer, the law under which seizure was made, the appraised value of the property, and the disposition made thereof.

SEC. 176. The collectors of customs of the several districts shall have power and authority, and it shall be their duty, to demand payment of any fine or penalty incurred within their respective districts, for violations of the registry, revenue, navigation, inspection, and passenger laws, and, if paid, to receive and give acquittances for the same. And within ten days after the payment to any collector of any fine or penalty, such collector shall report to the Secretary of the Treasury the fact of the imposition and collection of such fine or penalty, specifying the amount thereof and the law under which the same was imposed, and shall hold the proceeds thereof as a special deposit, until directed to refund, or to pay the same into the Treasury; and if such collector shall fail to make such report within the time specified, his share of such fine or penalty shall accrue to the United States.

SEC. 177. It shall be the duty of the several collectors or acting collectors of customs to report, as soon as practicable and not later than ten days after the facts shall have come to their knowledge, to the district attorney of the district in which any fine, penalty, or forfeiture may be incurred for the violation of any law of the United States relating to the customs revenue, except in the case of fines or penalties paid on demand, a statement of all the facts and circumstances of the case, together with the names of witnesses, within

¹⁴ Stat. at L., 179,
186, § 7. July 14,
1862.

³ Stat. at L.,
791, § 2. Mar. 3,
1853.

¹³ Stat. at L., 739,
§ 2. Mar. 8, 1853.

their knowledge, or which may come to their knowledge from time to time, stating the provisions of the law believed to be violated, and on which a reliance may be had for a condemnation or conviction; and such district attorney shall cause suit and prosecution to be commenced and prosecuted without delay, in the name of the United States, in any court competent to try the same, for the fines, penalties, or forfeitures in such cases provided, to be recovered with costs of suit; and the trial of any fact which may be put in issue *in the course of such suit or prosecution* shall be within the judicial district in ^{1 Stat. at L., 695} ^{§ 89. Mar. 2, 1799.} which such fine, penalty, or forfeiture shall have accrued; and *in case of recovery* the collector within whose district the seizure shall be made, or the fine, penalty, or forfeiture incurred, is hereby authorized and required to receive from the court within which such trial is had, or from the proper officer thereof, the sum or sums so recovered, after deducting all proper charges to be allowed by the said court, and forthwith transmit to the Secretary of the Treasury an account of all moneys by him so received; and an adjustment of the account, and distribution as hereinafter directed of the net proceeds, shall be made by such officer, and paid out of any money in the Treasury not otherwise appropriated. But if such district attorney, upon inquiry and examination, shall decide ^{14 Stat. at L., 180.} ^{§ 7. July 18, 1866.} that a conviction or condemnation cannot properly be obtained, or that the ends of public justice do not require that a suit or prosecution should be instituted, he shall report the facts to the Solicitor of the Treasury for his direction; and if any collector shall in any case fail to report to the proper district attorney, as prescribed in this section, such collector's share of any fine, penalty, or forfeiture imposed or incurred and recovered in such case shall be forfeited to the United States, and the same may, in the discretion of the Secretary of the Treasury, be awarded to such other officer or person as shall have made complaint and prosecuted the same to conviction, or otherwise materially aided in such recovery.

SEC. 178. *There shall be allowed and paid to district attorneys, besides actual and necessary expenses incurred, such compensation for services rendered in and about prosecutions, commenced or contemplated, for alleged offenses under the customs revenue laws, as shall be just and reasonable; such compensation to be ascertained and determined under the supervision and subject to the approval of the Attorney General, upon such evidence of the nature and value of such services as he may deem sufficient; which allowance shall be in lieu of all fees, percentage, or other compensation whatsoever for such services, and shall, when certified by the Attorney General, be paid from the appropriation for expenses of collecting the revenue, and deducted, as hereinafter provided, from the proceeds, if any, realized by virtue of the prosecution or proceedings to which such allowance relates; and all extraordinary expenses necessarily incurred in or about the prosecution of such customs revenue cases, including the actual and necessary expenses of district attorneys as aforesaid, shall be certified, paid, and deducted in like manner.*

SEC. 179. All vessels and other property which shall become forfeited shall be seized, libeled, and prosecuted, in the court having cognizance thereof; which court shall cause fourteen days' ^{1 Stat. at L., 695.} ^{§ 89. Mar. 2, 1799.} notice to be given of such seizure and libel, by causing the substance of such libel, with the order of the court thereon, setting forth the time and place appointed for trial, to be inserted in some newspaper published near the place of seizure, and also by posting up the same in the most public manner, for the space of fourteen days, at or near the place of trial; and proclamation shall be made in such manner as the

court shall direct; and if no person shall appear and claim such vessel or merchandise and give bond to defend the prosecution thereof, and to respond the cost in case he shall not support his claim, the court shall proceed to hear and determine the cause according to law; and upon the prayer of any claimant to the court, that any vessel or merchandise so seized and prosecuted, or any part thereof, shall be delivered to such claimant, it shall be lawful for the court to appoint three proper persons to appraise such vessel or merchandise, who shall be sworn in open court for the faithful discharge of their duty; and such appraisement shall be made at the expense of the party on whose prayer it is granted, *and the appraised value shall include the duties on the merchandise, or tonnage duty on the vessel*; and on the return of such appraisement, if the claimant shall, with one or more sureties, approved of by the court, execute a bond in the usual form to the United States for the payment of a sum equal to the sum at which the vessel or merchandise so prayed to be delivered is appraised, and moreover produce a certificate from the collector of the district wherein such trial is had, and of the naval officer thereof, if any there be, that the duties on the merchandise, or tonnage duty on the vessel, so claimed, have been paid or secured in like manner as if the merchandise or vessel had been legally entered, the court shall, by rule, order such vessel or merchandise to be delivered to such claimant; and the said bond shall be lodged with the proper officer of the court, and if judgment shall pass in favor of the claimant, the court shall cause the said bond to be canceled; but if judgment shall pass against the claimant, as to the whole or any part of such vessel or merchandise, and the claimant shall not, within twenty days thereafter, pay into the court, or to the proper officer thereof, the amount of the appraised value of such vessel or merchandise so condemned, with the costs, judgment shall be granted upon the bond in open court, without further delay. And when any prosecution shall be commenced on account of the seizure of any vessel or merchandise, and judgment shall be given for the claimant or claimants, if it shall appear to the court, before whom such prosecution shall be tried, that there was a reasonable cause of seizure, the said court shall cause a proper certificate or entry to be made thereof, and in such case the claimant or claimants shall not be entitled to costs, nor shall the person who made the seizure, or the prosecutor, be liable to action, suit, or judgment on account of such seizure and prosecution; but the vessel or merchandise shall be, after judgment, forthwith returned to such claimant or claimants, his, her, or their agent or agents. And in any case where a vessel or the owner or master thereof shall be subject to a penalty for a violation of the revenue laws of the United States, such vessel shall be holden for the payment of such penalty, and may be seized, and proceeded against summarily, by libel, to recover such penalty, in any district court of the United States having jurisdiction of the offense.

SEC. 180. All vessels and other property which shall be condemned, and for which bond shall not have been given by the claimant or claimants, agreeably to the provisions for that purpose in the foregoing section, shall be sold by the marshal or other proper officer of the court in which condemnation shall be had, to the highest bidder, at public auction, by order of such court, and at such place as the court may appoint, giving at least fifteen days' notice (except in case of perishable merchandise) in one or more of the public newspapers of the place where such sale shall be; or, if no paper is published in such place, in one or more of the papers published in the nearest place

¹ Stat. at L., 180.
² 8. July 18, 1866.

¹ Stat. at L., 696,
² 90. Mar. 2, 1799.

thereto; and the amount of such sales, deducting all proper charges, shall be paid within ten days after such sale, by the person selling the same, to the clerk or other proper officer of the court directing such sale, to be by him, after deducting the charges allowed by the court, paid to the collector of the district in which such seizure or forfeiture has taken place, as hereinbefore directed. *But merchandise of a perishable nature, or liable to deterioration, or of which the value will not pay the expense of keeping, and live animals, may be sold forthwith if the court so direct.*

SEC. 181. In any case of seizure of a vessel or other property, depending in any court of the United States, any judge of said court, 4 Stat. at L. 503. April 5, 1832. in vacation, shall have the same power and authority to order any vessel or other property to be delivered to the claimants, upon bond, under the statute, or to be sold when necessary, as the said court has in term time, and to appoint appraisers, and exercise every other incidental power necessary to the complete execution of the authority herein granted; and the said bond, under such order, may be executed before the clerk, upon the party's producing the certificate of the collector of the district of the sufficiency of the security offered; and the same proceedings shall be had in case of said order of delivery, or of sale, as are had in like cases when ordered in term time; but upon every such application, either for an order of delivery or of sale, the collector, and the United States attorney of the district, *and the claimant, if any, or his counsel,* shall have reasonable notice of said application.

SEC. 182. In all cases of seizure of property labeled or subject to forfeiture when, in the opinion of the collector, the value of 14 Stat. at L. 180. § 11. July 18, 1866. the property so seized shall not exceed five hundred dollars, he shall cause a list and particular description of the property so seized to be prepared in duplicate, and an appraisal of the same to be made by the appraisers of the United States, if there are such appraisers at or near the place of seizure; but if there are no such appraisers, then by two competent and disinterested citizens of the United States, to be selected by him for that purpose, residing at or near the place of seizure, *who shall be duly sworn for the faithful performance of their duty,* which list and appraisal shall be properly attested by such collector or other officer and the persons making the appraisal; and for such services of the appraisers they shall be allowed one dollar and fifty cents each for every day necessarily employed in such service. If the amount of such appraisal shall not exceed the sum of five hundred dollars, said collector shall publish a notice once a week for three successive weeks in some newspaper *at or near* the place where such seizure shall have been made; and if no newspaper shall be published *at or near such place,* then notice shall be published by posting written notices in *three* proper public places, which notices shall describe the articles seized, and state the time, cause, and place of seizure, and shall require any person claiming such articles to appear and file with such collector or other officer his claim to such articles within *thirty* days from the date of the first publication of such notice.

SEC. 183. Any person claiming the property so seized may, at any time within *thirty* days from the date of such *first* publication, file with *such* collector or other officer a claim, stating 1b., § 12. his or her interest in the articles seized, and, upon depositing with such collector or other officer a bond to the United States, in the sum of two hundred and fifty dollars, with two sureties to be approved by such collector or other officer, conditioned that in case of the condemnation of the articles so claimed, the obligors shall pay all the costs and expenses of the proceedings to obtain such condemnation, *such collector or*

other officer shall transmit the same, with the duplicate list and description of the articles seized and claimed, to the United States district attorney for the district, who shall proceed for a condemnation of the property in the ordinary mode prescribed by law. But if no such claim shall be filed nor bond given within the *thirty* days above specified, such collector or other officer shall give not less than fifteen days' notice of the sale of the property so seized, by publication in the manner before mentioned; and at the time and place specified in such notice, he shall sell at public auction the property so seized, and shall deposit the proceeds, after deducting the actual expenses of such seizure, publication, and sale, to the credit of the Treasurer of the United States, as shall be directed by the Secretary of the Treasury; but the collector shall have power to adjourn such sale from time to time for a period not exceeding thirty days in all.

SEC. 184. Any person interested in the property sold under the provisions of the preceding section may, within *six* months after such sale, *and having previously notified the collector of his intention so to do*, apply to the Secretary of the Treasury for a remission of the forfeiture, and a restoration of the proceeds of such sale, and the same may be granted by said Secretary, upon satisfactory proof, to be furnished in such manner as he shall direct, *and of the nature and purport of which the collector shall have been apprised*, that the applicant, at the time of the seizure and sale of the property in question, did not know of the seizure, and that said forfeiture was incurred without willful negligence or any intention of fraud on the part of the owner of such property.

SEC. 185. If no application for such remission or restoration shall be made within *six* months after such sale, the Secretary of the Treasury shall then cause the proceeds thereof to be distributed in the same manner as if such property had been condemned and sold in pursuance of the decree of a competent court.

SEC. 186. Whenever seizure shall be made of any property not exceeding five hundred dollars in value, and when no claim shall have been interposed, as hereinbefore provided, and such property shall be liable to perish, or waste, or to be greatly reduced in value by keeping, or cannot be kept without great disproportionate expense, whether such seizure consist of live animals or merchandise, the appraisers, if requested by the collector or chief officer *of the customs* at the time when such appraisal is made, shall certify in their appraisal their belief that the property seized is liable to speedy deterioration, or that the expenses of its keeping will largely reduce the net proceeds of the sale; and in case the appraisers thus certify, such collector or other officer may proceed to advertise and sell the same at auction, by giving notice for such time as he may think reasonable, but not less than one week, of such seizure and intended sale, by advertisement as is hereinbefore provided; and the proceeds of such sale shall be *disposed of in the manner hereinbefore provided*.

SEC. 187. *All bonds to the United States taken by collectors or other officers of the customs which shall not be satisfied within twenty days from the day they may become due, shall forthwith, unless an extension of the same shall have been granted, in pursuance of law*, be put in suit, and the collector shall, without delay, cause a prosecution to be commenced for the recovery of the money due thereon by action or suit at law, in the court having cognizance thereof; and in all cases of insolvency, or where any estate in the hands of the executors, administrators, or assignees, shall be insufficient

14 Stat. at L., 181,
§ 13. July 16, 1866.

1b., § 14.

1b., § 15.

1 Stat. at L., 676,
§ 65. Mar. 2, 1799.
5 ib., 204, § 2. Oct.
12, 1837.

to pay all the debts due from the deceased or *insolvent person*, the debt or debts due to the United States on any such bond or bonds shall be first satisfied; and any executor, administrator, assignee, or other person, who shall pay any debt due by the person or estate from whom or for which they are acting, before the debts due to the United States from such person or estate shall be first duly satisfied or paid, shall become answerable in *his or their own person or estate* for the debt or debts so due to the United States, or for so much thereof as may remain due and unpaid and *which may be recovered by due process of law*; but in all cases in which such suits or prosecutions shall be commenced for the recovery of duties or pecuniary penalties prescribed by the laws of the United States, the person or persons against whom process may be issued shall or *may* be held to special bail, subject to the rules and regulations which prevail in civil suits in which special bail is required; and if the principal in any bond which shall be given to the United States *in pursuance of the provisions of law*, either by himself, his factor, agent, or other person for him, shall be insolvent, or if, such principal being deceased, his or her estate and effects which shall come to the hands of his or her executors, administrators, or assignees, shall be insufficient for the payment of his or her debts; and if, in either of the said cases, any surety on the said bond or bonds, or the executors, administrators, or assignees of such surety shall pay to the United States the money due upon such bond or bonds, such surety, his or her executors, administrators, or assignees, shall have and enjoy the like advantages, priority, or preference for the recovery and receipt of said moneys, out of the estate and effects of such insolvent or deceased principal as are reserved and secured to the United States, and may bring and maintain a suit or suits upon the said bonds in law or equity, in his, her, or their own name or names, for the recovery of all moneys paid thereon; and the insolvency mentioned in this section shall be deemed to extend as well to cases in which the property of a debtor shall have been assigned for the benefit of his or her creditors, or in which the estate and effects of an absconding, concealed, or absent debtor shall have been attached by process of law, as to cases in which an act of legal bankruptcy shall have been committed; and on all bonds upon which suits shall be commenced an interest shall be allowed at the rate of six per cent. per annum, from the time when said bonds become due until the payment thereof.

SEC. 188. In all proceedings brought by the United States in any court for due recovery as well of duties upon imports alone as of penalties for the non-payment thereof, the judgment shall recite that the same is rendered for duties, and such judgment, interest, and costs shall be payable in the coin by law receivable for duties, and the execution issued on such judgment shall set forth that the recovery is for duties, and shall require the marshal to satisfy the same in the coin by law receivable for duties; and in case of levy upon and sale of the property of the judgment debtor, the marshal shall refuse payment from any purchaser at such sale in any other money than that specified in the execution.

SEC. 189. In all suits or proceedings against collectors or other officers of the *customs*, for any *official act* done by them, or for the recovery of any money exacted by or paid to such officers in the performance of their official duty, and paid into the Treasury of the United States, it shall be the duty of the district attorney within the district where such suit or proceedings shall be had, unless otherwise instructed by the Secretary of the Treasury,

13 Stat. at L., 494,
§ 12, Mar. 3, 1863.

13 Stat. at L., 741,
§ 12, 13, Mar. 3,
1863.

to appear on behalf of such officers, and such attorney may be allowed such *extra* compensation for his services in any such suit or proceeding as shall be reasonable and proper, to be ascertained, determined, and approved by the Attorney General in the manner provided in section 178 of this act, and to be certified and paid in like manner; and where a recovery shall be had in any such suit or proceedings, and the court shall certify that there was probable cause for the act done by the collector or other officer, or that he acted under the directions of the Secretary of the Treasury, no execution shall issue against such collector or other officer. but the amount so recovered shall, upon final judgment, be provided for and paid, by the Secretary of the Treasury, out of the proper appropriation, on the production of a copy of the judgment authenticated under the seal of the court, in which the same may have been rendered, or within sixty days after the receipt of such copy and certificate thereto, and if such judgment be not paid and satisfied, within the time specified, the Secretary of the Treasury shall direct the amount thereof to be entered upon the books of the Treasury as an outstanding and adjusted claim against the United States, and issue a certificate therefor to the claimant, which shall be full satisfaction for such authenticated judgment.

SEC. 190. In any suit or prosecution against any person for any act or thing done by him as an officer of the customs, or against any person aiding or assisting such officer therein, where judgment shall be given against the defendant or respondent, if it shall appear to the court before which such suit or prosecution shall be tried that there was probable cause for doing such act or thing, such court shall order a proper entry and certificate to be made thereof, and in such case the defendant or respondent shall not be liable for costs, nor liable to execution, or to any action for damages, or to any other mode of prosecution for the act done by him as aforesaid; but such property or articles, if any, as may be held in custody by the defendant or respondent shall, after judgment, be ordered by the court to be returned to the claimant or claimants.

SEC. 191. If any suit or prosecution be commenced in any State court 4 STAT. AT L. 633,
§ 3. MAR. 2 1853. against any officer of the customs, or any person aiding or assisting such officer, for any act or thing done or omitted to be done by virtue of law, or under color thereof, and the defendant shall, at the time of entering his appearance in such State court, file a petition for the removal of the cause into the circuit court of the United States next to be holden in the district where the suit is pending, and offer good and sufficient surety for his entering in such circuit court, on the first day of the term, copies of said process against him, and also for his appearing at such court and entering special bail in the cause, if special bail was originally required therein, it shall then be the duty of the State court to accept the surety and proceed no further in the cause, and the bail that shall have been originally taken shall be discharged; and such copies being entered as aforesaid in such court of the United States, the cause shall then proceed in the same manner as if it had been brought there by original process, whatever may be the amount of the sum in dispute, or damages claimed, or whatever the citizenship of the parties; and any attachment of the goods or estate of the defendant by the original process shall hold the goods or estate so attached to answer the final judgment in the same manner as by the laws of such State they would have been holden to answer final judgment, had it been rendered by the court in which the suit was commenced; and no costs shall be recovered in any such action instituted in a State court where the same could have been legally instituted in a district or circuit court of the United States.

SEC. 192. No suits or prosecutions instituted by or on behalf of the

United States in any State or county court, nor any process, proceedings, judgment, or execution therein shall be delayed, suspended, barred, or defeated by reason of any law of any State authorizing or directing a stay or suspension of process, proceedings, judgment, or execution; and final decrees and judgments in civil actions, passed or rendered in any State court, may be re-examined in the circuit court of the United States in the same manner and under the same limitations as the final decrees and judgments in civil actions brought in a district court of the United States are re-examined in the circuit court.

SEC. 193. No suit or prosecution, civil or criminal, shall be maintained for any fine, penalty, forfeiture, or punishment, accruing or incurred under the customs revenue laws of the United States, unless such suit or prosecution shall be instituted or commenced within six years from the date when the penalty or forfeiture accrued; but in the computation of the said six years there shall be excluded such time as the person or property liable to such suit or prosecution shall be absent from or not found within the United States.

SEC. 194. Whenever any person or persons, who shall have incurred any fine, penalty, forfeiture, or disability, or shall have been interested in any property which shall have been subject to any seizure, forfeiture, or disability, by force of any law of the United States, for the laying, levying, or collecting any duties or revenue from customs, or concerning the registration or licensing of vessels, or for regulating the foreign trade, coasting trade, or fisheries, where the amount involved exceeds one thousand dollars, shall prefer his or their petition to the judge of the district in which such fine, penalty, forfeiture, or disability shall have accrued, truly and particularly setting forth the circumstances of the case, and shall pray that the same may be mitigated, remitted, or removed, the said judge shall inquire, in a summary manner, into the circumstances of the case; first causing reasonable notice to be given to the person or persons claiming such fine, penalty, or forfeiture, and to the attorney of the United States for such district, that each may have an opportunity of showing cause against the mitigation or remission thereof; and it shall be the duty of the district attorney to appear for the United States in such cases, and to call upon the collector for all needful information, which shall be promptly furnished by such collector; and the said judge shall, except as hereinafter provided, cause the facts which shall appear upon such inquiry to be stated and annexed to the petition, and the petition and statement to be transmitted to the Secretary of the Treasury of the United States, who shall thereupon have power to mitigate or remit such fine, forfeiture, or penalty, or remove such disability, or any part thereof, if, in his opinion, the same shall have been incurred without willful negligence, or any intention of fraud in the person or persons incurring the same; and to direct the prosecution, if any shall have been instituted for the recovery thereof, to cease and be discontinued, upon such terms or conditions as he may deem reasonable and just. But in every case of seizure, where the property seized shall not exceed five hundred dollars in value, the judge of the district shall not entertain said petition, unless claim for the property, with the proper bond, shall have been filed with the collector or other chief officer of the customs, and the said property shall have been libeled, as hereinbefore provided; and in every case where it shall appear, on the summary examination herein directed, that an indictable offense has been committed by any petitioner or petitioners, for which, upon conviction, he or they may be punished as for a felony, it shall be the duty of such judge forthwith to dismiss such petition so far as such petitioner or petitioners is or are concerned.

7 Stat. at L., 244.
 § 2. Mar. 3, 1815.

5 Stat. at L., 727.
 § 4. Feb. 28, 1839.

March 2, 1863. Ch.
 76. § 14.

1 Stat. at L., 566.
 § 1. Mar. 3, 1797.

SEC. 195. The Secretary of the Treasury shall have authority to ascertain the facts upon all applications for the remission or mitigation of the fines, penalties, and forfeitures, or the removal of the disabilities, mentioned in the preceding section, where the amount in question does not exceed one thousand dollars, in such manner and under such regulations as he may deem proper, the collector of the proper district being duly apprised of the application; and he may thereupon remit or mitigate such fines, penalties, and forfeitures, or remove such disabilities, on such terms as he may deem proper, if, in his opinion, the same shall have been incurred without willful negligence or intention of fraud: *Provided, however, That nothing herein, or in the preceding section, contained shall be deemed to authorize or permit the exercise of any power therein or herein conferred, in favor of any person or persons charged with an indictable offense, for which, upon conviction, such person or persons would be liable to punishment as for a felony.*

SEC. 196. The collectors of the several districts of the United States, in all cases of the seizure of merchandise for violation of the customs revenue laws, the appraised value of which, in the district wherein such seizures shall be made, shall not exceed one thousand dollars, are hereby authorized, subject to the approval of the Secretary of the Treasury, to release such merchandise on payment of such value. *And the money so received shall be paid into the Treasury, and distributed in the same manner as the proceeds of other fines, penalties, and forfeitures.*

SEC. 197. *That from the proceeds of fines, penalties, and forfeitures incurred under the provisions of laws relating to customs, to the licensing and registering of vessels, and to the regulation of the foreign, coasting, and fishing trades, there shall be deducted all such costs, charges, and expenses as shall have been paid or incurred by the United States in and about any suit, prosecution, or proceeding for the enforcement or recovery of such fines, penalties, and forfeitures, including the expenses, allowance, and compensation of district and other attorneys, counsel, and agents employed therein, and in addition, in case of the forfeiture of merchandise on which duties have not been paid, or in case of a release thereof, upon payment of its appraised value, or of any composition in money, there shall also be deducted an amount equivalent to the duties in coin upon such merchandise, which shall be credited in the accounts of the collector as duties received, and the residue of the proceeds aforesaid, if any, shall be distributed under the direction of the Secretary of the Treasury, in the following manner, to wit: One-half to the United States, one-fourth to the person giving the information which has led to the seizure and forfeiture, or to the recovery of the fine or penalty, and the remaining one-fourth to the officer making the seizure or arrest on original information furnished him by the informer. And if there be no informer other than such officer, the informer's share shall accrue to the use of the United States, and any officer of the customs other than a collector, naval officer, or surveyor, may be an informer, but shall in no case receive a share of such proceeds in more than one capacity. But when any fine, penalty, or forfeiture incurred under the provisions of the laws aforesaid, shall be recovered in consequence of information given by any officer of a revenue-cutter, the proceeds thereof shall, after all legal deductions, including the deductions herein authorized, have been made, be disposed of as follows: One-half to the United States, one-eighth to any officer or officers of the customs assisting such revenue-cutter in the seizure or arrest, and the remainder to the officers and crew of such revenue-cutter, to be divided among them in proportion to their pay, and if there be no officer of the customs so entitled, the officers and crew of such*

^{14 Stat. at L. 182,}
^{§ 16 July 18, 1862.}

^{12 Stat. at L. 740,}
^{§ 5 Mar. 3, 1863.}

^{1 Stat. at L. 697,}
^{§ 91 Mar. 2, 1799.}

^{14 ib., 546, § 1.}
^{Mar. 2, 1867.}

cutter shall be entitled to one-half of such net proceeds to be divided as aforesaid ; but nothing herein contained, or contained in any act to which this is an amendment, shall be construed to repeal or modify any provision of law whereby the whole proceeds of any fine, penalty, or forfeiture, or the residue thereof, after payment of expenses, accrue either to the United States, or to the person by whom suit is brought for the recovery of the same : Provided, That in all cases of the forfeiture of dutiable merchandise by reason of its importation, or attempted importation, being made in quantities, packages, or parcels contrary to law, the proceeds thereof, whether derived from sale, under a decree of condemnation or otherwise, or from the payment of any fine or composition in money, on a release of the merchandise, shall, after deducting all proper expenses, subject to the approval of the Secretary of the Treasury, be paid without further deduction or abatement into the Treasury and shall wholly accrue and belong to the United States.

SEC. 198. Whenever any fine, penalty, or forfeiture incurred by virtue of any act relating to the customs shall be recovered by judicial process, it shall be the duty of the informer, in order to establish his title to the share of the proceeds hereinbefore allotted, to file his claim and intervene therefor in the proceeding before the proper court ; and any informer, or other person entitled to or interested in a part or share of any fine, penalty, or forfeiture incurred under the provisions of the customs revenue laws of the United States, may be examined as a witness in any of the proceedings for the recovery of such fine, penalty, or forfeiture by either of the parties thereto, and such examination shall not deprive such witness of his or her share or interest in such fine, penalty, or forfeiture ; but the rights, interests, and shares of the United States, and of all other parties, in and to the proceeds of all fines or penalties paid to the collector without suit, and by him paid into the Treasury, shall be determined, adjusted, and awarded under the direction of the Secretary of the Treasury.*

13 Stat. at L., 448,
Feb. 28, 1863.

SEC. 199. When the net proceeds of any fine, penalty, forfeiture, or seizure, after making the deductions authorized by this act, shall be inadequate to the payment of a reasonable sum as a reward to any informer entitled thereto, the Secretary of the Treasury may, in his discretion, make a reasonable allowance to such informer, not exceeding twenty per centum of the gross proceeds of such fine, penalty, forfeiture, or seizure, to be paid to such informer out of the appropriation for expenses of collecting the revenue from customs.

SEC. 200. If any collector or collecting officer of the customs shall neglect or refuse to pay into the Treasury of the United States the gross amount of all duties, penalties, fines, forfeitures, and seizures, collected, or the proceeds of which have been received, by him on behalf of the United States, without any abatement or deduction whatever, within such time as shall be fixed by the Secretary of the Treasury, he shall be removed from office, and forfeit to the United States any share or part of the moneys withheld, to which he might otherwise be entitled ; and if any collector of the customs or other officer from whom the same is required shall neglect or refuse to make any of the returns or reports which he is required to make at stated times by law or by regulation of the Treasury Department, within the time prescribed by such law or regulation, he shall, upon conviction thereof, forfeit and pay, for the use of the

14 Stat. at L., 167,
July 18, 1866.

9 Stat. at L., 306,
Mar. 3, 1849.

14 Stat. at L., 163,
July 18, 1866.

* NOTE.—See bills (H. R. 30, H. R. 979, S. 2, S. 596) introduced during first and second sessions Forty-second Congress, for proposed modifications of the laws relating to the disposition of the proceeds of fines, penalties, and forfeitures.

United States, a sum not less than one hundred dollars nor more than one thousand dollars.

SEC. 201. Every collector, or other officer of the customs, who shall knowingly make, or be concerned in making, any false register, or shall knowingly grant, or be concerned in granting, any false certificate of registry, or license of any vessel, or other false document whatsoever, or who shall receive any reward or gratuity for any services performed pursuant to the provisions of law, or who shall accept or receive any portion of the money awarded, or to be awarded to any informer by reason of his information, or any sum of money or valuable thing in lieu thereof, and every surveyor or other person appointed to measure any vessel, who shall willfully deliver to any collector or naval officer a false description of such vessel, to be registered, shall, upon conviction of any such neglect or offense, forfeit the sum of one thousand dollars, and be rendered incapable of serving in any office of trust or profit under the United States; and if any person or persons, authorized and required, in respect to his or their office or offices, to perform any act or thing required to be done or performed, pursuant to any of the provisions of law, shall willfully neglect to do or perform the same, such person or persons shall, on being convicted thereof, if not subject to the penalty and disqualification aforesaid, forfeit the sum of five hundred dollars, and be removed from office.

SEC. 202. Whenever a district attorney of the United States who has the charge of any suit or legal proceeding instituted for the recovery or enforcement of any fine, penalty, forfeiture, or other claim or indebtedness incurred or arising under the provisions of the customs revenue laws of the United States, or, when no suit or proceeding has been instituted for the recovery thereof, the Solicitor of the Treasury, or any officer or agent having charge of such claim or indebtedness, shall make a report to the Secretary of the Treasury, setting forth in detail the facts in the case, and the terms upon which such claim or indebtedness may be compromised, and recommending the acceptance thereof, the Secretary of the Treasury may, if he shall deem it advisable so to do, authorize and direct such compromise, or may direct a stay of proceedings pending such further investigation of the case as he may deem proper, and on the conclusion of such investigation may, with the concurrence of such district attorney, solicitor, or special agent, take such action in the premises as shall be equitable and just. But no indebtedness or claim in favor of the United States which shall have arisen through any criminal or dishonest voluntary act on the part of the debtor shall be abated, compromised, or released.

TITLE XI.

OF THE REVENUE-CUTTER SERVICE.

SEC. 203. For the purpose of aiding in the collection of duties imposed on merchandise imported into the United States, and on the tonnage of vessels, and for the enforcement of the laws relating to the foreign trade, the coasting trade, and the fisheries, the assistance and relief of vessels in distress, and the protection of property wrecked on the coasts of the United States against unlawful appropriation, there shall be a service denominated and known as the revenue-cutter service, the vessels and officers pertaining to which service shall be under the general control and direction of the Secretary of the Treasury, and shall be assigned to such stations as in his judgment the public

interest may require; and for the purpose of so protecting such wrecked property, it shall be lawful for the captain or commander of any vessel belonging to the revenue-cutter service to take and hold possession thereof; and he shall deliver the same as soon as may be into the custody of the collector of the district in which such property shall be found wrecked, and such collector shall thenceforth hold it, subject to the order of the Secretary of the Treasury, until it is claimed by the person or persons lawfully entitled to the same.

SEC. 204. The commissioned officers of the revenue-cutter service shall be appointed by the President of the United States, ^{12 Stat. at L., 630, § 1. Feb. 4, 1863.} by and with the advice and consent of the Senate; but no person shall be appointed to the office of captain, first lieutenant, second lieutenant, or third lieutenant of a revenue-cutter, who ^{10 Stat. at L., 630, § 2. Mar. 2, 1860.} does not adduce to the Secretary of the Treasury satisfactory proof of proficiency and skill in navigation and seamanship, or to the office of chief engineer, first assistant engineer, or second ^{5 ib., 704, § 7, Mar. 2, 1862.} assistant engineer, unless upon like proof of proficiency and skill as an engineer in navigating steamers and of his knowledge concerning steam-boilers, machinery, and steam as applied to navigation; and the Secretary may, if he shall deem it expedient, before making or recommending an appointment, direct the applicant to be examined by such officer of officers of the revenue-cutter service as he may select for the purpose.

SEC. 205. The commissioned officers of the revenue-cutter service shall be captains, first lieutenants, second lieutenants, third ^{12 Stat. at L., 275, § 1. July 25, 1861.} lieutenants, chief engineers, first assistant engineers, and second assistant engineers; and such chief engineers, first assistant engineers, and second assistant engineers, shall, respectively, have the relative rank and pay of the first lieutenants, second lieutenants, and third lieutenants; and the said officers shall be assigned to duty as the Secretary of the Treasury may direct; and there shall be provided for each revenue-cutter such number of petty officers and seamen as, in the opinion of the said Secretary, may be necessary to render such vessel efficient for the service required in each case; and the said ^{1 Stat. at L., 809, § 98. Mar. 2, 1792.} Secretary is hereby authorized to cause contracts to be made for the supply of rations for the petty officers and men of the vessels employed in the revenue-cutter service, or procure them in open market if he shall deem it for the interest of the United States so to do.

SEC. 206. The officers of the revenue-cutter service shall be deemed and are hereby declared to be officers of the customs, and shall ^{1b., 700, § 99.} be subject, under such regulations as the Secretary of the Treasury may prescribe, to the direction of such collectors or other chief officers of the customs as from time to time may be designated for the purpose; and they shall have authority, and are hereby required and directed, to go on board all vessels which shall arrive in the United States, or shall be found within four leagues of the coast thereof, and, if bound to the United States, to search and examine the same, and to demand, receive, and certify the manifests required by this act to be provided by the masters of all such vessels, and to put proper fastenings or seals on the hatches, or other communications with the hold or other place in which cargo may be stowed, and to remain on board such vessel until she shall arrive at her port of destination in the United States. It shall also be the duty of the officers of the revenue-cutter service to exercise a careful and diligent supervision over the coast, bays, inlets, rivers, and creeks within their respective cruising grounds, for the prevention of illicit

trade, and the security of the revenue; and they are hereby empowered to seize and detain any vessel which they shall have reasonable cause to believe has been or is engaged in illicit trade, and any merchandise which they shall have like cause to believe has been fraudulently imported into the United States either on the water or on the land. But, in all cases of seizure, report shall be made forthwith to the collector of the district in which seizure may be made of the fact of such seizure, the circumstances attending the same, and the reasons therefor; and a copy of such report shall be immediately transmitted to the Secretary of the Treasury.

SEC. 207. The captain or commander of each revenue-cutter shall ^{1 Stat. at L., 699, § 98. Mar. 2, 1799.} make a weekly return to the collector, or other chief officer of the customs under whose direction he is placed, of the transactions of the cutter under his command, specifying the vessels boarded, their names and description, the names of their respective masters, the ports or places from which they last sailed, and the ports to which bound, whether laden or in ballast, whether vessels of the United States or to what other nation belonging, whether provided with the required manifest or manifests, and generally, all such matters as it may be necessary for the collectors or other officers of the customs to be made acquainted with for the proper execution and enforcement of the laws.

SEC. 208. The vessels of the revenue-cutter service shall, whenever ^{ib., § 98.} the President of the United States shall so direct, co-operate with the Navy of the United States, during which time they shall be under the direction of the Secretary of the Navy, and the expenses of such vessels, while so employed, together with the compensation of the officers, petty officers and crews, and their subsistence, shall be defrayed by the agents of the Navy Department. And the ^{19 Stat. at L., 639, § 4. Feb. 4, 1863.} officers of the revenue-cutter service, when co-operating with the Navy, shall be entitled to relative rank as follows: captains, with and next after lieutenant commanders; first lieutenants and chief engineers, with and next after lieutenants; second lieutenants and first assistant engineers, with and next after masters-in-line; third lieutenants and second assistant engineers, with and next after passed midshipmen.

SEC. 209. The collectors or surveyors, if any, of the respective districts may, with the approbation of the Secretary of the ^{1 Stat. at L., 700, § 101. Mar. 2, 1799.} Treasury, provide and employ such small open row-boats, sail-boats, and steamers in each district, together with the number of persons to serve in them, as shall be necessary for use in going on board of vessels, and otherwise, for the better detection of frauds.

SEC. 210. The cutters and boats employed in the service of the customs ^{ib., § 102.} revenue shall be distinguished from other vessels by an ensign and pendant, with such marks thereon as shall be prescribed and directed by the President of the United States; and in case any vessel liable to seizure or examination shall not bring to, on being required, or on being chased by any cutter or boat having displayed the pendant and ensign prescribed for vessels in the customs revenue service, it shall be lawful for the captain or commander of such cutter or boat to fire at or into any such vessel which shall not bring to after such pendant and ensign shall be hoisted and a gun shall have been fired by such cutter or boat as a signal; and such captain or commander, and all persons acting by or under his direction, shall be indemnified from any penalties or actions for damages for so doing; and if any person shall be killed or wounded by such firing, and the captain or commander aforesaid shall be prosecuted or arrested therefor, such captain or commander, and such persons acting by or under his direction, shall be forthwith admitted to bail. And if any vessel or boat not

employed in the service of the *customs* revenue shall, within the jurisdiction of the United States, carry or hoist any pendant or ensign prescribed for vessels in the service aforesaid, the master of the vessel so offending shall forfeit and pay one hundred dollars.

SEC. 211. *Whenever an officer of the revenue-cutter service shall be charged with willful neglect or improper performance of duty, or with conduct unbecoming an officer and a gentleman, or injurious to the public service, the case shall be duly investigated, under the direction of the Secretary of the Treasury, and if, upon examination, such officer shall be found guilty of the offense charged, the case shall be reported, with the testimony and such recommendation as the Secretary may deem proper to make, to the President, who, if he approve such finding, shall thereupon suspend such officer from the service, without pay, for a period not exceeding twelve months, or, in his discretion, may dismiss such officer from the service.*

TITLE XII.

OF THE FRONTIER TRADE; TRANSIT OF MERCHANDISE OVER THE TERRITORY OF THE UNITED STATES; ALSO, OVER CONTIGUOUS FOREIGN TERRITORY.

SEC. 212. It shall be lawful to import any merchandise into the collection districts of the United States which are or may be established *contiguous to any foreign territory*, in vessels or boats of any burden, and in rafts, *vehicles, or otherwise*. And it shall be the duty of the master of any vessel, and of every person having charge of any boat or raft, and of the conductor of any railroad car, and the driver of any vehicle, and of every other person coming from any foreign territory *contiguous to the United States* with merchandise, to deliver, immediately on his or her arrival within the United States, a manifest of the cargo or lading of any such vessel, boat, raft, car, or vehicle, or of the merchandise so brought from such foreign territory, at the office of any collector which shall be nearest to the boundary line, or nearest to the road or waters by which such merchandise is brought; and every such manifest shall be verified by the declaration of the person delivering the same, which declaration shall be made before such collector or the deputy collector, and shall state that such manifest contains a full, just, and true account of the kinds and quantities of all the merchandise brought from such foreign territory; and if the master, owner, conductor, or driver having charge of such vessel, boat, raft, car, or vehicle, or other person bringing merchandise as aforesaid, shall neglect or refuse to deliver the manifest herein required, or pass by or avoid such office, the merchandise so imported shall be forfeited to the United States, together with the vessel, boat, or raft, and the tackle, apparel, and furniture of the same, or the car, or vehicle, *with the animals and appliances of whatever nature employed in moving the same, as the case may be*; and such master, conductor, driver, or other person shall be subject to pay, *in addition to the foregoing penalty, four times the value of the merchandise so imported*. And any collector or deputy collector in any collection district contiguous to any foreign territory, to whom a manifest of any merchandise subject to duty shall be delivered as aforesaid, is hereby authorized to require the importer thereof to pay, or secure to be paid, in accordance with law, the proper duties thereon. *But all*

1 Stat. at L., 702.
23, 105, 106. Mar. 2,
1799.

3 Stat. at L., 616.
§ 1. Mar. 2, 1821.

ib. § 2.

merchandise imported as aforesaid which shall be specified in the manifest, verified before the collector of the district in which it first arrived, to be destined for another district or districts, may proceed in the vessel, boat, raft, car, or vehicle in which such merchandise was imported from that district to any other district in the United States, and so from district to district, in order to the entry, landing, and delivery of the same under the certified manifest and bond provided for in this act, and the duties on such of said merchandise only as shall be landed in any such district or districts shall be required to be paid thereon.

SEC. 213. It shall be the duty of the master of any foreign vessel, laden or in ballast, arriving in the waters of the United States from any foreign territory contiguous to the United States, to report at the office of any collector or deputy collector of the customs, which shall be nearest to the point at which such vessel may enter said waters; and such vessel shall not proceed further inland or coastwise, either to unlade or take in cargo, without a special permit from such collector or deputy collector, issued under and in accordance with such general or special regulations as the Secretary of the Treasury may from time to time prescribe. And for any violation of this section such vessel shall be seized and forfeited. †

SEC. 214. No merchandise taken in any vessel from any port or place in the United States, on the frontiers thereof, to a port or place in the same or another collection district of the United States on said frontiers, shall be unladen or delivered from such vessel within the United States except in open day, that is to say, between the rising and setting of the sun, unless by special license for that purpose from the collector or other principal officer of the port, nor at any time, without a permit from such collector or other principal officer for such unloading or delivery. And the owner or owners of every vessel, whose master shall neglect to comply with the provisions of this section, shall forfeit and pay to the United States for each offense a sum not less than one hundred dollars nor more than five hundred dollars: *Provided*, That the Secretary of the Treasury may from time to time make such regulations as he shall deem necessary for or concerning the unloading or clearance of vessels in the night-time, any port or place on the said frontiers.

SEC. 215. That all merchandise, baggage, personal effects, and other articles imported from any contiguous foreign territory, and all vessels, cars, vehicles, or means of conveyance used in such importation, shall, except as hereinafter provided, be unladen in the presence of, and duly inspected or examined by an authorized officer of the customs at the first port of entry, station, or custom-house in the United States where the same may arrive, and for the purposes of such inspection or examination such officer may require the owner, master, conductor, or person having command or charge of any such vessel, car, vehicle, or means of conveyance, or of any part thereof, closed or otherwise, or any owner, agent, or person in possession or having the custody or control of any baggage, personal effects, or other articles, to open the same and submit the contents for inspection or examination as aforesaid, or to deliver to him such key or keys, and impart to him such information, as may be necessary to enable him to open, and inspect the contents of, any such vessel, car, vehicle, or means of conveyance, or any part thereof, or any trunk, box, traveling-bag, or sack, valise, portmanteau, wrapper, or other envelope.

SEC. 216. In case of refusal or neglect to comply with the requirements of the foregoing section, or either of them, such officer shall forbid the further progress of such vessel, car, vehicle, or means of

^{14 Stat. at L., 186,}
^{§ 41, July 18, 1866.}
 Acto, § 69.

^{14 Stat. at L., 184,}
^{§ 30, July 18, 1866.}
 Acto, §§ 48, 101.

^{13 Stat. at L., 197,}
^{§ 1, June 27, 1864.}

conveyance, or of such baggage, personal effects, or other articles, and shall detain the same for inspection or examination as aforesaid, and may use all lawful ways and means at his disposal, or subject to his control, for that purpose.

SEC. 217. As soon thereafter as may be practicable the officer shall proceed to open and examine such vessel, car, vehicle, or *means of conveyance, detained as aforesaid, and if any merchant-* 13 Stat at L. 197.
§ 1. June 27, 1864. *dise, baggage, effects, or other articles* subject to the payment of duty, shall be found therein, the same, together with the *vessel, car, vehicle, or means of conveyance, containing the same,* shall be forfeited to the United States, and shall be held by such officer, to be disposed of as the law provides in other similar cases of forfeiture. *And such officer shall in like manner proceed to open and examine every trunk, box, traveling bag, or sack, valise, portmanteau, wrapper, or other envelope, detained as aforesaid, and if any article or articles subject to the payment of duty shall be found therein, such trunk, box, bag, or other envelope, together with the contents,* shall be forfeited to the United States as aforesaid.

SEC. 218. That to avoid such unloading, inspection, and examination, *application may be made by any owner, agent, or other duly authorized person,* previous to such importation, to any officer of the United States duly authorized to act in the premises, to close and seal such vessel, car, vehicle, or *means of conveyance, or baggage, personal effects, or other articles,* under and according to regulations to be established by the Secretary of the Treasury for that purpose, which officer shall close and seal the same accordingly, whereupon the same may proceed to the port of destination without further inspection or detention: *Provided,* That nothing herein contained shall exempt any vessel, car, vehicle, or *thing,* from such examination as may be necessary and proper to prevent frauds upon the revenue or any *evasion or violation of this act.* *And provided further,* That every such vessel, car, vehicle, or *means of conveyance* shall proceed, without unnecessary delay, to the port or place of destination, as named in the manifest, and there be *unladen, and the contents* inspected and examined according to law. ib. § 2.

SEC. 219. If any owner, master, *conductor,* agent, or person in *command or charge of any vessel, car, vehicle, or means of conveyance,* closed and sealed as aforesaid, shall not proceed therewith to its place of destination as aforesaid, and there *make proper delivery of the same, together with the contents,* to the proper officer of the customs, or shall unlade or dispose of, or *permit to be unladen or disposed of,* by sale or otherwise, such vessel, car, vehicle, or *means of conveyance,* or the contents or any part of the contents thereof, before such delivery, he shall be deemed guilty of felony, and, on conviction thereof before any court of competent jurisdiction, pay a fine not exceeding one thousand dollars, or be imprisoned for a term not exceeding five years, or both, at the discretion of the court; and such vessel, car, vehicle, or *other means of conveyance,* with its contents, shall be forfeited to the United States, and may be seized wherever found within the United States, and disposed of and sold as in other cases of forfeiture: *Provided,* That nothing in this section shall be construed to prevent sales of cargo, in whole or in part, prior to arrival, to be delivered, *on arrival, pursuant to the manifest and after due inspection and entry according to law.* ib. § 4.
Ante, § 130.

SEC. 220. If any person or persons shall break, remove, or in any manner *violate or tamper with, or aid, abet, or assist in violating or tampering with,* any lock or other fastening, or any seal or *other device,* authorized and used in pursuance of law, or of regu- ib. § 5.

lations made in accordance therewith, for the purpose of securing the safe transit of any dutiable merchandise, baggage, personal effects, or articles, or shall, with fraudulent intent, affix, attach, employ, substitute, or use in any manner, any seal or device purporting to be for securing such safe transit as aforesaid, authorized by law, or in any manner aid, abet, or assist in so doing, such person or persons shall be deemed guilty of felony, and, upon conviction before any court of competent jurisdiction, shall be imprisoned for a term not exceeding five years, or shall pay a fine of not exceeding one thousand dollars, or both, in the discretion of the court. And any infringement of this section, with the knowledge or consent of the person in charge, or having the custody and control, either of the means of conveyance or of the merchandise or articles conveyed, shall render such means of conveyance, or such merchandise or articles, liable to forfeiture, and the same shall, upon due proof, be forfeited to the United States.

SEC. 221. Any vessel of the United States, navigating the waters on the northern, northeastern, and northwestern frontiers, *which shall have been duly registered in accordance with the provisions of this act, may be licensed either for the coasting or foreign trade on the said frontiers, or both, but such vessel shall be, in every other respect, liable to the rules, regulations, and penalties in force relating to registered and licensed vessels.*

SEC. 222. The master of every vessel licensed to engage in the foreign and coasting trade on the said frontiers, shall, before the departure of his vessel from a port in one collection district to a port or place in another collection district, present to the collector, at the port of departure, duplicate manifests of his cargo, or, if he have no cargo, duplicate manifests setting forth that fact, which manifests shall be subscribed, and the truth thereof declared, by such master, before such collector, who shall thereupon indorse upon such manifests his certificate of clearance, retaining one to be filed in his office, and delivering the other for the use of the master. And the master of any vessel licensed as aforesaid, destined for a port or place in another collection district, but departing from a place where there may be no custom-house at which clearance can be obtained as aforesaid, shall have on board a manifest subscribed by himself setting forth the cargo laden at the place of departure, or at any intermediate place, or unladen at any intermediate place, or, if no cargo was taken on board either at the place of departure or at any intermediate place, setting forth that fact; which manifest shall be presented for certification to the proper officer of the customs at the first intermediate port at which such vessel may arrive. And if any vessel clearing or departing as aforesaid shall touch at any intermediate port or place in the United States, and there discharge cargo taken on board at an American port or place, or shall, at such intermediate port or place, take on board cargo destined for an American port or place, the same shall, in either case, be duly entered on the original manifest and reported to the collector or other proper officer of the customs at such intermediate port, and a separate manifest of the cargo taken on board or unladen at such port filed with such officer, or, if the master shall neither receive nor deliver any cargo, he shall so report and certify, and such officer shall indorse upon the original manifest his certificate of clearance, and return the same to the master: Provided, That no additional fees shall be required from vessels touching and reporting at intermediate ports, as aforesaid.

SEC. 223. Within twenty-four hours after arrival at the port of destination, or at a port where the unloading of the cargo shall be completed, the master of any vessel sailing as aforesaid

13 Stat. at L. 134.
§ 1. June 17, 1864.
Act, § 16.

16 Stat. at L. 170.
§ 1. 2. July 1, 1870.

Dep't Circular,
January 22, 1872.

Act of July 1,
1870.

Dep't Circular,
January 22, 1872.

shall deliver his original manifest to the proper officer of the customs, or if there be none at such port, then to such officer at the next port, where there is one, at which the vessel may next arrive, and shall declare to the truth of such manifest.

SEC. 224. The master of any vessel with cargo, passengers, or baggage, from any foreign port or place, shall obtain a permit and comply with existing laws before discharging or landing the same. And nothing herein contained shall exempt masters of vessels from reporting, as now required by law, any merchandise destined for a foreign port, but no permit shall be required for the unloading of cargo brought from an American port.

Dep't Circular,
January 22, 1872.

SEC. 225. The master of every vessel licensed as aforesaid, departing from a port or place in a collection district of the United States, destined for another port or place in the same district, shall have on board a manifest subscribed by himself, setting forth the lading of what kind soever on board such vessel, which manifest shall be delivered to the proper officer of the customs at which the unloading of the cargo may be completed, or if the same be completed at a place having no custom-house, then to the collector or other proper officer at the next port at which such vessel may thereafter arrive. And all manifests herein required to be carried on any vessel licensed as aforesaid, shall be at all times subject to the inspection of the officers of the customs, and shall be exhibited to any such officer by the master of any such vessel, when thereunto required.

SEC. 226. If any vessel licensed as aforesaid shall touch at any port or place in the adjacent British provinces, and the master shall purchase or receive any articles for use on board such vessel, he shall report the same, with the quantity and cost thereof, designating the same as "sea-stores," to the collector, or other proper officer of the customs, at the first port in the United States at which he shall next arrive, and shall declare to the truth of such report, and that the articles so designated are truly intended for such use, and no other; and if upon examination by such officer the quantity shall be deemed by him reasonable and necessary for the use of such vessel until she can reach a port in the United States where such sea-stores can be obtained, such articles shall be free of duty, but if there be any excess, such officer shall estimate and levy the duty on such excess, which shall be forthwith paid, and in default of such payment such excess shall be forfeited, and shall be immediately seized and detained by such officer, to be disposed of according to law. And for a willful infraction of the foregoing provision, the master of such vessel may, in addition, be fined a sum not exceeding one thousand dollars, and such vessel shall be liable to forfeiture: Provided, however, That dutiable articles purchased in good faith, for use or for sale on board, as "saloon stores or supplies," may be entered and the duties thereon paid at the first port of arrival in the United States, and for a failure to so report and enter the same and pay such duties, all such articles, together with the fixtures and appurtenances of any saloon or place on board such vessel where the same may be deposited or exposed for sale, shall be forfeited, and any person knowingly keeping or exposing the same for sale, without payment of duties as aforesaid, may, in addition, be fined not exceeding five hundred dollars, and imprisoned not more than six months.

14 Stat. at L., 178,
§ 22. July 24, 1868.

16 Stat. at L., 409,
Feb. 10, 1871.

SEC. 227. All merchandise arriving at the ports of New York, Boston, Portland, or any other port on the Atlantic coast, which may be specially designated by the Secretary of the Treasury, destined for any port or place in the Dominion of Canada, or in any of

14 Stat. at L., 389,
§ 3. July 24, 1868.

the adjacent British provinces, or arriving at *any port on the Gulf of Mexico*, designated as aforesaid, destined for any *port or place* in the republic of Mexico, may be entered at the custom-house, and conveyed, in transit, through *or over* the territory of the United States, without the payment of duties, under such rules, regulations, and conditions for the protection of the revenue as the Secretary of the Treasury may *from time to time* prescribe.

SEC. 228. Imported merchandise in bond, or duty paid, and products ^{14 Stat at L., 328, 2 6. Ante, § 139.} or manufactures of the United States, may, with the consent of the proper authorities of the *Dominion*, provinces, or republic aforesaid, be transported from any one port or place in the United States, through or over the *intervening foreign* territory, to any other port or place in the United States, by such routes, and under such rules, regulations, and conditions as the Secretary of the Treasury may prescribe; and the merchandise, *products, or manufactures* so transported shall, upon arrival in the United States, *after such transit through or over such foreign territory*, be treated, in regard to the liability to or exemption from duty or tax, as if the transportation had taken place wholly within the limits of the United States.

TITLE XIII.

MISCELLANEOUS PROVISIONS.

SEC. 229. *This act may be cited for all purposes as the "Shipping and customs act of 1873."*

SEC. 230. *In the construction of this act the following terms shall have the respective meaning, operation, and effect hereinafter assigned to them, namely: "Declaration" shall be equivalent to oath or affirmation, and shall mean both the act of declaring and the statement, paper, or thing, the truth of which is declared; "collector" shall mean the officer who is the legally appointed and qualified collector of the revenue from customs, or lawfully acting as such for the time being; "vessel" shall mean every description of craft used for transportation on water, and not propelled with oars or by manual power; "master" shall mean every person other than a pilot, who for the time being shall have charge or command of any vessel; "seaman" shall include every person, except the master and pilot, employed or engaged in any capacity on board and in the service of any vessel; "country" shall mean all the possessions of a nation, however widely separated, which are subject to the same supreme legislative and executive authority; "consular officer" shall mean any consul general, consul, deputy consul, vice-consul, consular agent, commercial agent, or vice-commercial agent of the United States; "frontier" shall mean and include the territory of the United States, or any part thereof bordering upon the confines thereof or adjacent to foreign territory; "merchandise" shall include goods, wares, and merchandise of every description; "package" shall mean any separate parcel, whatever may be the material or form of the envelope or covering, and whatever may be the contents thereof, whether solid or liquid, and whether such contents are, or are not, divisible into separate parcels; "vehicle" shall mean any car, cart, wagon, sleigh, sled, dray, or carriage of any sort used for transportation on land.*

SEC. 231. *Consular and customs officers of the United States and officers of the Treasury Department shall, when requested, and under such regula-*

tions and limitations as the Secretary of the Treasury may prescribe, furnish to any officer or person having occasion therefor, certified copies of official papers and documents in their custody, given on exportation, or otherwise, under the provisions of the customs revenue laws of the United States, and such copies, procured as aforesaid, and certified to have come from the officer having the custody of the originals, shall be admissible as evidence of the contents thereof before the courts, or in any legal proceedings.

SEC. 232. No bond required under any provision of this act, or by any regulation made in pursuance thereof, shall be accepted by any collector of customs unless the sureties thereof are citizens of and resident in the United States, but in the execution of any such bond a scroll opposite the signature, with the letters "L. S.," or the word "seal" inclosed therein, shall have the same legal effect as a seal.

^{3 Stat. at L., 737, 35, 25, 26, Mar. 1, 1822. Ante, § 151.}

SEC. 233. No officer or other person connected with the Navy of the United States, or with the revenue-cutter service, shall, under any pretense, except as in this act otherwise provided, import in any vessel owned or employed by the United States any merchandise liable to the payment of duty.

^{9 Stat. at L., 44, § 10, July 30, 1846.}

SEC. 234. No officer of the customs, or other person employed under the authority of the United States in the collection of the duties imposed by law on merchandise imported into the United States, and on the tonnage of vessels, shall own, either in whole or in part, any vessel, or act as agent, attorney, or consignee for the owner or owners of any vessel or of any cargo or lading on board the same; nor shall any officer of the customs or other person employed in the collection of the duties as aforesaid, import or be concerned, directly or indirectly, in the importation of any merchandise for sale, into the United States, on penalty that every person so offending, and being thereof convicted, shall forfeit and pay the sum of five hundred dollars.

^{1 Stat. at L., 665, § 111, Mar. 2, 1799.}

SEC. 235. The Secretary of the Treasury is hereby empowered, authorized, and directed to make all needful rules and regulations, and also to prepare and prescribe, for the use of the custom-houses in the United States, the several forms of official papers, including bonds, requisite to carry this act into effect, and from time to time to alter or modify the same when necessary to conform to any changes made by subsequent acts; and in all cases in which the prescribed forms shall be substantially observed, no penalty or disability shall be incurred by any deviation therefrom: Provided, however, That no injury to the revenue shall result from such deviation. And the Secretary of the Treasury shall also prescribe the size and form of all blank books and blanks used or needed by collectors and other officers of the customs in their respective districts, and shall cause the same to be prepared and furnished, together with all necessary stationery, for the use of their respective offices, upon due requisition, made by such officers from time to time, and in such manner as the Secretary shall direct, and shall also cause to be printed and furnished to the several collectors of customs, and officers acting as collectors, upon like requisition made in like manner, all blanks or blank forms prescribed by law and regulations, and used or needed on the registration and license, entry and clearance, lading and unlading of vessels, and the entry, landing, warehousing, appraisement, withdrawal, bonding, transportation, exportation, and delivery of merchandise, or, generally, for the collection and security of the revenue from customs, to be by such officers supplied upon demand without charge, and to such extent as may be necessary and proper, to importers, shippers, and others having occasion therefor in the transaction of custom-house business.

^{1 Stat. at L., 704, § 111, Mar. 2, 1799. Ante, 152.}

^{July 28, 1866, § 5, Chap. 253.}

SEC. 236. *In the trial or hearing of any civil action, cause, or proceeding arising or instituted under the customs revenue laws of the United States, no person shall be disqualified from testifying as a witness by reason of being a party to the suit or proceedings, or otherwise interested in the result; and in the trial or hearing of any criminal case, prosecution, or proceeding, arising or instituted under the laws aforesaid, the defendant or person charged with the offense shall have the privilege, at his own request, but not otherwise, of testifying as a witness; and if any person shall make a false declaration as to any matter, allegation, or thing which this act requires to be verified by a declaration, he shall incur all the penalties of perjury; and if any officer of the customs shall knowingly issue a false certificate, or otherwise aid in any fraud or attempted fraud upon the revenue, he shall, upon due proof thereof, if no specific penalty be annexed to such offense, be forthwith dismissed from office and thenceforth disqualified from holding office under the United States.*

SEC. 237. No merchandise shall, at any port or place on the northern, northeastern, or northwestern frontiers, be laden upon any vessel belonging wholly or in part to *aliens*, and taken thence to a foreign port or place to be reladen and reshipped to any other port or place on said frontiers, either by the same or any other vessel, with intent to evade the provisions of the 42d section of this act, *under penalty of forfeiture of such merchandise on arrival at such last-named port or place, and the vessel so arriving therewith shall pay a fine equal to fifty cents per ton on her admeasurement as a further penalty for such violation of this act.*

SEC. 238. The Secretary of the Treasury may, in his discretion, discontinue ports of delivery at which the *customs revenue collected within the fiscal year is less than ten thousand dollars*, and may abolish or suspend the offices of naval officer, *surveyor*, or any subordinate office in any collection district, except those of *Boston, New York, Philadelphia, Baltimore, Charleston, Savannah, New Orleans, Portland, (Maine,) and San Francisco*, and assign the duties thereof to a deputy collector or to an inspector of the customs, and may also clothe deputy collectors, located at ports other than the principal port of entry of their respective districts, with all the powers of their principals appertaining to their official acts.

SEC. 239. *Any officer or employé of the customs who shall receive or consent to receive, and any person who shall offer, promise, or give, directly or indirectly, any bribe, gratuity, or reward, of whatever nature, as an inducement to such officer or employé to neglect, omit, or in any manner fail to discharge his lawful duty, shall be liable to indictment as for a high crime and misdemeanor in any court of the United States having jurisdiction, and, upon conviction, shall be fined not exceeding three times the amount or value so received, or agreed to be received, or so offered, promised, or given, and may also be imprisoned not exceeding three years.*

SEC. 240. No suit shall be maintained for the recovery of duties alleged to have been erroneously or illegally exacted unless the plaintiff shall, *on commencing his action, file with the clerk of the court a bill of particulars of his demand, giving the name of the importer or importers, the description of the merchandise and of the place from whence imported, the date of the invoice and of the custom-house entry, the precise amount claimed, the date of payment, of filing of protest, and of appeal, together with the date of decision, if any, on such appeal.*

Ante. § 42.
14 Stat. at L., 182.
§ 20. July 18, 1866.

Ante. § 48.
11 Stat. at L., 337.
§ 4. June 14, 1854.

14 Stat. at L., 185.
§ 29. July 18, 1866.

11. § 35.

11. § 36.

SEC. 241. It shall be the duty of all collectors and other officers of the customs to *observe* and carry into effect all instructions of the Secretary of the Treasury relative to the execution of the *customs* revenue laws of the *United States*; and in case any difficulty shall arise as to the true construction or meaning of any part of such laws, the decision of the Secretary of the Treasury shall, *so far as such collectors and other officers of the customs are concerned*, be *final and conclusive*, and, *as such*, binding upon them.

SEC. 242. *All acts and parts of acts inconsistent with the provisions of this act, and all acts and parts of acts supplied by the provisions of this act, including statutory forms of customs bonds, are hereby repealed. But such repeal shall not revive any act heretofore repealed, nor affect any security given, or any liability accruing, or any offense committed, or any fine, penalty, forfeiture, or other punishment incurred, or any legal proceeding instituted or remedy provided for recovering or enforcing any such liability, penalty, forfeiture, or punishment as aforesaid, before this act takes effect.*

SEC. 243. *This act shall take effect on and after the first day of July in the year 1873.*

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Subsequently to the printing of this title, a bill providing for the registration of foreign-built vessels owned by citizens of the United States, but debarring them from the privileges of the coasting trade, the coasting trade, and the fisheries, was submitted to Congress by the Secretary of the Treasury with an explanatory letter, addressed to the Speaker of the House, under date of March 13, 1872.

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TREATY OF WASHINGTON.

M E S S A G E

FROM THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

Correspondence relative to the differences of opinion which have arisen with regard to the powers of the Tribunal of Arbitration created under the Treaty of Washington.

MAY 16, 1872.—Referred to the Committee on Foreign Affairs and ordered to be printed.

To the House of Representatives :

I transmit herewith, for the information of the House of Representatives, the correspondence which has recently taken place respecting the differences of opinion which have arisen between this Government and that of Great Britain with regard to the powers of the Tribunal of Arbitration created under the Treaty signed at Washington, May 8, 1871, and which has led to certain negotiations still pending between the two Governments.

U. S. GRANT.

WASHINGTON, May 15, 1872.

List of Papers.

- No. 1. Lord Granville to General Schenck, February 3, 1872.
- No. 2. General Schenck to Lord Granville, February 5, 1872.
- No. 3. Mr. Fish to General Schenck, February 27, 1872.
- No. 4. Same to same, February 27, 1872.
- No. 5. General Schenck to Mr. Fish, March 16, 1872.
- No. 6. Same to same, March 21, 1872.
- No. 7. Lord Granville to General Schenck, March 20, 1872.
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- No. 8. Mr. Fish to General Schenck, April 16, 1872.
- No. 9. General Schenck to Mr. Fish, April 1, 1872.
- No. 10. Mr. Fish to General Schenck, April 2, 1872.
- No. 11. General Schenck to Mr. Fish, April 25, 1872.

No. 1.

*Lord Granville to General Schenck.*FOREIGN OFFICE, *February 3, 1872.*

SIR: Her Majesty's Government have had under their consideration the Case presented on behalf of the Government of the United States to the Tribunal of Arbitration at Geneva, of which a copy had been presented to Her Majesty's agent.

I will not allude, in this letter, to several portions of the United States Case, which are of comparatively smaller importance, but Her Majesty's Government are of opinion that it will be in accordance with their desire that no obstacle should be interposed to the prosecution of the arbitration, and that it will be more frank and friendly toward the Government of the United States to state at once their views respecting certain claims of an enormous and indefinite amount which appear to have been put forward as matters to be referred to arbitration.

Her Majesty's Government hold that it is not within the province of the Tribunal of Arbitration at Geneva to decide upon the claims for indirect losses and injuries put forward in the Case of the United States, including the loss in the transfer of the American commercial marine to the British flag, the enhanced payment of insurance, and the prolongation of the war, and the addition of a large sum to the cost of the war and suppression of the rebellion.

I have stated above the importance which Her Majesty's Government attach to the prosecution of this arbitration.

The primary object of the Governments was the firm establishment of amicable relations between two countries which have so many and such peculiar reasons to be on friendly terms; and the satisfaction with which the announcement of the Treaty was received by both nations showed the strength of that feeling.

But there is another object to which Her Majesty's Government believe the Government of the United States attach the same value as they do themselves, namely, to give an example to the world how two great nations can settle matters in dispute by referring them to an impartial tribunal.

Her Majesty's Government, on their part, feel confident that the Government of the United States are also equally anxious with themselves that the amicable settlement which was stated in the Treaty of Washington to have been the object of that instrument may be attained, and that an example so full of good promise for the future may not be lost to the civilized world.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

GRANVILLE.

General R. C. SCHENCK, &c., &c., &c.

No. 2.

*General Schenck to Lord Granville.*LEGATION OF THE UNITED STATES,
London, February 5, 1872.

I have the honor to acknowledge the receipt, on the evening of the 3d instant, of your note of that date, in which, after stating that Her Majesty's Government have had under their consideration the Case presented on behalf of the United States to the Tribunal of Arbitration at Geneva, you proceed to say that you will not allude to several portions of that Case, which are of comparatively smaller importance, but that Her Majesty's Government are of opinion that it will be in accordance with their desire that no obstacle should be interposed to the prosecution of the arbitration, and that it will be more frank and friendly toward the Government of the United States to state at once their views respecting certain claims which you describe as of an enormous and indefinite amount, which appear to have been put forward as matters to be referred to arbitration.

You then go on to state that Her Majesty's Government hold that it is not within the province of the Tribunal of Arbitration at Geneva to decide upon the claims for indirect losses and injuries put forward in the case of the United States, including the loss in the transfer of the American commercial marine to the British flag, the enhanced payment of insurance, and the prolongation of the war, and the addition of a large sum to the cost of the war and suppression of the rebellion.

Referring, then, to the importance which Her Majesty's Government attach to the prosecution of the arbitration, you proceed to speak of the objects which Her Majesty's Government had in view in that arbitration. The primary object, you say, was the firm establishment of amicable relations between two countries which have so many and such peculiar reasons to be on friendly terms; and you add that the satisfaction with which the announcement of the Treaty was received by both nations showed the strength of that feeling.

But you say there is another object to which Her Majesty's Government believe the Government of the United States attach the same value as they do themselves, namely, to give an example to the world how two great nations can settle matters in dispute by referring them to an impartial tribunal.

And you close your note with the statement that Her Majesty's Government on their part feel confident that the Government of the United States are also equally anxious with themselves that the amicable settlement, which was stated in the Treaty of Washington to have been the object of that instrument, may be attained, and that an example so full of good promise for the future may not be lost to the civilized world.

The purpose of Your Lordship's writing appearing to be to notify me of the opinion which Her Majesty's Government hold as to the power of the Tribunal of Arbitration to decide upon certain claims for indirect losses and injuries put forward in the case of the United States, I shall hasten to communicate your note with this information to my Government.

In the mean time, I venture to assure Your Lordship that the Government of the United States will be gratified by this renewed assurance

of the desire of Her Majesty's Government that no obstacle should be interposed to the prosecution of the arbitration, and by the frank and friendly terms in which this statement of their views is made to me. The object which the Government of the United States proposed to itself in the Treaty, and the arbitration for which it provides being identical with those stated by Your Lordship—that is, the firm establishment of amicable relations between the two countries and the giving to the world an example showing how two great nations can settle matters in dispute by referring them to an impartial tribunal—I can further assure Your Lordship that my Government does reciprocate most fully and earnestly the anxiety that the speedy settlement by arbitration, which was provided for by the Treaty of Washington, may be attained, so that, as Your Lordship has eloquently expressed it, an example so full of good promise for the future may not be lost to the civilized world.

I have the honor to be, with the highest consideration, my Lord, Your Lordship's most obedient humble servant,

ROBT. C. SCHENCK.

No. 3.

Mr. Fish to General Schenck.

No. 145.]

DEPARTMENT OF STATE,
Washington, February 27, 1872.

I have to acknowledge your No. 139, of date of February 6, inclosing copy of Earl Granville's note to you of the 3d instant, and of your reply.

Your answer to Earl Granville is marked with your usual intelligence and prudence, and meets the warm approval of the President.

You will receive herewith a dispatch of the same date with this, giving the opinion of this Government on the question suddenly and abruptly raised by Her Majesty's Government, and presented by Earl Granville nakedly and without any argument.

Although no reply is invited by the note of the British Government, the settlement of all causes of difference between the two countries, and the successful example of the mode of settling international differences established by the Treaty, are so earnestly desired by this Government, that we accept the friendly assurances of the British note, disregarding its bald and sudden announcement of an opinion which we think unsustained by the history of the negotiations between the two Governments, or by the events which gave rise to the claims, and for which we see no logical foundation in the Treaty itself.

You will, therefore, read the dispatch referred to to Lord Granville, and may leave with him a copy in case he desires it.

I am, sir, your obedient servant,

HAMILTON FISH.

No. 4.

Mr. Fish to General Schenck.

DEPARTMENT OF STATE,
Washington, February 27, 1852.

SIR: I have laid the note from Earl Granville, addressed to you, bearing date the 3d of February, instant, before the President, who directs me to say that he sincerely desires to promote that firm and abiding friendship between the two nations to which the note so happily refers.

It was under the inspiration of such sentiments that he accepted the invitation of Her Majesty's Government for the establishment of a Joint High Commission to treat and discuss the mode of settling certain questions referred to therein, and suggested on his own part that the proposed commission should also have authority to consider the removal of the differences which arose during the rebellion in the United States, growing out of the acts committed by the vessels, which have given rise to the claims generically known as the "Alabama claims."

It was his earnest hope that the deliberations of the commission would result in an acceptance by Her Majesty's Government of the proposition, submitted by his direction, that a gross sum be agreed upon and paid to the United States, as an amicable settlement of all claims of every description arising out of such differences, instead of the lengthened controversy and litigation which he foresaw must attend any plan of arbitration. He was the more solicitous that such an amicable settlement, without the intervention of third parties, should be adopted, because he feared that so thorough and comprehensive a presentation before the Tribunal of Arbitration of the matters of law and of fact on which the claims of this country rest, as it would be his duty to cause to be made, might, for the moment, revive past excitements and arouse unnecessary apprehensions, if not imperil those ties of international kindness and good will he so much desires to strengthen and make perpetual.

The regret which he felt for the rejection by Her Majesty's Commissioners of the proposition for an amicable settlement is revived with great force by the necessity of this correspondence.

The proposition for a Joint High Commission, which was made by Her Majesty's Government, would not have received the approbation of the President had he supposed it was not to comprehend a consideration and adjustment of all the differences growing out of the acts of the cruisers; nor could he have given his sanction to the Treaty had it been suggested to him, or had he believed that any class of the claims which had been presented by this Government were excluded by the terms of submission from presentation on the part of this Government to the Tribunal of Arbitration. It was, in his appreciation, the chief merit of the mode of adjustment adopted by the Commission, that it was on both sides a frank, full, and unreserved surrender to impartial arbitrament, under the rules therein prescribed, of everything that had created such differences. Whatever degree of importance might here or there be attached to any of these complaints, the President desired and intended, as had the American Commissioners, that all, of every form and character, should be laid before the Tribunal for its final and absolute disposition, either by recognition and settlement, or by rejection, in order that in the future the harmony of personal and political inter-

course between the two countries might never again be disturbed by any possible phase of the controversy.

In his opinion, since entry upon a thorough trial of the issues which divide the two Governments could not be avoided, the claims for national or indirect losses, (referred to in the note of Earl Granville,) as they are put forward by this Government, involve questions of public law which the interests of both Governments require should be definitely settled.

Therefore it is with unfeigned surprise and sincere regret that the President has received the intimation, conveyed in Earl Granville's note, that Her Majesty's Government hold that it is not within the province of the Tribunal of Arbitration to decide upon certain claims for indirect losses and injuries.

His Lordship, however, does not assign any reason for the opinion that losses and injuries with respect to which there has been no concealment—which were presented to the British negotiators at the opening of the discussion in precisely the same manner as they are put forward in the "Case"—not as claims for which a specific demand was made, but as losses and injuries consequent upon the acts complained of, and necessarily to be taken into equitable consideration in a final settlement of all differences between the two countries—which remained unchallenged through the entire negotiations, and not relinquished in the Treaty, but covered by one of its alternatives, are not within the jurisdiction of the Arbitrators.

Unadvised as to the reasoning which has brought Her Majesty's Government to the opinion stated by Lord Granville, the President is unable to adopt it; but, being convinced of the justice of his views that the Treaty contemplated the settlement of all the claims of the United States, is of the opinion that he could not abandon them, except after a fair decision by an impartial arbitration. He seeks no meaning in the Treaty which is not patent on its face; he advances no pretensions at Geneva which were not put forth pending the negotiations at Washington.

This Government knows not where to find the meaning or the intent of the Treaty unless within the Treaty itself.

The object of the Treaty, as declared in its preamble, was "to provide for an amicable settlement of all causes of difference between the two countries;" but the Treaty is not, of itself, the settlement; it is an agreement between the Governments as to the mode of reaching a settlement, and its Article XI engages the contracting parties to consider the result of the arbitration as a full, perfect, and final settlement of all the claims. Until that be reached, no proffer of withholding an estimate of the indirect losses, dependent on the hope of an amicable settlement, can be claimed as a waiver or an estoppel.

The first article recites that differences have arisen between the two Governments, and still exist, and provides, "in order to remove and adjust all complaints and claims on the part of the United States, that all the claims *growing out of acts* committed by the aforesaid vessels, and generically known as the 'Alabama claims,'" be referred to a tribunal of arbitration, to be composed as therein provided. There is no limitation or restriction to any part or description of the claims. All the claims growing out of certain acts, and generically known as the "Alabama claims," were referred. What they were is a question of fact and of history. Which of them are well founded is a question for the Tribunal of Arbitration.

What are called the indirect losses and claims are not now put forward

for the first time. For years they have been prominently and historically part of the "Alabama claims."

It would be superfluous to quote, or, perhaps, even to refer to, particular passages in the published instructions of this Government to their minister to Great Britain; in the notes of that minister to Her Majesty's Principal Secretary of State for Foreign Affairs; or in other public papers, to show that the expectation of this Government has, from the beginning of the acts which gave rise to the "Alabama claims," been that the British Government would indemnify the United States. Incidental or consequential damages were often mentioned as included in the accountability.

In the progress of the acts which gave rise to the claims, high British authority was not wanting to warn Her Majesty's Government in the House of Commons that "they had been inflicting an amount of damage on that country (the United States) greater than would be produced by many ordinary wars," and to indicate, as part of that damage, the losses to whose presentation exception is now taken.

Public men in both countries discussed them, while the public press on the one side and on the other advanced and combatted them with an earnestness and warmth that brought them into a prominence beyond the direct losses and injuries sustained by individuals.

A detailed statement of their claims, enumerating and setting forth the indirect losses precisely as they are advanced in the Case, was submitted by the American negotiators to the Joint High Commission in the first discussion of the claims, on the 8th day of March, and appears in the Protocol, approved on the 4th day of May.

Her Majesty's Government, therefore, cannot, in the absence of any specific exclusion of these damages by the Treaty, be said to be taken unawares by their presentation to the Tribunal, and the President was not at liberty to regard as withdrawn or settled any of the claims enumerated in a statement prepared and approved by the Joint High Commission after their discussions were closed, and within four days of the signing of a treaty which declares that the differences which had arisen with respect to the "Alabama claims" still exist. Appearing thus, from whatever cause, not to have been eliminated from the enumerated claims of the United States, the President had not the power, of his own accord, to withhold them from the Case to be presented to the Tribunal of Arbitration; but in frankness, and in sincerity of purpose to remove, in the spirit of the Treaty, all causes of differences between the two Governments, he has set them forth before the Geneva Tribunal, content to accept any award that the Tribunal may think fit to make on their account.

It is within your personal knowledge that this Government has never expected or desired any unreasonable pecuniary compensation on their account, and has never entertained the visionary thought of such an extravagant measure of damages as finds expression in the excited language of the British press, and seems most unaccountably to have taken possession of the minds of some, even, of the statesmen of Great Britain.

A mixed commission is now in session in this city, under the Treaty, to which are referred all claims of citizens or subjects of either power (other than Alabama claims) which arose out of acts committed during a specified period.

In the correspondence which preceded the agreement for the meeting of the Joint High Commission which negotiated the Treaty, language

was purposely agreed upon and used to express the idea which the representatives of the two Governments entertained, that no claim founded on contract, and, especially, no claim on account of the rebel or confederate cotton debt, was to be presented. Similar language, and for the same avowed and admitted purpose, was used in the Treaty.

Among other claims of an unexpected character presented by the agent of the British Government there was one for a part of the confederate debt, which is understood to be held in Great Britain to the extent of many millions. Immediately on its presentation the United States remonstrated, and requested the British Government to instruct their agent to withdraw that claim. Their remonstrance was unheeded; their request was not answered. If any instruction was given, this Government was not informed thereof, and it failed to be observed; and the claim was pressed to argument. The United States demurred before the commission to its jurisdiction over claims of that description, and the decision of the commission disposed of the case adverse to the claimant.

The attitude of the two Governments is now reversed, with the difference in favor of the United States, that there was no question raised as to the understanding of both Governments at the date of the Treaty, with reference to the exclusion of claims of the character then presented.

The United States seek not to be the judge in their own case.

The course which they pursued afforded a happy solution to what might have been a question of embarrassment.

They desire to maintain the jurisdiction of the Tribunal of Arbitration over all the unsettled claims, in order that, being judicially decided, and the questions of law involved therein being adjudicated, all questions connected with or arising out of the Alabama claims, or "growing out of the acts" of the cruisers, may be forever removed from the possibility of disturbing the perfect harmony of relations between the two countries.

The President regrets that there should be any difference of opinion between the two Governments on any question connected with the Treaty.

He indulges, however, the earnest hope that the disposition which has been equally manifested by both Governments to remove all causes of difference between them will bring them to an agreement upon the incidental question which has arisen, and will allow no obstacle to deprive the world of the example of advanced civilization presented by two powerful States exhibiting the supremacy of law and of reason over passions, and deferring their own judgments to the calm interpretation of a disinterested and discriminating tribunal.

I am, sir, your obedient servant,

HAMILTON FISH.

General ROBERT C. SCHENCK, &c., &c., &c.

No. 5.

General Schenck to Mr. Fish.

No. 179.]

LEGATION OF THE UNITED STATES,
London, March 16, 1872.

* * * * *

On the day of the reception of your note of the 27th of February, and within a few hours after its arrival, I was enabled to have an interview with Lord Granville at the Foreign Office, with a view to making him acquainted, agreeably to your instructions, with its contents. Your communication had been looked for by the Government here with great anxiety.

Following in substance the language of your No. 145, I began by saying that, although Her Majesty's Government had not invited any reply to their note, but had been content to make a naked announcement, unaccompanied by reasons or argument, of their opinion that certain of the claims put forward by the United States in their Case presented at Geneva did not come within the province of the Tribunal of Arbitration to decide, yet such was the earnest desire of my Government for a settlement of all differences between the two countries, and for the successful carrying out of a treaty which offered to the world so good an example of a peaceful and effective method for the removal of international difficulties, that the President was most ready to accept the assurances of the friendly feelings which had prompted that note; and that you had communicated to me in a dispatch, with some fullness, the opinion and views of the Government of the United States on the point which they had raised. I said also to Lord Granville that I was authorized to read to him the dispatch referred to, and, if he desired it, to leave with him a copy of it.

He remarked to me that, being just then pressed and occupied as I must know he was, if I were to read it he should not probably make it the subject of any comment at that time; and he said, if agreeable to me, therefore, and understanding that, anticipating his request for a copy, I had one already prepared, he would ask me to leave that with him that he might have it to lay before the Cabinet at an early meeting. This, of course, I consented to do. I gave him the copy therefore, leaving him to return to the House of Lords, from which he had been hurriedly called to meet his appointment with me.

Before we parted, however, I thought it proper to say to His Lordship that as Her Majesty's Government would undoubtedly take a little time, perhaps a few days, to consider whether they should make any answer, and what answer, to this communication from the United States, if at any time in the interval he deemed it advisable, in the interest of our two countries, to have free, confidential conversation with me, or if he thought that good understanding might be promoted by any exchange of unofficial suggestions touching some mode of issue from our present complication, I would always be happy to meet him and co-operate with him in such friendly endeavor. He assented at once cordially to the propriety of our keeping ourselves in such relation and free unofficial intercourse with each other; but he did not express himself as hopefully, as he thought I did, of an ultimate satisfactory adjustment.

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

ROBT. C. SCHENCK.

No. 6.

General Schenck to Mr. Fish.

No. 180.]

LEGATION OF THE UNITED STATES,
London, March 21, 1872.

SIR: I have barely time to transmit, so as to catch at Queenstown the mail which has left Liverpool to-day, the reply of Lord Granville to your dispatch of the 27th of February. It came to me at eleven o'clock last night, and the printed "Memorandum" which accompanies it as an inclosure, and which is to be taken as a part of the communication, reached me only this afternoon.

I send also, herewith, a copy of my answer to His Lordship, acknowledging the receipt of his note and the "Memorandum."

You will observe that Her Majesty's Government have construed your dispatch to me as containing apparently an invitation to open fully a discussion with you on the question of the right of the United States to include in their Case presented at Geneva any claim for indirect losses or damages. There is nothing advanced, however, either in the way of any proposal for the removal of the difficulty between us, or intimating what may be the consequence in case of continued difference of opinion. It is still but the notice which was contained in Lord Granville's note of the 3d ultimo, accompanied now by the reasons which have led Her Majesty's Government to the conclusion which was then communicated.

But I must close in haste, without further comment.

I have the honor to be, sir, your obedient servant,

ROBT. C. SCHENCK.

Inclosures.

1 and 2. Lord Granville to General Schenck, note of March 20, 1872, with accompanying printed "Memorandum."

3. General Schenck to Lord Granville, note of March 21, 1872.

No. 7.
*Earl Granville to General Schenck.*FOREIGN OFFICE, *March 20, 1872.*

SIR: I have laid before my colleagues Mr. Fish's dispatch of the 27th ultimo, of which, at my request, and authorized by your Government, you gave me a copy on the 14th instant.

Her Majesty's Government recognize with pleasure the assurances of the President that he sincerely desires to promote a firm and abiding friendship between the two nations; and, animated by the same spirit, they gladly avail themselves of the invitation which your Government appear to have given, that they should state the reasons which induced them to make the declaration contained in my note to you of the 3d ultimo, and which I then purposely omitted, in the hope of obtaining,

without any controversial discussion, the assent of the Government of the United States.

Mr. Fish says, "What are called the indirect losses and claims are not now put forward for the first time. For years they have been prominently and historically part of the 'Alabama claims.' It would be superfluous to quote, or perhaps even to refer to, particular passages in the published instructions of this Government to their Minister to Great Britain, in the notes of that Minister to Her Majesty's Principal Secretary of State for Foreign Affairs, or in other public papers, to show that the expectation of this Government has, from the beginning of the acts which gave rise to the 'Alabama claims,' been that the British Government would indemnify the United States. Incidental or consequential damages were often mentioned as included in the accountability." This assertion does not appear to me accurately to represent the facts as they are shown in the correspondence between the two governments. It is true that in some of the earlier letters of Mr. Adams vague suggestions were made as to possible liabilities of this country extending beyond the direct claims of American citizens for specific losses arising from the capture of their vessels by the Alabama, Florida, Shenandoah, and Georgia; but no claims were ever defined or formulated, and certainly none were ever described by the phrase "Alabama claims," except these direct claims of American citizens.

No mention of any claim for national or indirect losses had been made during the negotiation, commencing with Mr. Seward's dispatch to Mr. Adams, dated the 27th of August, 1866, and ending with the signature of the Convention of the 10th of November, 1868, by Lord Stanley and Mr. Reverdy Johnson, by the IVth article of which power was given to Commissioners "to adjudicate upon the class of claims referred to in the official correspondence between the two Governments as the 'Alabama claims.'"

The first subsequent mention of any claim for national losses was in a communication, unauthorized by his Government, made by Mr. Reverdy Johnson, in March, 1869, to Lord Clarendon, in which he suggested that the terms of the Convention signed by him with Lord Clarendon, on the 14th of January, which comprised a reference to a Mixed Commission of the "Alabama claims," should be enlarged so as to include all claims on the part of either Government upon the other, an essential condition of the proposal being that, in case a claim was set up by the United States, founded on the recognition of the Confederate States as belligerents, it should be open to the British Government to advance claims on their part, such as a claim for injury to British interests by the assertion and exercise of belligerent rights by the United States upon British commerce.

Lord Clarendon at once declined to entertain this suggestion.

In Mr. Fish's dispatch of the 25th of September, 1869, the Government of the United States intimated that they considered there might be grounds for some claims of a larger and more public nature, though they purposely abstained at that time from making them; but the grounds indicated were not limited to the acts of the Alabama and other similar vessels, or to any mere consequences of such acts, nor were these public claims then described or referred to in any manner as "Alabama claims." That expression, the "Alabama claims," which first occurs in a letter from Mr. Seward to Sir F. Bruce, of the 12th of January, 1867, had always been used in the correspondence between the two Governments to describe the claims of American citizens on account

of their own direct losses by the depredations of the Alabama and other similar vessels, and had never been employed to describe, or been treated as comprehending, any public or national claims whatever of the Government of the United States.

Down, therefore, to the time when Her Majesty's Government proposed the appointment of a Joint High Commission to settle the Fishery Question and all other questions affecting the relations of the United States toward Her Majesty's possessions in North America, no actual claim against Her Majesty's Government had been formulated or notified on the part of the United States, except for the capture or destruction of property of individual citizens of the United States by the Alabama and other similar vessels.

When Her Majesty's Government consented, at the request of the Government of the United States, that the "Alabama claims" should be dealt with by the High Commission, it was in the full confidence that the phrase "Alabama claims" was used by the United States Government in the same sense as it had been used throughout the previous correspondence and in the conventions signed by Lord Stanley and Lord Clarendon.

National claims of an indirect character, such as those referred to in Mr. Fish's dispatch, could not be comprehended under the term "claims generically known as the Alabama claims." The possibility of admitting as a subject of negotiation any claim for indirect national losses has never been entertained in this country; and it was therefore without the slightest doubt as to such claims being inadmissible that the British High Commissioners were appointed and proceeded to Washington.

At a meeting of the British and United States High Commissioners on the 8th of March, the latter, after a general statement of the claims of the United States, proceeded to say that, in the hopes of an amicable settlement, no estimate was made of indirect losses, without prejudice, however, to the right of indemnification on their account, in the event of no such settlement being made; and they afterward proposed, by direction of the President, that "the Joint High Commission should agree upon a sum which should be paid by Great Britain to the United States, in satisfaction of all the claims and the interest thereon."

Mr. Fish says that the President earnestly hoped that the deliberations of the Commission would have resulted in an acceptance by Her Majesty's Government of this proposition.

Her Majesty's Government cannot understand upon what this hope was founded.

The position which the Government of this country have maintained throughout all the negotiations has been that they were guilty of no negligence in respect of the escape of the Alabama and the other vessels, and have therefore incurred no liability for any payment, and they still maintain this position.

The only ground on which Her Majesty's Government could be asked to pay any sum would have been an admission on their part that there had been such negligence as rendered them justly liable to pay a sum in compensation. This would have been an absolute surrender of the position which has always been held by this country, and a confession, which never could have been expected from them, that they had been guilty of negligence.

Her Majesty's High Commissioners, therefore, could only declare at once that a proposal of an "amicable settlement" in this particular form could not be entertained. Her Majesty's High Commissioners, on

the part of this country, immediately made a counter-proposal, namely, the proposal of arbitration, and this proposal, after being to a certain extent modified on the suggestion of the United States High Commissioners, was accepted by them.

The modification suggested by the United States High Commissioners, and accepted by those of Great Britain, was a concession of no slight importance on the part of this country, namely, that the principles which should govern the Arbitrators in the consideration of the facts should be first agreed upon, and this concession was very materially enhanced when, in order to strengthen the friendly relations between the two countries and make satisfactory provision for the future, they further agreed that these principles should be those contained in the Rules in the VIth Article of the Treaty; for they thus accepted the retroactive effect of rules to which, nevertheless, they felt bound to declare that they could not assent as a statement of principles of international law in force at the time when the "Alabama claims" arose.

The friendly spirit of Her Majesty's Government was further shown by their authorizing Her Majesty's High Commissioners to express the regret felt by Her Majesty's Government for the escape, under whatever circumstances, of the Alabama and the other vessels from British ports, and for the depredations committed by those vessels, and by their agreeing that this expression of regret should be formally recorded in the Treaty.

Nor did Her Majesty's Government object to the introduction of claims for the expense of the pursuit and capture of the Alabama and other vessels, notwithstanding the doubt how far those claims, though mentioned during the conferences as direct claims, came within the proper scope of the arbitration. They acquiesced in the proposal to exclude from the negotiations their claims on behalf of Canada against the United States for injuries suffered from Fenian raids—an acquiescence which was due partly to a desire on their part to act in a spirit of conciliation, and partly to the fact, stated by Her Majesty's High Commissioners, that a portion of these claims was of a constructive and inferential character.

The importance of these concessions must not be underrated. Nor can it have been expected by the Government of the United States that concessions of this importance would have been made by this country if the United States were still to be at liberty to insist upon all the extreme demands which they had at any time suggested or brought forward.

Her Majesty's Government considered themselves justified in treating the waiver of indirect claims, in the event of an amicable settlement, proffered by the High Commissioners of the United States, as one which applied to any form of amicable settlement, and therefore comprised, in like manner, the form of amicable settlement proposed by the British High Commissioners, accepted on the part of the United States, and recognized in the preamble of the Treaty.

Such a waiver was, in fact, a necessary condition of the success of the negotiation.

It was in the full belief that this waiver had been made that the British Government ratified the Treaty.

Her Majesty's Government are anxious that the considerations which made them hold this belief should be more fully explained to the Government of the United States than can be done in the form of a letter, and I have accordingly embodied them in a Memorandum, which I have

the honour to inclose, and which I beg may be read with and considered as part of my present communication.

Her Majesty's Government do not deny that it is as competent for the Government of the United States as it is for themselves to assert that their own interpretation of the Treaty is the correct one. But what Her Majesty's Government maintain is, that the natural and grammatical construction of the language used in the Treaty and Protocols is in accordance with the views which they entertain, and sustains their assertion that the terms of reference to the Arbitrators are limited to direct claims, inasmuch as direct claims only have throughout the correspondence been recognized and repeatedly defined under the name of the "Alabama claims."

There are some passages in Mr. Fish's despatch in which he defends the introduction into the American Case of the claims for indirect losses and injuries, which I cannot allow to pass without more special remark.

It is stated that they are put forward in the Case, not as claims for which a specific demand is made, but as losses and injuries consequent upon the acts complained of, and necessarily to be taken into equitable consideration in a final settlement of all differences between the two countries, and as not relinquished in the Treaty, but covered by one of its two alternatives.

Her Majesty's Government do not perceive what "alternative" in the Treaty can cover these claims.

If, indeed, by this language Mr. Fish is to be understood as referring to the two different modes provided by Articles VII and X of the Treaty, for arriving at the amount of the payment to be made by Great Britain in the event of any liability being established, the answer seems obvious, viz, that these alternatives are applicable only to the settlement of the amount of damages, and not to the measure of liability.

Again, Mr. Fish states that the Treaty was not an amicable settlement, but only an agreement between the Governments as to the mode of reaching a settlement, and that no proffer of withholding an estimate of indirect losses can be claimed as a waiver until the result of the arbitration is arrived at; but he overlooks the fact that the Treaty is called an amicable settlement, not merely in relation to the "Alabama claims," but as an entirety; and even in relation to the "Alabama claims" alone, it must clearly be taken that the amicable settlement which it professed to provide was arrived at from the moment when the Treaty containing the agreement to go to arbitration upon the claims was signed and ratified. If, according to Mr. Fish's view, an amicable settlement upon a reference to arbitration can only be arrived at by an adjudication of the claims, it is obvious that no waiver of any such claims could, under such circumstances, ever be made, for before the time for the waiver (on this supposition) had arrived the claims would already have been decided upon.

That Her Majesty's Government never intended to refer these claims to arbitration, and that in ratifying the Treaty they never contemplated their being revived in the argument before the Arbitrators, must have been obvious to you from the language used in the debate in the House of Lords on the 12th of June, on the motion for an address to the Queen, praying Her Majesty to refuse to ratify the Treaty.

On that occasion I distinctly stated this to be the understanding of Her Majesty's Government, and quoted the very Protocol of the 4th of May, to which I have referred above, as a proof that these indirect claims had "entirely disappeared." When Lord Cairns, to whose speech

allusion has been made in the United States Case, subsequently said that extravagant claims might be put in and take their chance, he was met with expressions of dissent. Moreover, Lord Derby, while criticizing the negotiation and the terms of the Treaty in other respects, particularized the withdrawal of indirect claims. "The only concession," he said, "of which I can see any trace upon the American side is the withdrawal of that utterly preposterous demand that we should be held responsible for the premature recognition of the South as a belligerent power, in company with that equally wild imagination, which, I believe, never extended beyond the minds of two or three speakers in Congress, of making us liable for all constructive damages to trade and navigation which may be proved or supposed to have arisen from our attitude during the war."

I observed that you were present in the House of Lords on that occasion, and you informed me, on the 16th of December, that you were present during the speeches of Lord Russell and myself, and that you communicated the next day the full newspaper report of the debate to your Government.

Sir S. Northcote, in the House of Commons, repeated, in other words, the substance of my remarks on the limitation of the terms of reference; and as his speech is printed in the papers on Foreign Relations, recently laid before Congress, it must also have been reported to your Government. But neither on the occasion of my speech, nor of his, nor when the ratifications of the Treaty were exchanged on the 17th of June, did you call my attention to the fact that a different interpretation was placed on the Treaty and Protocol by Her Majesty's Government and the Government of the United States; nor, so far as Her Majesty's Government are aware, was their interpretation thus publicly expressed challenged either by the Statesmen or the public press of the United States.

Her Majesty's Government must therefore confess their inability to understand how the intimation contained in my note of the 3d of February last can have been received by the President with surprise.

Mr. Fish urges that the claims for national indirect losses which have been put forward on behalf of his Government involve questions of public law which the interest of both Governments requires to be definitely settled.

Her Majesty's Government agree with Mr. Fish that it is for the interest of both countries that the rights and duties of neutrals upon some of the points hitherto thought open to serious controversy should be definitely settled, and had hoped that such a settlement had been secured by the Rules to which they have given their assent; but they cannot see that it would be advantageous to either country to render the obligations of neutrality so onerous as they would become if claims of this nature were to be treated as proper subjects of international arbitration.

Whatever construction may be placed upon the 1st Article of the Treaty, it is impossible to sever the terms of reference therein contained from the Rules in the VIth Article; and the measure of liability under the Arbitration, therefore, will be the measure of liability incurred by any neutral State which, after acceding to these Rules, may, "by any act or omission," fail to fulfill any of the duties set forth in them.

The United States and Great Britain have bound themselves by the Treaty to observe these Rules as between themselves in future.

They have, moreover, bound themselves to bring these Rules to the knowledge of other maritime powers, and to invite them to accede to

them. Could it have been expected that those powers would accept a proposal which might entail upon a neutral such an unlimited liability and, in some instances, might involve the ruin of a whole country?

Her Majesty's Government cannot for themselves accept such a liability, nor recommend the acceptance of it to other nations.

Are the Government and people of the United States themselves prepared to undertake the obligation of paying to an aggrieved belligerent the expenses of the prolongation of the war and other indirect damages, if, when the United States are neutral, they can be shown to have permitted the infringement of any one, or part of any one, of the three Rules through a want of due diligence on the part of their executive officers?

To attach such tremendous consequences to an unintentional violation of neutrality—it might be by a single act of negligence—would be to strike a heavy blow at the interests of peace; for war has scarcely any consequences more formidable to a belligerent than those which might thus be incurred by a neutral; and, while war offers a chance of gain, neutrality would, if such claims as these were once admitted, present without any such compensation the risk of intolerable loss.

With respect to the disclaimer made by Mr. Fish of any expectation or wish, on the part of the United States Government, to obtain any "unreasonable pecuniary compensation" on account of these indirect claims, I think it sufficient here to observe that, on the question of amount, the British people and Government have necessarily been obliged to look to the nature and grounds of the claims as they are stated in the Case of the United States, and have, of course, been unable to form a judgment from any other data of the expectations of those by whom the claims are advanced. If these claims could be considered as well-grounded in principle, it appears to Her Majesty's Government to be capable of demonstration that the magnitude of the damages which might be the result of their admission is enormous. The grounds of these views are more fully stated in the Third Part of the inclosed Memorandum.

Mr. Fish has appealed to the proceedings at the Washington Claims Commission in connection with the Confederate cotton claims. Her Majesty's Government must, however, observe that there is no analogy between the two cases, as, by the Treaty, the Washington Commission has power "to decide in each case whether any claim has or has not been duly made, preferred, and laid before them, either wholly, or to any and what extent, according to the true intent and meaning of the Treaty;" no similar words being used as to the powers of the Geneva Tribunal.

It is the function of the Washington Commission to decide upon a variety of general claims, not of one kind, nor limited or defined beforehand, and Her Majesty's Agent was instructed that his duty would *prima facie* be to present such claims as private individuals might tender for that purpose for acceptance or rejection by the Commission, Her Majesty's Government not intending to make themselves responsible either for the merits of the particular claims or for the arguments by which they might be supported. The jurisdiction of the Geneva Tribunal was limited to one particular class and description of claims.

The facts are as follows:

On the 11th of November, in pursuance of the general instructions which had been given to Her Majesty's Agent, a claim upon a bond issued by the so-called Confederate States for a sum forming part of a

loan called the "Cotton Loan," contracted by those States, and for the payment of which certain cotton seized by the United States was alleged to have been hypothecated by the Confederate Government, was filed at Washington; and on the 21st I learnt from you that the United States Government objected to claims of this kind being even presented.

Some delay took place in consequence of unavoidable causes, with some of which you are well acquainted. And there were others, such as the necessity not only of communicating with my colleagues, but with Sir E. Thornton, and of considering how far, under the same general description, there might be included claims substantially different. The despatches from Her Majesty's Agent giving the details of the nature of the claim, and of the demurrer made to it by the United States Agent, did not reach me until the 6th of December. I had, in the meantime, ascertained from Sir E. Thornton that the expression "acts committed" had been used by mutual agreement in the negotiations which preceded the appointment of the High Commission with a view to exclude claims of this class from the consideration of the High Commissioner; those words being also used in the XIIth Article of the Treaty with regard to private claims. The question was brought before the Cabinet at its next meeting on the 11th, and was finally decided on the 14th, as recorded in a minute by Mr. Gladstone. This decision was that the Confederate cotton claims should not be presented unless in the case of bonds exchanged for cotton, which had thereby become the actual property of the claimant, and directions were given for a despatch to be sent to this effect, and on the 16th I informed you that you might write to Mr. Fish that Her Majesty's Agent would be instructed not to present any claims that did not come within the provisions of the Treaty.

Although it appears that the understanding need not necessarily have extended beyond the rejection by the Commissioners of the claims, under the XIV Article, by which the Commissioners have power to decide whether any claim is preferred within the true intent and meaning of the Treaty, (as was done with various claims under a similar Article in the Claims Convention of 1853,) Her Majesty's Government acceded to the construction which the United States Government had put upon that understanding.

Mr. Fish will observe the feeling by which Her Majesty's Government were guided in coming to their decision on the 14th. They desired to put the most favorable construction upon any understanding which the United States Government might have supposed to exist.

Information reached me the next morning by telegraph of the adjudication, which Her Majesty's Government had not expected to take place, upon the merits of the claim by the Commissioners. This required a reconsideration of the instructions, and fresh instructions were sent by the mail of the 23d, and also by telegraph, to Sir E. Thornton to arrange with Mr. Fish that the presentation of claims which appeared to be manifestly without the terms of the Treaty should be withheld, and that when Her Majesty's Agent was of opinion that a claim belonged to a class that ought not to be presented, it would be desirable that an agreement to that effect should be made and signed by Sir E. Thornton and Mr. Fish. These instructions were communicated to Mr. Fish.

Her Majesty's Agent has since acted in accordance with the decision of the Cabinet of the 14th of December. New claims of the like character have been tendered to him by parties who were unwilling to acquiesce in the decision of the Commissioners as applicable to their own cases, but which claims, under instructions from Her Majesty's Government, have not been presented.

I have now placed in your hands, for examination by the Government of the United States, a statement of the reasons which, in the opinion of Her Majesty's Government, sufficiently show that claims for indirect losses are not within the meaning of the Treaty; that they were never intended to be included by Her Majesty's Government; that this was publicly declared before the ratification, when the error, if any, might have been corrected; that such claims are wholly beyond the reasonable scope of any Treaty of Arbitration whatever; and that to submit them for the decision of the Tribunal would be a measure fraught with pernicious consequences to the interests of all nations and to the future peace of the world.

I appreciate the desire substantially, if indirectly, expressed by the Government of the United States, to be advised of the reasons which have prompted the declaration made by me on behalf of Her Majesty's Government on the 3d of February, no less than the friendly and courteous language which has been employed by the United States Secretary of State. The present letter is intended by Her Majesty's Government, not as the commencement of a diplomatic controversy, but as an act of compliance with that most reasonable desire. They are sure that the President will be no less anxious than they are that the conduct of both Governments should conform to the true meaning and intent of the instrument they have jointly framed and signed, whether that meaning be drawn from the authoritative documents themselves or from collateral considerations, or from both sources combined.

Entertaining themselves no doubt of the sufficiency of the grounds on which their judgment proceeds, they think it the course at once most respectful and most friendly to the Government of the United States to submit those grounds to their impartial appreciation. Her Majesty's Government feel confident that they have laid before the President ample proof that the conclusion which was announced by me on the 3d of February, and to which I need hardly say that they adhere, cannot be shaken.

I have, &c.,
(Signed)

GRANVILLE.

MEMORANDUM.

PART I.—On the waiver of claims for indirect losses contained in the 36th Protocol.

PART II.—On the construction of the treaty.

PART III.—On the amount of the claims for indirect losses.

PART I.

On the waiver of claims for indirect losses contained in the 36th Protocol.

The first Protocol of the Conferences of the High Commission begins with a recital of the powers of the British Commissioners, stating Her Majesty's purpose in their appointment to be to "discuss in a friendly spirit with Commissioners to be appointed by the Government of the United States the various questions on which differences had arisen between Great Britain and that country," and to "treat for an agreement as to the mode of their amicable settlement."

The Protocol of the 4th of May recounts that the American Commissioners stated, on the 8th of March, "that the history of the 'Alabama,' and other cruisers which had been fitted out, or armed or

equipped, or which had received augmentation of force in Great Britain or in her Colonies, and of the operations of those vessels, showed (1) extensive *direct losses* in the capture and destruction of a large number of vessels with their cargoes and in the heavy national expenditures in the pursuit of the cruizers; and (2) *indirect injury* in the transfer of a large part of the American commercial marine to the British flag, in the enhanced payments of insurance, in the prolongation of the war, and in the addition of a large sum to the cost of the war, and the suppression of the rebellion; and also showed (3) that Great Britain, by reason of failure in the proper observance of her duties as a neutral, had become justly *liable for the acts of those cruizers and of their tenders*; that the *claims* for the loss and destruction of private property which had thus far been presented amounted to about \$14,000,000, without interest, which amount was liable to be greatly increased by *claims* which had not been presented; that the cost to which the Government had been put in the pursuit of cruizers could easily be ascertained by certificates of Government accounting officers; that, in the hope of *an amicable settlement*, no estimate was made of the *indirect losses*, without prejudice, however, to the *right to indemnification on their account* in the event of *no such settlement* being made.

"The American Commissioners further stated that they hoped that the British Commissioners would be able to place upon record an expression of regret by Her Majesty's Government for the depredations committed by the vessels whose acts were now under discussion. They *also proposed* that the Joint High Commission should agree upon a sum which should be paid by Great Britain to the United States, in satisfaction of *all the claims, and the interest thereon.*"

The British Commissioners abstained "from replying in detail to the statement of the American Commissioners, in the hope that the necessity for entering upon a lengthened controversy might be obviated by the adoption of *so fair a mode of settlement* as that which they were instructed to propose; and they had now to repeat, on behalf of their Government, the offer of arbitration.

"The American Commissioners expressed their regret at this decision of the British Commissioners, and said further that *they could not consent to submit the question of the liability of Her Majesty's Government to arbitration, unless* the principles which should govern the Arbitrator in the consideration of the facts could be first agreed upon."

These principles were subsequently discussed and agreed upon, and incorporated in the Draft of the VIth Article of the Treaty.

On the 6th of May, the Commissioners met for their final conference, and Lord de Gray said that "it had been most gratifying to the British Commissioners to be associated with colleagues who were animated with the same sincere desire as themselves to bring about a *settlement* equally honourable and just to both countries."

Mr. Fish replied that "from the first Conference the American Commissioners had been impressed by the earnestness of desire manifested by the British Commissioners to reach a *settlement worthy of the two Powers.* * * * His colleagues and he could never cease to appreciate the generous spirit and the open and friendly manner in which the British Commissioners had met and discussed the several questions that had led to the conclusion of *the Treaty, which it was hoped* would receive the approval of the people of both countries, and *would prove the foundation of a cordial and friendly understanding* between them for all time to come."

Two days afterward the Treaty was signed with the following Preamble:

"Her Britannic Majesty and the United States of America, being desirous to provide for an *amicable settlement* of all causes of difference between the two countries, have, for that purpose, appointed their respective Plenipotentiaries. * * * And the said Plenipotentiaries, after having exchanged their full powers, which were found to be in due and proper form, *have agreed to and concluded* the following Articles."

In the view of Her Majesty's Government the statement made by the American Commissioners on the 8th of March contained a waiver of the claims for indirect losses contingent on an "amicable settlement" being arrived at; and this waiver consisted of two parts:

First, the affirmative statement that "in the hope of an amicable settlement no estimate was made of the indirect losses." The words "in the hope of an amicable settlement" are in themselves grammatically general, and, unless qualified by a subsequent limitation, mean, in the hope of any such settlement as the parties shall acknowledge to fall under the phrase "amicable settlement." Now, this part of the waiver, being a declaration in which the other party had an interest, and, so far, of the nature of the promise, could only be so limited by an express specification following it immediately, or at least before the other party had taken any step in reliance on its general character. But no such specification was made; nor does any specification at all as to the particular form of settlement appear in the Protocol. The phrase consequently retains the general character above described as its literal and grammatical meaning.

It might be said that the concluding words of the phrase—"no estimate was made of the indirect losses"—had a special regard to the form of amicable settlement thereafter proposed by the American Commissioners, viz, the payment of a gross sum. This, however, can only be maintained subject to the qualification that, if the estimate of indirect losses was withheld in the hope that that proposal would be accepted, and if the view of the American Commissioners was that the acceptance of that proposal alone would constitute the "amicable settlement," in consideration of which the estimate of indirect losses was withheld, then the next step for them, when the proposal was declined, was to present that estimate; or, if not, then in some other specific manner to keep alive the claim. But they did neither; they did not intimate or give notice to the British Commissioners that their hope of an "amicable settlement" had been frustrated or disappointed, nor did they say anything to the effect of making this first portion of the waiver dependent on the rejected proposal. And thus the phrase "an amicable settlement" is left to stand in its original and grammatical generality.

The second part of the waiver is as follows:

"Without prejudice, however, to the right of indemnification on their account [*i. e.*, on account of indirect losses] in the event of no such settlement being made." Its precise bearing obviously depends upon the meaning of the words "no such settlement."

Now the word "such" grammatically qualifies the word "settlement" by referring to the antecedent expression "amicable settlement." "Such," therefore, means "amicable;" and the right reserved by the American Commissioners is grammatically a right to revive the question of indirect losses *in the event of no amicable settlement being made*, and is nothing more.

It is to be observed that at this time no proposal whatever had been made for payment of a gross sum, or for any particular form or mode of settlement.

The only remaining question is whether the Treaty was itself "an amicable settlement," or, which is the same thing for the purposes of the argument, was *in ordine* towards an amicable settlement, and a step on the road to it.

This question is answered by the preamble of the Treaty, which declares that the President of the United States had (as well as Her Majesty) given his Commissioners certain powers "in order to provide for an amicable settlement" of certain differences, in which the "Alabama claims" were included; that these powers had been compared and verified; and that in virtue of them the Commissioners had agreed upon the Articles of the Treaty which are then set forth in order. The "amicable settlement" is here distinctly recognized not as a particular solution of the pending questions which had been proposed and set aside, but as an object of negotiation which had been provided for in a manner satisfactory to both parties, and the provision for which was embodied in the Treaty. The reservation, therefore, made by the American Commissioners had not come into play; the waiver remained in full force; and the indirect losses were excluded by the preamble of the Treaty from the scope of the arbitration.

PART II.

On the construction of the Treaty of Washington.

Upon the construction of the Treaty of Washington, apart from the Protocols, there appear to be three questions:

First. What claims are described by the words, "*the claims generically known as the 'Alabama Claims?'*"

Second. What vessels are described by the words, "*the several vessels, which have given rise to the claims generically known as the 'Alabama Claims?'*"

Third. What claims are described by the words, "*all the said claims, growing out of acts committed by the aforesaid vessels, and generically known as the 'Alabama Claims?'*" (being the words in which the subject-matter of the reference to arbitration agreed upon is defined.)

Each of these questions will be examined separately.

1. What claims are described by the words, "*the claims generically known as the 'Alabama Claims?'*"

The word "known" signifies that this collective expression had acquired a definite sense, supposed to be mutually understood, from its use in previous communications, between the same parties.

The word "generically" naturally signifies that all the claims intended were *ejusdem generis*.

The word "claims" itself naturally signifies demands actually presented or notified, either with or without a full specification of particulars.

The diplomatic correspondence, which preceded the negotiation, must therefore be referred to, to discover, first, what demands had been presented, or notified; and secondly, what had been the previous use of the phrase "the 'Alabama Claims?'"

The earliest intimation of any claims against this country was in the letter of Mr. Adams to Lord Russell, of 20th November, 1862; which spoke "of the depredations committed on the high seas upon merchant-vessels" by the "Alabama," and of "the right of reclamation of the Government of the United States for the grievous damage done to the

property of their citizens," by reason of the escape of that vessel from British jurisdiction; and which referred, in support of that alleged right, to the treaty of 1794 between Great Britain and the United States, by which (as Mr. Adams inaccurately represented) "all cases of damage previously done by capture of British vessels or merchandize, by vessels originally fitted out in the ports of the United States," were agreed to be referred to a commission, to award "the necessary sums for full compensation." He added, that he had received directions from his Government "to solicit redress for *the national and private injuries* already *thus* sustained."

On the 19th February, 1863; 29th April, 1863; 7th July, 1863; 24th August, 1863; 19th September, 1863, and 23d October, 1863, Mr. Adams presented to Lord Russell a series of definite claims made against the Government of this country by particular American citizens, in respect of ships and property belonging to them, said to have been destroyed by the "Alabama," intimating, in his letter of the 23d October, that his Government "must continue to insist that *Great Britain has made itself responsible for the damages which the peaceful, law-abiding citizens of the United States sustain by the depredations of the vessel called the 'Alabama.'*" He added, (in an important passage containing the first suggestion of arbitration as a mode of thereafter solving the question,) "In repeating this conclusion, however, it is not to be understood that the United States incline to act dogmatically or in a spirit of litigation. They fully comprehend how unavoidably reciprocal grievances must spring up from the divergence of the policy of the two countries in regard to the present insurrection. * * * For these reasons I am instructed to say that they frankly confess themselves unwilling to regard the present hour as the most favourable to a calm and candid examination by either party of the facts or the principles involved in cases like the one now in question. Though indulging a firm conviction of the correctness of their position *in regard to this and other claims*, they declare themselves disposed at all times, hereafter as well as now, to consider in the fullest manner all the evidence and the arguments which Her Majesty's Government may incline to proffer in refutation of it; and, in case of an impossibility to arrive at any common conclusion, I am directed to say there is no fair and equitable form of conventional arbitrament or reference to which they will not be willing to submit. Entertaining these views, I crave permission to apprise your Lordship that I have received directions to continue to *present to your notice claims of the character heretofore advanced*, whenever they arise, and to furnish the evidence on which they rest, as is customary in such cases, in order to guard against possible ultimate failure of justice from the absence of it.

In a later letter, of 31st October, 1863, Mr. Adams (while presenting other similar demands in respect of property destroyed by the "Florida") spoke of "*the claims growing out of the depredations of the 'Alabama' and other vessels issuing from British ports.*"

On the 20th January, 1864, he presented another similar claim by the owners of the "Sea Bride," captured by the "Alabama." And at later dates the particulars were transmitted by him of certain claims made by persons whose property was alleged to have been destroyed by the "Shenandoah."

On the 7th April, 1865, (when the war was considered by him as actually or virtually at an end,) Mr. Adams transmitted to Lord Russell certain reports of "depredations committed upon the commerce of the United States" by the "Shenandoah," and added, "were there any reason to believe that the operations carried on in the ports of Her

Majesty's Kingdom and its dependencies to maintain and extend this systematic depredation upon the commerce of a friendly people had been materially relaxed or prevented, I should not be under the painful necessity of announcing to your Lordship the fact that *my Government cannot avoid entailing upon the Government of Great Britain the responsibility for this damage,*" and he proceeded to speak of "the injury that might yet be impending from the part which the British steamer 'City of Richmond' had had in being suffered to transport with impunity from the port of London men and supplies, to place them on board of the French-built steam-ram 'Olinthe,' alias 'Stoerkodder,' alias 'Stonewall,' which had, through a continuously fraudulent process, succeeded in deluding several Governments of Europe, and in escaping from this hemisphere on its errand of mischief to the other." He then went on to complain that, by reason of a series of acts, (*the furnishing of "vessels, armaments, supplies, and men,"*) which he contended to be almost wholly attributable to Great Britain, or to British citizens, the entire maritime commerce of the United States was in course of being transferred, and had already, to a great extent, passed over to Great Britain, whose recognition of the belligerent character of the insurgents he alleged to be the main and original source of all this mischief; adding, "In view of all these circumstances, I am instructed, whilst insisting on the protest heretofore solemnly entered against that proceeding," (*i. e.*, the recognition of Southern belligerency,) "further respectfully to represent to your Lordship that, in the opinion of my Government, the grounds on which Her Majesty's Government have rested their defence against the responsibility incurred in the manner hereinbefore stated, for the evils that have followed, however strong they might have hitherto been considered, have now failed, by a practical reduction of all the ports heretofore temporarily held by the insurgents."

It is to be observed that, although the general injury to the commerce of the United States is largely referred to in this letter, Mr. Adams advances no new claim for compensation, on that or any other account, (except for captures made by the "Shenandoah,") against Her Majesty's Government; he even intimates that the particular claim for the captures by the "Shenandoah" would not then have been made, if his Government could have felt assured that no further operations of the like nature would take place.

This letter led to a prolonged controversial argument, in the course of which (on the 4th May, 1865) Lord Russell observed that he could "never admit that the duties of Great Britain toward the United States were to be measured by the losses which the trade and commerce of the United States might have sustained," and said, "The question, then, really comes to this: Is Her Majesty's Government to assume or be liable to a responsibility for conduct which Her Majesty's Government did all in their power to prevent and to punish? A responsibility which Mr. Adams, on the part of the United States Government, in the case of Portugal, positively, firmly, and justly declined. Have you considered to what this responsibility would amount? Great Britain would become thereby answerable for every ship that may have left a British port and have been found afterwards used by the Confederates as a ship of war; nay, more, for every cannon and every musket used by the Confederates on board any ship of war, if manufactured in a British workshop." To which Mr. Adams replied (20th May, 1865) by a "recapitulation" of nine points, which he said he had desired to embody in his previous arguments. These points (beginning with the recognition of Southern belligerency on the high seas, and alleging this belligerency to have

been in fact created, after the recognition, by means derived from Great Britain) mentioned, under the 7th head, "*the burning and destroying on the ocean a large number of merchant vessels and a very large amount of property belonging to the people of the United States.*"

The 8th and 9th heads were thus worded:

"8. That, in addition to this direct injury, the action of these British built, manned, and armed vessels has had the indirect effect of driving from the sea a large portion of the commercial marine of the United States, and, to a corresponding extent, enlarging that of Great Britain, thus enabling one portion of the British people to derive an unjust advantage from the wrong committed on a friendly nation by another portion.

"9. *That the injuries thus received by a country which has, meanwhile, sedulously endeavored to perform all its obligations, owing to the imperfection of the legal means at hand to prevent them, as well as the unwillingness to seek for more stringent powers, are of so grave a nature as in reason and justice to constitute a valid claim for reparation and indemnification.*" Later on, in the same letter, Mr. Adams also said: "Your Lordship is pleased to observe that you can never admit that the duties of Great Britain toward the United States are to be measured by the losses which the trade and commerce of the United States may have sustained. To which I would ask permission to reply, that no such rule was ever desired. The true standard for the measurement would seem to be framed on the basis of the clear obligations themselves, and the losses that spring from the imperfect performance of them;" and "thus it is that, whatever may be the line of argument I pursue, I am compelled ever to return to the one conclusion: *the nation that recognized a Power as a belligerent before it had built a vessel, and became itself the sole source of all the belligerent character it has ever possessed on the ocean, must be regarded as responsible for all the damage that has ensued from that cause to the commerce of a Power with which it was under the most sacred of obligations to preserve amity and peace.*"

It will be seen that, although the general propositions of this letter might be wide enough to include the largest imaginable demands, it nevertheless abstains from putting forward any new claim in a definite or tangible form; and purports rather to recapitulate and adhere to the tenor of the preceding correspondence. And in this sense, it was, evidently, understood by Lord Russell, who, in his answer of 30th August, 1865, referred to the suggestion of an arbitration contained in Mr. Adams's former letter of the 23d of October, 1863; and, while declining "*either to make reparation and compensation for the captures made by the 'Alabama,' or to refer the question to any foreign State,*" offered a reference to a Commission of "all claims arising during the late civil war," which the two Powers should agree to refer to the Commissioners. And again, on the 14th October, he repeated: "There are, I conceive, many claims upon which the two Powers would agree that they were fair subjects of investigation before Commissioners. But I think you must perceive that *if the United States Government were to propose to refer claims arising out of the captures made by the 'Alabama' and 'Shenandoah' to the Commissioners, the answer of Her Majesty's Government must be in consistency with the whole argument I have maintained, in conformity with the views entertained by your Government in former times. I should be obliged, in answer to such a proposal, to say: For any acts of Her Majesty's subjects committed out of their jurisdiction and beyond their control, the Government of Her Majesty are not responsible.*" &c.

On the 21st of October Mr. Adams addressed a long letter, with numerous inclosures, to Lord Russell, with reference to the "Shenandoah," alleging that vessel to have been received by the authorities at Melbourne with knowledge of an illegal equipment in this country; and insisting that, on that account, *Her Majesty's Government assumed a responsibility for all the damage which it had done*, and which, down to the latest accounts, it was still doing, to the peaceful commerce of the United States on the ocean." A particular claim by the owners of a ship captured by the "Shenandoah," was presented with this letter.

In his letter to Lord Clarendon of the 21st November, 1865, Mr. Adams, under the instructions of his Government, declined Lord Russell's proposal for a limited reference to Commissioners of such claims as the two Governments could agree upon. "Adhering," he says, "as my Government does to the opinion *that the claims it has presented*, which his Lordship has thought fit at the outset to exclude from consideration, are just and reasonable, I am instructed to say that it sees now no occasion for further delay in giving a full answer to his Lordship's propositions."

The whole result of this correspondence, down to the change of Administration in this country in 1866, may be thus summed up:

1. That notwithstanding continual complaints, extending over a vast range of subjects, from the recognition of the belligerency of the Southern States downwards, no "claims" against this country were ever defined, formulated, or presented on the part of the United States, except for the specific losses of American citizens arising from the capture of their vessels and property by the "Alabama," "Florida," and "Shenandoah;" and (2) that no such form of expression as "*the Alabama claims*" had ever, down to this time, been used to describe even the claims in respect of those captures, much less to comprehend any more vague and indefinite demands of indemnity to the general mercantile or national interests of the United States.

On the accession of Lord Derby to power, Mr. Seward in a despatch to Mr. Adams, dated the 27th August, 1866, thus defined the "claims" which it had been the object of the United States to press in the preceding correspondence, and of which he now again instructed Mr. Adams to urge the settlement: "You will herewith receive a summary of *claims of citizens of the United States against Great Britain for damages which were suffered by them during the period of our late civil war and some months thereafter, by means of depredations upon our commercial marine, committed on the high seas by the 'Sumter,' the 'Alabama,' the 'Florida,' the 'Shenandoah,' and other ships of war*, which were built, manned, armed, equipped, and fitted out in British ports, and despatched therefrom by or through the agency of British subjects, and which were harboured, sheltered, provided, and furnished, as occasion required, during their devastating career, in ports of the realm, or in ports of British Colonies in nearly all parts of the globe. *The table is not supposed to be complete, but it presents such a recapitulation of the claims as the evidence so far received in this Department enables me to furnish. Deficiencies will be supplied hereafter.* Most of the claims have been from time to time brought by yourself, as the President directed, to the notice of Her Majesty's Government, and made the subject of earnest and continued appeal. That appeal was intermitted only when Her Majesty's Government, after elaborate discussions, refused *either to allow the claims or to refer them to a Joint Claims Commission, or to submit the question of liability therein to any form of arbitration.* The United States, on the other hand, have all the time insisted upon *the claims* as just and valid. This attitude has been, and doubtlessly continues to be, well understood by Her Majesty's

Government. The considerations which inclined this Government to suspend for a time the pressure of *the claims* upon the attention of Great Britain, are these: The political excitement in Great Britain, which arose during the progress of the war, and which did not immediately subside at its conclusion, seemed to render that period somewhat unfavourable to a deliberate examination of the very grave questions which *the claims* involve, &c. * * * The principles upon which *the claims* are asserted by the United States have been explained by yourself in an elaborate correspondence with Earl Russell and Lord Clarendon. In this respect, there seems to be no deficiency to be supplied by this Department. * * * *It is the President's desire that you now call the attention of Lord Stanley to the claims in a respectful but earnest manner, and inform him that, in the President's judgment, a settlement of them has become urgently necessary to a re-establishment of entirely friendly relations between the United States and Great Britain. This Government, while it thus insists upon these particular claims, is neither desirous nor willing to assume an attitude unkind or unconciliatory towards Great Britain. If, on her part, there are claims either of a commercial character, or of boundary, or of commercial or judicial regulation, which Her Majesty's Government esteem important to bring under examination at the present time, the United States would, in such case, be not unwilling to take them into consideration in connection with the claims which are now presented on their part, and with a view to remove at one time, and by one comprehensive settlement, all existing causes of misunderstanding.*"

Mr. Seward proceeded to recommend, in support of these claims, the use of the same general arguments, (including prominently the alleged effect of the recognition of Southern belligerency, and the general injury to the national commerce of the United States,) which had been previously so often employed by Mr. Adams. He added: "*The claims upon which we insist are of large amount. They affect the interest of many thousand citizens of the United States, in various parts of the Republic. The justice of the claims is sustained by the universal sentiment of the people of the United States.*"

The claims specified in the inclosure to this despatch (which is headed, "*Summary of claims of citizens of the United States against Great Britain*") relate exclusively to losses sustained by the owners and insurers of divers ships and cargoes captured by the "Alabama," the "Shenandoah," the "Florida," and the "Georgia," respectively.

This despatch having been communicated by Mr. Adams to Lord Stanley, his Lordship, through Sir F. Bruce, (Lord Stanley to Sir F. Bruce, 30th November, 1866,) called attention to what he supposed to be an accidental error of Mr. Seward, in mentioning the "Sumter;" which "did not proceed from a British port, but was an American vessel, and commenced her career by escaping from the 'Mississippi.'" Then, after dealing with Mr. Seward's general arguments, and declining to abandon the ground taken by former Governments, "so far as to admit the liability of this country for the claims then and now put forward," he expressed his sense of the "inconvenience which arose from the existence of unsettled claims of this character between two powerful and friendly Governments," and his willingness to adopt the principle of arbitration, provided that a fitting arbitrator could be found, and that an agreement could be come to as to the points to which arbitration should apply. He objected to refer to arbitration the question of the alleged premature recognition of the Confederate States as a belligerent; saying "the act complained of, while it bears very remotely on the claims now"

question, is one as to which every State must be held to be the sole judge of its duty." In another despatch to Sir F. Bruce, of the same date, he says, "I have confined myself exclusively to the consideration of the *American claims, put forward in Mr. Seward's despatch to Mr. Adams of the 27th August, and arising out of the depredations committed on American commerce by certain cruisers of the Confederate States.* But, independently of these claims, *there may, for aught Her Majesty's Government know, be other claims on the part of American citizens,* originating in the events of the late civil war, while there certainly are very numerous British claims arising out of those events, which it is very desirable should be inquired into and adjusted between the two countries. * * * The Government of the United States have brought before that of Her Majesty *one class of claims of a peculiar character, put forward by American citizens,* in regard to which you are authorized by my other despatch of this date to make a proposal to Mr. Seward; but *Her Majesty's Government have no corresponding class of claims to urge upon the attention of the American Government.*" And he, presently afterwards, speaks of "*the special American claims, to which my other despatch alludes,*" an expression which is adopted and repeated by Mr. Seward, in his reply to Sir F. Bruce, (12th January, 1867.)

In a further despatch to Mr. Adams (12th January, 1867) Mr. Seward justifies and reaffirms the sentence in his letter of the 27th August, in which the "Sumter" was mentioned, as "substantially correct," on the ground that that vessel had been admitted into the British ports of Trinidad and Gibraltar, and "allowed to be sold" (in the latter port) "to British buyers, for the account and benefit of the insurgents;" and afterwards received under the British flag, at Liverpool. His practical conclusion is that "the United States think it not only easier, but more desirable, that Great Britain should acknowledge and satisfy the *claims for indemnity which we have submitted* than it would be to find an equal and wise arbitrator who would consent to adjudicate them. If, however, Her Majesty's Government, for reasons satisfactory to them, should prefer the remedy of arbitration, the United States would not object. The United States, in that case, would expect to refer the whole controversy, just as it is found in the correspondence which has taken place between the two Governments, with such further evidence and arguments as either party may desire, without imposing restrictions, conditions, or limitations upon the umpire, and without waiving any principle or argument on either side. They cannot consent to waive any question upon the consideration that it involves a point of national honour; and, on the other hand, they will not require that any question of national pride or honour shall be expressly ruled and determined as such."

To this Lord Stanley (9th March, 1867, to Sir F. Bruce) replied: "To such an extensive and unlimited reference Her Majesty's Government cannot consent, for this reason, among others, that it would admit of, and indeed compel, the submission to the arbiter of the very question which I have already said they cannot agree to submit. *The real matter at issue between the two Governments, when kept apart from collateral considerations, is whether, in the matters connected with the vessels out of whose depredations the claims of American citizens have arisen, the course pursued by the British Government, and by those who acted under its authority, was such as would involve a moral responsibility on the part of the British Government to make good, either in whole or in part, the losses of American citizens. This is a plain and simple question, easily to be considered by an arbiter, and admitting of solution without raising other*

and wider issues; and on this question Her Majesty's Government are fully prepared to go to arbitration, with the further proviso that, if the decision of the arbiter is unfavourable to the British view *the examination of the several claims of citizens of the United States shall be referred to a Mixed Commission, with a view to the settlement of the sums to be paid on them.*" His Lordship then repeats that, deeming it important "that the adjudication of this question should not leave *other questions of claims, in which their respective subjects or citizens may be interested,* to be matter of further disagreement between the two countries, Her Majesty's Government think it necessary, in the event of an understanding being come to between the two Governments as to the manner in which *the special American claims (which have formed the subject of the correspondence of which his present despatch was the sequel)* should be dealt with, that, under a Convention to be separately and simultaneously concluded, the general claims of the subjects and citizens of the two countries arising out of the events of the late war should be submitted to a Mixed Commission," &c. "Such, then," (he concluded,) "is the proposal which Her Majesty's government desire to submit to the Government of the United States; *limited reference to arbitration in regard to the so-called 'Alabama' claims,* and adjudication by means of a Mixed Commission of general claims."

The first occasion on which these words, "*the so-called 'Alabama' claims,*" occurred in the course of the whole correspondence was shortly before the date of this letter; in a letter from Mr. Seward to Sir F. Bruce (12th January, 1867) in which he spoke of Lord Stanley's previous despatch of the 30th November, 1866, as setting forth "the views of Her Majesty's Government of *the so-called 'Alabama' claims presented in my despatch to Mr. Adams,*" and as concluding with a proposal of "the principle of arbitration, attended with some modification in regard to *those claims.*" Lord Stanley himself had spoken of "the settlement of *the 'Alabama' and other claims,*" by means of the proposals which he had authorized Sir F. Bruce to make, in a note to Sir F. Bruce, dated the 24th January, 1867. The same phrase, "Alabama claims," had also been used on one or two occasions, with reference to the same proposed settlement, in articles which previously appeared in some of the English newspapers during the autumn of 1866.

Lord Stanley's letter of the 9th March, 1867, was, by his direction, read to, and a copy left with, Mr. Seward; and on the 2d May, 1867, Mr. Adams communicated to Lord Stanley the substance of Mr. Seward's reply, saying that "the Government of the United States adhere to the view which they formerly expressed as to the best way of dealing with *these claims.* They cannot, consequently, consent to a special and peculiar limitation of arbitrament in regard to *the 'Alabama' claims,* such as Her Majesty's Government suggest. They cannot give any preference to *the 'Alabama' claims* over others, in regard to the form of arbitrament suggested; and, while they agree that all mutual claims which arose during the civil war *between citizens and subjects of the two countries* ought to be amicably and speedily adjusted, they must insist that they must be adjusted by one and the same form of tribunal, with like and the same forms, and on principles common to all." (Lord Stanley to Sir F. Bruce, 2d May, 1867.)

The language of this communication led Lord Stanley to think that his proposal might, perhaps, have been understood as applying only "to the claims arising out of the proceedings of the Alabama, to the exclusion of those arising out of the like proceedings of the Florida, Shenandoah, and Georgia." He therefore wrote to Sir F. Bruce on the 24th

of May, 1867, saying, "It is important to clear up this point; and you will, therefore, state to Mr. Seward that *the offer to go to arbitration was not restricted to the claims arising out of the proceedings of the 'Alabama,' but applied equally to those arising out of the like proceeding of the other vessels that I have named.*" Referring again to the terms of his despatch of the 9th of March, he then directs Sir F. Bruce to inform Mr. Seward that "*there was no intention on the part of Her Majesty's Government to give any preference, in regard to the form of arbitrament, to the 'Alabama' claims over claims in the like category,*" thinking that there must have been some misapprehension on this point, because "the question of disposing of general claims, in contradistinction to *the specific claims arising out of the proceedings of the 'Alabama,' and vessels of that class,* had not hitherto been matter of controversy between the two Governments." Shortly afterward, having spoken of "*the first or 'Alabama' class of claims,*" he says, "*the one class, or the specific claims, such as those arising out of the proceedings of the 'Alabama' and such vessels,* depend for their settlement on the solution of what may be called an abstract question, namely, 'whether, in the matters connected with *the vessels, out of whose depredations the claims of American citizens have arisen,* the course pursued by the British Government, and those who acted under its authority, was such as would involve a moral responsibility on the part of the British Government to *make good, either in whole or in part, the losses of American citizens,*" and he repeats his former offer of separate modes of arbitration, as to the two classes of claims, viz, *those of the 'Alabama' class,*" or "*the 'Alabama' and such like claims,*" and the general claims of the citizens of both countries.

Further discussion ensued. Mr. Seward, on the 12th of August, 1867, (in a despatch communicated by Mr. Adams,) said that he understood the British offer "to be at once comprehensive and sufficiently precise to conclude *all the claims of American citizens for depredations on their commerce during the late rebellion, which had been the subject of complaint on the part of the Government of the United States,* but that the Government of the United States would deem itself at liberty to insist before the arbitrator that the actual proceedings and relations of the British Government, its officers, agents, and subjects, toward the United States, in regard to the rebellion and the rebels, as they occurred during that rebellion, were among the matters which were connected with *the vessels whose depredations were complained of.*" He then objected to the constitution of two different tribunals, "one an arbiter to determine the question of the moral responsibility of the British Government *in regard to the vessels of the 'Alabama' class,* and the other a Mixed Commission to adjudicate the so-called general claims on both sides," and said that "in every case" his Government "agreed only to unrestricted arbitration." (Lord Stanley to Sir F. Bruce, 10th September, 1867.)

Lord Stanley, in his reply of the 16th November, (through Mr. Ford, 16th November, 1867,) used further arguments in support of the British proposal, designating throughout the special class of claims as "*the so-called Alabama claims.*"

After some intermission the correspondence was resumed by a despatch of Mr. Seward to Mr. Adams, expressing his wish "that some means might be found of arranging the differences now existing between England and the United States," which was communicated to Lord Stanley on the 15th February, 1868. The questions causing these differences were thus enumerated by Mr. Seward: "1st. *The Alabama claims.* 2nd. The San Juan Question. 3d. The Question of Natural-

ized Citizens, their rights and position. 4th. The Fishery Question; and he suggested that "the true method of dealing with all these matters was by treating them jointly, and endeavouring, by means of a Conference, to settle them all." (Lord Stanley to Mr. Thornton, 15th February, 1868.

Negotiations followed, in the first instance directed to the third and second of these four questions. On the 20th October, Mr. Reverdy Johnson (who had now succeeded Mr. Adams) called on Lord Stanley "to discuss with me" (says Lord Stanley, in a despatch of 21st October, 1868, to Mr. Thornton) "the question of the *Alabama claims*," proposing a Mixed Commission, to whom "*all the claims on both sides*" should be referred. Lord Stanley "pointed out the inapplicability of this method of proceeding, as applied to the *Alabama claims and others of the same class*," and suggested, as arbitrator, the head of a friendly State. As to the recognition of belligerency, he said that Her Majesty's Government could not depart from the position which they had taken up, "but that he saw no impossibility in so framing the reference as that by mutual consent, either tacit or express, the difficulty might be avoided."

On the 10th November, 1868, a Convention was accordingly signed (subject to ratification) between Lord Stanley, on the part of Her Majesty, and Mr. Johnson on the part of the United States. By article I of this Convention it was agreed that "*all claims of subjects of Her Britannic Majesty, upon the Government of the United States, and all claims on the part of citizens of the United States upon the Government of Her Britannic Majesty, which might have been presented to either Government for its interposition with the other since the 26th of July, 1853, * * and which yet remain unsettled, as well as any other such claims which might be presented within the time specified in Article III,*" (viz: within six months from the day of the first meeting of the Commissioners, unless they or the Arbitrator or Umpire should allow a further time,) should be referred to four Commissioners, with provision for an arbitration or umpirage, in case of their being unable to come to a decision on any claim. Article IV was in these terms: "The Commissioners shall have power to adjudicate upon *the class of claims referred to in the official correspondence between the two Governments as the 'Alabama' claims*, but before any of *such claims* is taken into consideration by them, the two High Contracting Parties shall fix upon some Sovereign or Head of a friendly State as an Arbitrator in respect of *such claims*, to whom *such class of claims* shall be referred, in case the Commissioners shall be unable to come to an unanimous decision upon the same."

Article VI provided that, "with regard to *the before-mentioned 'Alabama' class of claims*, neither Government shall make out a case in support of its position, nor shall any person be heard for or against any such claim. The official correspondence which has already taken place between the two Governments respecting the questions at issue shall alone be laid before the Commissioners; and (in the event of their not coming to an unanimous decision as provided in Article IV) then before the Arbitrator, without argument written or verbal, and without the production of any further evidence. The Commissioners, unanimously, or the Arbitrator, shall, however, be at liberty to call for argument or further evidence, if they or he shall deem it necessary."

Down to this point it is manifest that, in all the communications between the two countries, the claims known and referred to as "the '*Alabama*' claims," were *claims for direct damage suffered by American*

citizens through the acts of the "Alabama" and similar vessels, and such claims only.

When the terms of this convention became known in America, the Government of the United States desired certain alterations to be made in it, none of which had any tendency either to enlarge the category of the claims in question, or to change the sense or application of the phrase "the 'Alabama' claims." The correspondence, as to the modifications desired, continued till January, 1869, when (Her Majesty's Government having agreed to the alterations then proposed by Mr. Seward) the amended Convention of the 14th of January, 1869, was signed by Lord Clarendon and Mr. Reverdy Johnson.

The correspondence of this period throughout maintains and confirms the sense, which the words of "the 'Alabama' claims," or "the so-called 'Alabama' claims," had now acquired. In Lord Stanley's despatch of December 8, 1868, to Mr. Thornton, memoranda of several consultations and conferences with Mr. Reverdy Johnson, prior to the signature of the Convention of the 10th November, were inclosed. "*The 'Alabama' claims;*" "*the 'Alabama' and other similar claims;*" "*the so-called 'Alabama' and other similar claims;*" and "*the so-called 'Alabama' claims, and others included under the same head;*" are the several varieties of phrase used in these memoranda to describe the subject, ultimately defined in the Fourth Article of that Convention as "*the class of claims referred to in the official correspondence between the two Governments as the 'Alabama' claims.*" In a letter of the 12th November, 1868, Mr. Reverdy Johnson, while communicating a telegraphic despatch from Mr. Seward, (in which a general approval of the terms of the Convention, afterwards modified in various important points, was accompanied by a stipulation that Washington, and not London, should be the place of meeting of the Commissioners, to which Her Majesty's Government assented,) said, "I think the change will be disadvantageous to *the 'Alabama' claimants.*" In a despatch of 30th November, 1868, Mr. Thornton stated the objections then urged by Mr. Seward to the Convention; in which Mr. Seward also spoke of the claims mentioned in article IV as "*the 'Alabama' and war claims,*" and "*the 'Alabama' claims,*" and of the persons interested in those claims as "*the 'Alabama' claimants.*" Mr. Seward's despatch of the 27th November to Mr. Reverdy Johnson (communicated to Lord Clarendon on the 22d December) repeatedly employs the same language. He says, "The United States are obliged to disallow this article IV. The United States have no objection to the first clause of the article, which declares that the commissioners shall have power to adjudicate upon *the so-called 'Alabama' claims.* Indeed, the United States would willingly retain this clause, because of its explicitness with regard to *the 'Alabama' claims.* They did not, in their instructions to you, insist upon such a special direction in regard to *the 'Alabama' claims;* but only because they thought that special mention of *these claims* might be deemed inconvenient on the part of Her Majesty's Government; while it could not admit of doubt that *these so-called 'Alabama' claims were plainly included, as well as all other claims of citizens of the United States,* in the comprehensive description of claims contained in article I. Secondly, It is to be considered by Her Majesty's Government that *the 'Alabama' class of claims constitute the largest and most material of the entire mass of claims of citizens of the United States against Great Britain, which it is the object of the convention to adjust.* Upon *the 'Alabama' claims,* as well as all others, this Government is content to obtain, and most earnestly desires, a perfectly fair, equal, and impartial judicial trial and

decision. This Government has always explicitly stated that it asks no discrimination in favor of the *'Alabama'* claims, and can admit of no material discrimination against them in the forms of trial and judgment; but must, on the contrary, have them placed on the same basis as all other claims." * * * * * "It probably would conduce to no good end to set forth, on this occasion, the reasons why the *'Alabama'* claims, more than any other class of international claims existing between the two countries, are the very claims against which the United States cannot agree to, or admit of any prejudicial discrimination. To present these reasons now would be simply to restate arguments which have been continually presented by this Department in all the former stages of this controversy; while it is fair to admit that these reasons have been controverted with equal perseverance by Her Majesty's Department for Foreign Affairs."

The general result of this correspondence was that, in the Convention of the 14th January, 1869, other provisions were substituted for those of the IVth and VIth Articles of the Convention of 10th November, 1868, to which the United States Government had objected; and the special mention of the "Alabama" was transferred from those Articles to Article I, which provided "that all claims on the part of subjects of Her Britannic Majesty upon the Government of the United States, and all claims on the part of citizens of the United States upon the Government of Her Britannic Majesty, including the so-called *'Alabama'* claims, which may have been presented to either Government for its interposition with the other since the 26th of July, 1853, * * * and which yet remain unsettled, as well as any other such claims which may be presented within the time specified in Article III of this Convention, whether or not arising out of the late civil war in the United States, shall be referred," &c.

On the 22d February, 1869, Mr. Thornton reported to Lord Clarendon the Resolution of a majority of the Committee on Foreign Relations of the Senate of the United States, recommending the Senate not to ratify this Convention, Mr. Sumner, who moved the resolution, having said "that it covered none of the principles for which the United States had always contended." He also inclosed a Resolution of the Legislature of Massachusetts, "protesting against the ratification of any Convention which did not admit the liability of England for the acts of the *'Alabama'* and her consorts."

On the 22d March, 1869, Mr. Reverdy Johnson (without any special instructions) called upon Lord Clarendon, and proposed a further change in the 1st Article of the Convention, which he thought "would satisfactorily meet the objections entertained by the Senate to the Convention, and would secure its ratification by that body." This new change consisted in the introduction of "all claims on the part of Her Britannic Majesty's Government upon the Government of the United States, and all claims on the part of the Government of the United States upon the Government of Her Britannic Majesty," as well as all claims of subjects and citizens, as to which the language of the convention would have remained unaltered. Lord Clarendon reports what then took place in his despatch to Mr. Thornton, (March 22, 1869.) "I remarked to Mr. Johnson that his proposal would introduce an entirely new feature into the convention, which was for the settlement of claims between the subjects and citizens of Great Britain and the United States, but that the two Governments not having put forward any claims on each other, I could only suppose that his object was to favor the introduction of some claim by the Government of the United States for injury

sustained on account of the policy pursued by Her Majesty's Government. Mr. Reverdy Johnson did not object to this interpretation of his amendment, but said that *if claims to compensation on account of the recognition by the British Government of the belligerent rights of the Confederates were brought forward by the Government of the United States—the British Government might, on its part, bring forward claims to compensation for damages done to British subjects by American blockades, which, if the Confederates were not belligerents, were illegally enforced against them.*" Lord Clarendon then, after referring to the proofs which Her Majesty's Government had given of their willingness to make any reasonable amendments to meet the wishes of the United States, and to the difference in the course of proceeding adopted in America, said "that it did not seem proper for Her Majesty's Government to take any further step in the matter, or to adopt any amendment to the convention, even if it had been free from objection."

Mr. Reverdy Johnson (still without authority) renewed his proposition, in a letter to Lord Clarendon, dated 25th March, 1869, in which he stated that he had reason to believe that the objection of the Senate of the United States to the convention consisted "in the fact that the convention provided only for the settlement by arbitration of *the individual claims of British subjects and American citizens upon the respective Governments, and not for any claims which either Government, as such, might have upon the other.*" "*My Government,*" he added, "*believe, as I am now advised, that it has a claim of its own upon Her Majesty's Government, because of the consequences resulting from a premature recognition of the Confederates during our late war, and from the fitting out of the 'Alabama' and other similar vessels in Her Majesty's ports, and from their permitted entrance into other ports to be refitted and provisioned during their piratical cruise. The existence of such a claim makes it as necessary that its ascertainment and adjustment shall be provided for as the individual claims growing out of the same circumstances.*"

The United States Government, down to this time, had insisted that the new convention ought strictly to follow the precedent of the convention of 1853, which contained no provision for any species of public claims. Lord Clarendon, therefore, on the 8th of April, 1869, thus answered Mr. Reverdy Johnson: "Her Majesty's Government could not fail to observe that this proposal involved a wide departure from the tenor and terms of the Convention of 1853, to which, in compliance with your instructions, you have constantly pressed Her Majesty's Government to adhere, as necessary to insure the ratification of a new convention by the Senate of the United States. No undue importance is attached to this deviation; but I beg leave to inform you that, in the opinion of Her Majesty's Government, it would serve no useful purpose now to consider any amendment to a Convention which gave full effect to the wishes of the United States Government, and was approved by the late President and Secretary of State, who referred it for ratification to the Senate, where it appears to have encountered objections, the nature of which has not been officially made known to Her Majesty's Government."

Mr. Reverdy Johnson, on the 9th of April, replied that "the design of the Convention of 1853 was to settle all claims which either Government, in behalf of its own citizens or subjects, might have upon the other. * * * * *At that time neither Government, as such, made a demand upon the other. But that, as my proposition assumes, is not the case now. The Government of the United States believes that it has, in its own*

right, a claim upon the Government of Her Majesty. In order, therefore, to a full settlement of all existing claims, it is necessary that *the one which my Government makes, and any corresponding claim which Her Majesty's Government may have upon the United States* should be included within the Convention of the 14th January, 1869. *My instructions, to which your Lordship refers, were to provide for the settlement of the claims mentioned in such instructions by a Convention upon the model of the one for February, 1853. That I did not suggest in the negotiations which led to the Convention of January; the including within it any Governmental claims was because my instructions only referred to the individual claims of citizens and subjects. I forbear to speculate as to the grounds upon which my instructions were so limited.*"

Her Majesty's Government adhered to their decision not to entertain at all the suggestion thus made by Mr. Reverdy Johnson; and they intimated (in correction of an erroneous inference drawn by him from the concluding sentence of Lord Clarendon's letter of the 8th April,) that it was not to be supposed that this proposal would be acceptable to Her Majesty's Government, even if it were made or repeated under positive instructions from the United States Government, and with the prospect of terminating the entire controversy. (Lord Clarendon to Mr. Johnson, 15th April, 1869; and Mr. Johnson's reply, 16th April, 1869.)

From this incident in the history of the negotiations the following conclusions of fact result:

1. That Mr. Reverdy Johnson's instructions from his Government never extended to the assertion or settlement of any other claims than those of individual citizens of the United States against Great Britain.

2. That in suggesting (for the first time) the possible existence of public claims on behalf of his Government, he acted without authority.

3. That no such public claims as those of which the existence was suggested by him had ever been presented or notified; nor were, even then, in any manner defined.

4. That the public claims, of which the possible existence was so suggested, were not claims "growing" or arising (simply) "out of the acts of" the "Alabama," or any other vessels; but claims "because of the consequences resulting from a premature recognition of the Confederates during the war, AND from the fitting out of the 'Alabama,' and other similar vessels in Her Majesty's ports, AND from their permitted entrance into other ports."

5. That the words "*Alabama claims*" (or any equivalent form of expression) were never made use of, nor was their use ever proposed to be varied or extended so as to comprehend this new class of (suggested) public claims.

6. That the idea of a *one-sided* reference of such supposed public claims of the Government of the United States only was never for a moment advanced or entertained; on the contrary, the essential condition of Mr. Johnson's proposal was that it should also be open to Her Majesty to advance any public claims whatever which they might conceive themselves to have against the Government of the United States—a claim for injury to British interests, by the assertion and exercise of belligerent rights against British commerce, being expressly anticipated, as a probable or possible set-off to any claim on the part of the United States, founded upon the denial of a belligerent status, at any given period, to the Confederates.

7. That, although offered under these conditions, the proposal was simply, and without a discussion, declined by Her Majesty's Government.

It was in Mr. Sumner's speech, at the meeting of the United States Senate, which refused to ratify the Convention of the 14th January, 1869, that the first conception of public claims, of the nature and magnitude of those now advanced in the "Case" of the United States, was made known to the world. His argument on this head was thus summed up by Mr. Thornton, (19th April, 1869, to Lord Clarendon:) "Your Lordship will perceive that the sum of Mr. Sumner's assertions is, that England insulted the United States by the premature, unfriendly, and unnecessary Proclamation of the Queen, enjoining neutrality on Her Majesty's subjects; that she owes them an apology for this step; that she is responsible for the property destroyed by the 'Alabama' and other Confederate cruizers, and even for the remote damage to American shipping interests, including the increase of the rate of insurance; that the Confederates were so much assisted by being able to get arms and ammunition from England, and so much encouraged by the Queen's Proclamation, that the war lasted much longer than it would otherwise have done, and that we ought therefore to pay imaginary additional expenses imposed upon the United States by the prolongation of the war." Mr. Sumner himself did not affect to represent the latter portion at all events of his suggested demand, as "growing out of the acts of" the "Alabama," or of any other particular vessels; and Mr. Thornton's comment upon the whole of it shows very clearly the impossibility of ascribing to the acts of any particular vessels alleged to have been fitted out from British ports, either the whole or any ascertainable part of the general losses sustained by American commerce during the war, or even distinguishing between such losses of that kind as were real and those which were apparent only.

So far no step was taken by the United States Government to adopt Mr. Sumner's views or to advance claims corresponding to them. On the 10th of June, 1869, Mr. Motley renewed to Lord Clarendon the declaration of the wish of his Government, "that existing differences between the two countries should be honourably settled, and that the international relations should be placed on a firm and satisfactory basis," which Lord Clarendon of course reciprocated. Then, after advertising to other subjects, he said that "the Claims Convention had been published prematurely, owing to some accident which he could not explain; and that consequently, long before it came under the notice of the Senate, it had been unfavorably received by all classes and parties in the United States. The time at which it was signed was thought most inopportune, as the late President and his Government were virtually out of office, and their successors could not be committed on this grave question. The Convention was further objected to because it embraced only the claims of individuals, and had no reference to those of the two Governments on each other; and, "lastly, that it settled no question and laid down no principle. These were the chief reasons which had led to its rejection by the Senate;" and Mr. Motley added "that although they had not been at once and explicitly stated no discourtesy to Her Majesty's Government was thereby intended."

On the 25th of September, 1869, Mr. Fish revived the whole subject of the controversies between the two Governments within its widest range in a long and elaborate dispatch to Mr. Motley, in which he referred (among other things) to the responsibility of the British Government for (at least) "all the depredations committed by the 'Alabama'" as indisputable. He stated, towards the end, the President's concurrence with the Senate in disapproving the Convention of the 14th January, 1869, thinking (in addition to general reasons left to be in-

ferred from the general arguments of the despatch,) that "the provisions of the Convention were inadequate to provide reparation for the United States in the manner and to the degree to which he considers the United States entitled to redress." He added: "The President is not yet prepared to pronounce on the question of the indemnities which he thinks due by Great Britain to individual citizens of the United States for the destruction of their property by rebel cruizers fitted out in the ports of Great Britain. *Nor is he now prepared to speak of the reparation which he thinks due by the British Government for the larger account of the vast national injuries it has inflicted on the United States. Nor does he attempt now to measure the relative effect of the various causes of injury; as, whether by untimely recognition of belligerency; by suffering the fitting-out of rebel cruizers; or by the supply of ships, arms, and munitions of war to the Confederates; or otherwise, in whatsoever manner.* * * * All these are subjects of future consideration, which, when the time for action shall come, the President will consider, with sincere and earnest desire that all differences between the two nations may be adjusted amicably and compatibly with the honour of each, and to the future promotion of concord between them; to which end he will spare no efforts within the range of his supreme duty to the rights and interests of the United States. * * *

At the present stage of the controversy, the sole object of the President is to state the position and maintain the attitude of the United States in the various relations and aspects of this grave controversy with Great Britain. It is the object of this paper (which you are at liberty to read to Lord Clarendon) to state calmly and dispassionately, with a more unmeasured freedom than might be used in one addressed directly to the Queen's Government, what this Government seriously considers the injuries it has suffered. *It is not written in the nature of a claim, for the United States now make no demand against Her Majesty's Government on account of the injuries they feel they have sustained.*"

Lord Clarendon, understanding this despatch as intended to revive, and to prepare the way for a new settlement of, the claims previously advanced, spoke of it in his answering despatch to Mr. Thornton (November 6, 1869) as "a despatch from Mr. Fish on the 'Alabama' claims." That it was not intended to extend, and that it had not the effect of extending, the signification of that term, as used in the previous correspondence, is plain, (1) from the fact that Mr. Fish expressly disclaimed for his despatch the office or effect of *making any new claim or demand*; (2) that it reserved for future consideration the question of reparation for the (supposed) "national injuries" inflicted by the British Government on the United States; and (3) that it "declined to measure the relative effect of the various (alleged) causes of injury;" the "suffering the fitting-out of rebel cruizers" being only one of three causes enumerated. Lord Clarendon simply contented himself with replying that "Her Majesty's Government could not make any new proposition, or run the risk of another unsuccessful negotiation, until they had information more clear than that which was contained in Mr. Fish's despatch respecting the basis upon which the Government of the United States would be disposed to negotiate." But, in a paper of observations upon the arguments in this despatch, which he at the same time (6th November, 1869,) transmitted to Mr. Thornton, to be communicated to Mr. Fish, he remarked, under the head of "*Indirect injury to American commerce,*" "*This allegation of national, indirect, or constructive claims was first brought forward officially by Mr. Reverdy Johnson,*"

in his attempt to renew negotiations on the Chinese Convention in March last. Mr. Thornton has shown the difficulty there would be in computing the amount of the claim, even if it were acknowledged, in a dispatch in which he mentions the continual decrease of American tonnage. This is partly, no doubt, to be ascribed to the disturbance of commercial relations consequent on a long war, partly to the fact that many vessels were nominally transferred to British owners during the war to escape capture. * * * * Is not, however, a good deal of it to be attributed to the high American tariff, which makes the construction of vessels in American ports more expensive than ship-building in England, and has thereby thrown so large a proportion of the carrying trade into English hands? There must be some such cause for it, or otherwise American shipping would have recovered its position since the war, instead of continuing to fall off." * * * * And with regard to "*the claims for vast national injuries,*" he noticed that Professor Wolsey, the eminent American jurist, had repudiated them as untenable, &c.

This closes the narrative of the communications between the two Governments, anterior to those which had for their immediate result the negotiation of the Treaty of Washington. They show conclusively: (1) that, down to the 26th of January, 1871, (when Her Majesty's Government, through Sir E. Thornton, proposed to Mr. Fish the appointment of a Joint High Commission to settle the Fishery Question, and all other questions affecting "the relations of the United States toward Her Majesty's possessions in North America,") no *actual claim* had been formulated or notified on the part of the United States against Her Majesty's Government, except for the capture or destruction of property of individual citizens of the United States by the "*Alabama*," and other similar vessels; (2) that the Government of the United States had, in Mr. Fish's despatch of the 25th of September, 1869, for the first time intimated to the Government of this country that they considered there might be grounds for some claims of a larger and more public nature, though they purposely abstained at that time from making them; (3) that the grounds indicated, as those on which any such larger and more public claims might be made, were not limited to the acts of the *Alabama* and other similar vessels, or to any mere consequence of those acts; and (4) that the expression "*the 'Alabama'*" *claims* had always been used, in the correspondence between the two Governments, to describe the claims of American citizens on account of their own direct losses by the depredations of the *Alabama* "and other similar vessels;" and had never been employed to describe, or as comprehending, any public or national claims whatever of the Government of the United States.

It was under these circumstances that Mr. Fish, on the 30th of January, 1871, informed Sir E. Thornton that the President thought "that the removal of the differences which arose during the rebellion in the United States, and which has existed since then, *growing out of the acts committed by the several vessels, which had given rise to the claims generically known as the 'Alabama' claims,* would also be essential to the restoration of cordial and amicable relations between the two Governments." Sir E. Thornton replied (1st February, 1871) that he was authorized by Earl Granville to state that "it would give Her Majesty's Government great satisfaction if *the claims commonly known by the name of the 'Alabama' claims* were submitted to the consideration of the same High Commission, by which her Majesty's Government had proposed that the questions relating to British possessions in North America should be

discussed, provided *that all other claims, both of British subjects and citizens of the United States, arising out of acts committed during the recent civil war in this country, were similarly referred to the same Commission.*" Mr. Fish, in answer to this announcement, on the 3d of February, 1871, after citing the exact terms of Sir E. Thornton's letter, expressed the satisfaction with which the President "had received the intelligence that Earl Granville had authorized him to state that Her Majesty's Government had accepted the views of the United States Government as to the disposition to be made of *the so-called 'Alabama' claims;*" and that "if there be other and further claims of *British subjects or of American citizens* growing out of acts committed during the recent civil war in this country he assents to the propriety of their reference to the same High Commission."

Mr. Fish, therefore, and Sir E. Thornton agreed in describing, by the several forms of expression, "*the claims generically known as the 'Alabama' claims,*" "*the claims commonly known by the name of the 'Alabama' claims,*" "*the 'Alabama' claims,*" and "*the so-called 'Alabama' claims,*" one and the same subject-matter. What this was is proved, not only by the previous use of the same or similar terms, but also by the fact that, if these words had been now intended to include indefinite public or national claims of the United States Government against Great Britain, and not merely those claims for direct losses which had been previously presented or notified, and any others *ejusdem generis*, it must of necessity have followed (according to the suggestions which had been made by Mr. Beverdy Johnson, and afterward by Mr. Motley) that any counter claims which the Government of Great Britain might have thought fit to advance, on public or national grounds, against the Government of the United States, must have been in like manner provided for. But the only other claims provided for were those of subjects of Great Britain and citizens of the United States.

In strict conformity with this view, Lord Granville, when enumerating in his instructions to Her Majesty's High Commissioners (9th February, 1871) the principal subjects to which their attention would be directed, described these claims as "*the claims on account of the Alabama, Shenandoah, and certain other cruisers of the so-styled Confederate States;*" saying "Under this head are comprised the claims against Great Britain for damages sustained by the depredations of the Alabama, Shenandoah, and Georgia, the vessels which were furnished on account of the Confederate States, and armed outside of British jurisdiction, and the Florida, which, though built in England, was armed and equipped in the port of Mobile."

The same, or the equivalent words, therefore, as often as they are used in the Protocols of the Commissioners and in the Treaty of Washington itself, ought, upon ordinary principles of construction, to be understood as bearing the same sense. And this seems to be made more clear by the exclusion from the reference of any claims of this country or of the people of Canada, on account of the proceeding of the Fenians in the United States. There might certainly have been national claims of Great Britain arising out of those proceedings, (in addition to any particular losses by Canadian subjects,) which could not possibly have been excluded on any just or intelligible principle, if indefinite claims for public or national losses had been intended to be left open to the Government of the United States.

On a careful examination of the language of the Protocols and the Treaty, nothing is found at variance with this conclusion, while very much is found to confirm it.

The 36th Protocol, drawn up after the Commissioners had agreed upon all the terms of the Treaty, for the purpose of recording (so far as they thought it necessary or desirable) the history of their proceedings, begins by stating the proceedings at their first conference, on the 8th March, 1871. On that occasion the American Commissioners spoke (1) of the feeling of the United States, "that they had sustained a great wrong, and that great injuries and losses were inflicted upon their commerce and their material interests *by the course and conduct of Great Britain during the recent rebellion in the United States*;" (2) of "*the history of the Alabama and other cruizers which had been fitted out, or armed, or equipped, or which had received augmentation of force in Great Britain or in her Colonies, and of the operations of those vessels, as showing (A) extensive direct losses in the capture and destruction of a large number of vessels with their cargoes, and in the heavy national expenditure in the pursuit of the cruizers; and (B) indirect injury in the transfer of a large part of the American commercial marine to the British flag, in the enhanced payments of insurance, in the prolongation of the war, and in the addition of a large sum to the cost of the war and the suppression of the rebellion; and as also showing (C) that Great Britain, by reason of failure in the proper observance of her duties as a neutral, had become justly liable for the acts of those cruizers and their tenders.*" So far all is preamble, and as yet there is no mention of *claims*. General injury to the commerce and material interests of the United States, "*by the course and conduct of Great Britain;*" *direct losses* by the captures of the "Alabama" and similar cruizers, and also (an item now first added) *by the national expenditure in their pursuit*; and indirect public injury, "shown by the history of those vessels and their operations," are all spoken of; but the "*liability,*" expressly inferred from the same "*history*" against Great Britain, is limited to "*the acts of those vessels and their tenders.*"

The American Commissioners then proceed to speak of "*the claims for the loss and destruction of private property which had thus far been presented,*" as amounting to about 14,000,000 dollars, without interest, "which amount was liable to be greatly increased by claims which had not yet been presented;" and, with respect to the new head of direct losses, now for the first time mentioned, they say that "the cost to which the Government had been put in pursuit of cruizers could easily be ascertained by certificates of Government accounting officers." Here the word "*claims*" is used with respect to direct losses only, as it had always been used before, but with notice that direct losses of the Government, in pursuit of the vessels referred to, are now meant to be included in that category, as well as the losses of private citizens. And then follow the words: "That, in the hope of an amicable settlement, no estimate was made of the indirect losses, without prejudice, however, to the right of indemnification on their account, in the event of no such settlement being made."

Here is a clear waiver of the (assumed) "right of indemnification" for indirect losses in the event of "an amicable settlement" being made. The meaning of the words "an amicable settlement" has been already considered in the First Part of this Memorandum. At present the question is as to the meaning of the words "the claims generically known as the 'Alabama' claims." If no actual claim for these indirect losses had been previously made, it clearly was not made now by treating it as a reserved "right" which would or might be insisted on in the event of no amicable settlement being arrived at. Still less could it, by means of any such reservation, be brought within the category of "claims" already "generically known as the 'Alabama' claims." Digitized by Google

The next step in the proceedings corroborates this view. For, after stating their desire for an expression of regret on the part of Her Majesty's Government, which they obtained, the American Commissioners then proposed "that the Joint High Commissioners should agree upon a sum which should be paid by Great Britain to the United States, *in satisfaction of all the claims, and the interest thereon.*" *All the claims* are here spoken of; but it can hardly be possible that, in this proposal, they meant to include indirect losses; because "the right to indemnification" on that account was only to be asserted in the event of no amicable settlement being made; nor were these indefinite claims such as, by any possibility, could be regarded as bearing interest.

In the later passages of this Protocol, which relate to the proceedings resulting in the reference to Arbitration, and in the agreement as to the three "Rules" no trace occurs of any recurrence to the reserved "right of indemnification," or to the subject of indirect losses. "*The 'Alabama' Claims*" alone are spoken of.

In the 1st Article of the Treaty itself, the words "*generically known,*" &c., so far as they differ from other forms of expression previously used in respect of the same subject, differ only by defining that subject with greater accuracy, so as more pointedly to exclude indirect losses.

"Generically" is an adverb of classification, with reference to the nature of the subject-matter itself. Claims for direct losses, by the acts of a particular class of vessels, or by a definite expenditure for the prevention of these acts, are, in their nature, of the same category or genus; and it is the very fact of their being capable of being directly connected with the acts of those vessels, as an effect with its cause, which makes them so. Indirect public losses, to which many concurrent causes may have contributed (as, with respect to those now in question, is clearly demonstrated by Mr. Sumner's speech, and Mr. Thornton's observations upon it, and also by Lord Clarendon's memorandum of the 6th November, 1869,) are different in their kind, and open up much wider, and wholly different, fields of inquiry.

The VIIth and Xth Articles of the Treaty appear also to be irreconcilable with any other view of the "Claims" referred. The Arbitrators are to "first determine *as to each vessel separately*, whether Great Britain has, *by any act or omission*, failed to fulfil any of the duties," &c.; and "shall certify the fact, *as to each of the said vessels.*" This inquiry is addressed, and is limited, to certain imputed "acts or omissions" of this country, not as to any other matters, but as to *each, separately*, of certain vessels. The Arbitrators, if they should find "that Great Britain has failed to fulfil any duty or duties *as aforesaid*," have power to "award a sum *in gross to be paid* by Great Britain to the United States *for all the claims referred.*" But the power of awarding a sum in gross cannot enlarge or alter the category of the claims referred, or the scope of the inquiry; the foundation of such an award must be some particular failure of duty, considered by the Arbitrators to have been established against Great Britain, by some acts or omissions as to some particular vessels or vessel; and the sum awarded can only be in respect of damages resulting from such failure of duty, as to such particular vessels or vessel. If the Arbitrators should "find that Great Britain has failed to fulfil any duty or duties *as aforesaid*," but do not award a sum in gross, a Board of Assessors is then "to ascertain and determine *what claims are valid* and what amount or amounts shall be paid by Great Britain to the United States, *on account of the liability arising from such failure as to each vessel*, according to the extent of such liability as decided by the Arbitrators." It seems impossible that power can have

been given to the Arbitrators to award a sum in gross for claims not severable as to each vessel, and which, therefore, the Assessors, when dealing with the case of each vessel in detail, could not entertain or allow.

II. The second question, viz., what vessels are described by the words "*the several vessels* which have given rise to the claims generically known as the 'Alabama claims,'" admits of being more concisely treated.

Until Mr. Seward's despatch to Lord Stanley, of the 27th August, 1866, the "Alabama," "Florida," "Georgia," and "Shenandoah" were the only particular vessels in respect of whose acts any claims had been made. With respect to more general complaints of the same character, Mr. Adams, in his letter to Lord Russell of the 7th April, 1863, referred only to vessels "*supplied from the ports of the United Kingdom,*" adding, "So far as I am aware, not a single vessel has been engaged in these depredations excepting such as have been so furnished. Unless, indeed, I might except one or two passenger steamers belonging to persons in New York, forcibly taken possession of whilst at Charleston in the beginning of the war, feebly armed, and very quickly rendered useless for any aggressive purpose." In his letter of the 20th May, 1865, when recapitulating his former complaints, he mentioned under this head, only "*the issue from British ports* of a number of British vessels," by which a large amount of American property had been destroyed; "*the action of these British-built, manned, and armed vessels*; the ravages committed by armed steamers, fitted out from the ports of Great Britain;" and "*the issue of all the depredating vessels from British ports with British seamen, and with, in all respects but the presence of a few men acting as officers, a purely British character.*"

Mr. Seward, in his despatch of the 27th August, 1866, (as has been already seen,) spoke of "depredations upon our commercial marine, committed by the 'Sumter,' the 'Alabama,' the 'Florida,' the 'Shenandoah,' and other ships of war, which were built, manned, armed, equipped, and fitted out in British ports, and despatched therefrom by or through the agency of British subjects, and which were harboured, sheltered, provided, and furnished, as occasion required, during their devastating career, in ports of the realm, or in ports of British Colonies in nearly all parts of the globe."

As the "Sumter" was (notoriously) not built, manned, armed, equipped, or fitted-out in any British port, or despatched therefrom by or through the agency of any British subjects, Lord Stanley thought that this was a casual and unintentional error, and pointed it out to Mr. Seward (through Sir F. Bruce) as such; especially as the "Georgia," in respect of which vessel particular claims were scheduled to Mr. Seward's despatch, was not named therein; while no such claims were scheduled in respect of the "Sumter" or of any other ships, except the "Alabama," "Shenandoah," "Georgia," and "Florida." Mr. Seward, as has been already seen, justified himself (12th January, 1867) as "substantially correct," on the ground that the "Sumter" had received certain hospitalities in the British ports of Trinidad and Gibraltar, and had been sold to British subjects at Gibraltar and afterwards received at Liverpool.

As this was the first occasion, so it was also the last, on which mention was made of any ship or ships, not alleged to have been fitted-out, armed, equipped, or manned in any British port, but which had merely been allowed to receive limited supplies of coal or other necessaries in British waters, as coming within the category of vessels whose acts could be made the foundation of claims against Great Britain. The

words "the vessels which have given rise to the claims generically known as the Alabama Claims" cannot possibly be extended to vessels of this character, unless it be on the ground of this one mention of the "Sumter" in the context which has been cited in these two letters of Mr. Seward. In the "Case," however, presented on the part of the American Government under the Treaty, damages are claimed in respect of five vessels ("Sumter," "Nashville," "Retribution," "Tallahassee," "Chickamauga"), which were in every sense American; and which are not alleged to have been built, fitted-out, armed, equipped, or manned in any part of the British dominions; and in the 7th Volume of the Appendix to that "Case," further claims of the like character appear to be made in respect of the acts of two other similar vessels ("Boston" and "Sallie").

It may be here observed that, by the general list of claims filed in the State Department of the United States, besides these vessels, not less than eight other American ships ("Calhoun," "Echo," "Jeff Davis," "Lapwing," "Savannah," "St. Nicholas," "Winslow," "York") in respect of whose acts no claim is now made against Her Majesty's Government, appear to have been also engaged in belligerent naval operations on the part of the Confederate States, which resulted in the destruction of ships and other property belonging to citizens of the United States.

When Lord Stanley (24th May, 1867) spoke of "the proceedings of the 'Alabama' and vessels of that class," and (10th September, 1867) of "claims arising out of the depredations of the 'Alabama,' and 'of vessels of the like character,'" when Mr. Reverdy Johnson (25th March, 1869) spoke of the possible public claim of the United States Government, as resulting (*inter alia*), "from the fitting out of the 'Alabama' and other similar vessels in Her Majesty's ports, and from their permitted entrance into other ports;" when Mr. Fish (25th September, 1869) spoke of the destruction of American citizens "by rebel cruisers fitted out in the ports of Great Britain," and injury "by suffering the fitting out of rebel cruisers, or by the supply of ships, arms, munitions of war to the 'Confederates,'" when Mr. Motley (23rd October, 1869) spoke of "the destruction of American commerce by cruisers of British origin carrying the insurgent flag;" it is clear that they did not include, or mean to include, as if belonging to one and the same category of vessels, ships alleged to be of British origin, and ships of American origin, with the fitting-out or equipment of which British subjects had been in no way concerned.

In Lord Granville's instructions to Her Majesty's High Commissioners, it is also plain that the former class of vessels alone is contemplated. In the narrative of the proceedings of the 8th March, 1871, contained in the 36th Protocol, it seems equally clear that the United States Commissioners had also the same class of vessels in view; for they spoke of "the history of the 'Alabama' and other cruisers which had been fitted out, or armed, or equipped, or which had received augmentation of force in Great Britain or in her colonies;" and they expressed a hope "that the British Commissioners would be able to place upon record an expression of regret by Her Majesty's Government for the depredations committed by the vessels whose acts were now under discussion." Her Majesty's Commissioners (on a later day) replied "that they were authorized to express, in a friendly spirit, the regret felt by Her Majesty's Government for the escape, under whatever circumstances, of the 'Alabama' and other vessels from British ports, and for the depredations committed by them;"

which expression of regret was accepted by the American Commissioners "as very satisfactory."

In the first Article of the Treaty itself, the expression of Her Majesty's regret, in these identical words, immediately precedes the agreement of reference by which the claims referred are described as "*growing out of acts committed by the aforesaid vessels.*"

The necessary conclusion appears to be that the vessels intended to be referred to in the Treaty were only such as could, in good faith, be alleged to have been fitted out, or armed, or equipped, or to have received an augmentation of force in some part of the British dominions—the three Rules in the VIth Article of the Treaty being, of course, material to be regarded in determining all questions of fact in any case alleged to be of this nature. The "Sumter," "Nashville," and other ships above mentioned have never been alleged to come within any of the terms of this description, unless, indeed, it is now meant to be said that the permission to any confederate vessel to obtain, in a British port, such limited supplies of coal as were permitted to both the belligerent parties by Her Majesty's regulations ought to be deemed an improper "augmentation of the force" of such vessel within the meaning of the second Rule.

III. The solution of the third question, viz, what claims are described by the words *all the said claims, growing out of acts committed by the aforesaid vessels, and generically known as the Alabama claims,*" (being the words in which the subject-matter of the reference to arbitration agreed upon is defined,) has been anticipated by the conclusions already arrived at. It may be added, however, that the words "*growing out of acts committed by the aforesaid vessels*" cannot, without forcing them altogether beyond their fair and natural sense, be applied to claims for indirect losses, not resulting from any particular *acts committed* by any particular ship or ships, but alleged to result (so far as they may be referable at all to naval or maritime causes) from the very existence on the high seas of a naval force belonging to the Confederate States, and recognized by Great Britain and other neutral Powers as having a belligerent character and belligerent rights. If the Confederate States had, in fact, procured all their cruisers from British sources, this criticism would still hold good; much more when several (in fact a considerable majority in number) of the cruisers actually employed by them, and by which losses were inflicted on United States citizens, were otherwise procured.

PART III.

On the Amount of the Claims for Indirect Losses.

"The claims as stated by the American Commissioners may be classified as follows:—

"1. The claims for direct losses growing out of the destruction of vessels and their cargoes by the insurgent cruisers.

"2. The national expenditures in the pursuit of those cruisers.

"3. The loss in the transfer of the American commercial marine to the British flag.

"4. The enhanced payments of insurance.

"5. The prolongation of the war and the addition of a large sum to the cost of the war and the suppression of the rebellion.

"So far as these various losses and expenditures grew out of the acts

committed by the several cruizers, the United States are entitled to ask compensation and remuneration therefor before this Tribunal.”—(United States’ Case, p. 469.)

Mr. Fish observes that “an extravagant measure of damages” has been supposed, not only by the British press, but also, “most unaccountably,” by some of the statesmen of this country, to be sought through the claim for compensation on account of indirect damages. It will, therefore, be well to present, from United States’ authority, some part of the evidence which, in the absence of explanation or retraction, has led to this conception. Undoubtedly the Case (p. 476) disclaims an accurate estimate; but it supplies materials which cannot fail to suggest the appropriate conclusion. They are as follows:—

From the 4th of July, 1863, Great Britain is declared to have been “the real author of the woes” of the American people, (p. 479.) From this time “the war was prolonged for the purpose” of maintaining offensive operations “through the cruizers,” (*ibid.*) And the Arbitrators are accordingly called upon “to determine whether Great Britain ought not in equity to reimburse to the United States the expenses thereby entailed upon them,” (*ibid.*) On all these points, the Case proceeds to state, the evidence “will enable the Tribunal to ascertain and determine the amount.” To this amount interest is to be added up to the day when the compensation is payable, within twelve months after the award, (p. 480.) The rate of interest in New York is 7 per cent., (*ibid.*;) and “the United States make a claim for interest at that rate” from 1st July, 1863, “as the most equitable day.” The interest, therefore, is to be charged at 7 per cent. for a period of from ten to eleven years.

It may be presumed to be incapable of dispute that more than half the expenses of the war were incurred after the 1st July, 1863. What was the sum total of those expenses? Upon this point there is, in a form generally if not precisely appropriate, official evidence from America. In the Report of the Special Commissioner of the Revenue for 1869, (p. vi,) they are stated at 9,095,000,000 dollars, including 1,200,000,000 dollars for the suspension of industry. Of this amount 2,700,000,000 are set down to the Confederates.

Thus it appears that the Case does not go beyond the truth (so far as this head of damage is concerned) in stating that the Arbitrators would find the materials sufficiently supplied for estimating the amount which “in equity” Great Britain ought to pay. It may indeed be said that the amount, suggested by the passages and facts to which reference is made, forms an incredible demand. But, in perusing and examining this Case, the business of Her Majesty’s Government has been to deal, not with any abstract rule of credibility, but with actual, regular, and formal pleas, stated and lodged against Great Britain on behalf of one of the greatest nations of the earth. Is it, then, “most unaccountable,” in view of the evidence as it stands, that the press and that statesmen of this country should have formed the idea that “an extravagant measure of damages” was sought by the Government of the United States?

It appears from the despatch of Mr. Fish that no such idea has ever been entertained by that Government. Having this authentic assurance so supplied, it may be deemed little material to inquire whether on this important matter the language of the Case has been misunderstood by Her Majesty’s Government, or whether it is now disavowed. If, however, it has been misconstrued, the misconstruction undoubtedly has not

been confined to England, but has been largely shared by writers on the Continent of Europe.

Were this Government indeed prepared to acquiesce in the submission of these claims, it would still remain to ask in what way the Government of the United States proposed to guard against the acceptance by the Arbitrators of those enormous estimates which, taken without authoritative comment, the language of the Case suggests. But it is scarcely necessary to observe that the question of more or less in this matter is entirely distinct from the question of principle on which the statements and arguments of Her Majesty's Government are founded.

Mr. Fish to Mr. General Schenck.

DEPARTMENT OF STATE,
Washington, April 16, 1872.

SIR: I have given very careful attention to the note of the 20th March, addressed to you by Earl Granville, professing to state the reasons which induced Her Majesty's Government to make the declaration contained in his previous note to you of 3d February, that, in the opinion of Her Majesty's Government it is not within the province of the Tribunal of Arbitration at Geneva to decide upon the claims for indirect losses and injuries put forward in the case of the United States.

His Lordship declares this statement to be made upon the invitation which this Government appears to have given. I should regret that what was intended only as a courteous avoidance of the naked presentation of a directly opposite opinion to that which had been expressed on behalf of the British Government, unsustained by any reasons, should have subjected his lordship to the necessity of an elaborate reply. It was not the desire of this Government to invite any controversial discussion, nor have they now any wish to enter upon or continue such discussion.

Some remarks, however, appear in the note of his Lordship which seem to require a reply.

It opens with a seeming denial of the accuracy of my assertion that claims for indirect losses and injuries are not put forward for the first time in the "Case" presented by this Government to the Tribunal at Geneva—that for years they have been prominently and historically part of the "Alabama claims"—and that incidental or consequential damages were often mentioned as included in the accountability.

It cannot be supposed that his Lordship intends more than to say that the claims for indirect or national losses and injuries were not "formulated" by this Government, and the amount thereof set forth in detail and as a specific demand, for he admits that on the 20th November, 1862, within a few weeks after the "Alabama" had set out on her career of pillage and destruction, Mr. Adams suggested the liability of Great Britain for losses other than those of individual sufferers. In his note of that date to Lord Russell, Mr. Adams stated that he was instructed by his Government to "solicit redress for the *national* and private injuries already thus sustained."

On the 19th February, 1863, Mr. Seward instructed Mr. Adams that "this Government does not think itself bound in justice to relinquish *its* claims for redress for the injuries which have resulted from the fitting out and despatch of the *Alabama* in a British port."

As the consequences of this fitting out began to develop themselves,

and their effects in encouraging the rebellion became manifest, Mr. Adams, in an interview with Lord Russell, indicated them (as described by the latter in a letter to Lord Lyons under date of 27th March, 1863,) as "a manifest conspiracy in this country (Great Britain) to produce a state of exasperation in America, and thus bring on a war with Great Britain, *with a view to aid the confederate cause.*"

In a note dated April 7, 1865, addressed to Lord Russell, Mr. Adams, after complaining of the hostile policy, pursuant to which the cruisers were fitted out, says, "that policy I trust I need not point out to your Lordship *is substantially the destruction of the whole mercantile navigation belonging to the people of the United States.*" "It may thus be fairly assumed as true that *Great Britain, as a national power, is, in point of fact, fast acquiring the entire maritime commerce of the United States.*"

That Lord Russell regarded this as the foundation of a claim for damages for the transfer of the commercial marine of the United States to the flag of Great Britain is apparent, in his reply to Mr. Adams, under date of May 4, 1865, when he says: "I can never admit that the duties of Great Britain toward the United States are to be measured by the losses which the trade and commerce of the United States may have sustained."

Again, on the 20th May, 1865, Mr. Adams, writing to Lord Russell, distinctly names *indirect* or consequential losses. His language is, "that, in addition to this *direct* injury, the action of these British-built, manned, and armed vessels has had the *indirect* effect of driving from the sea a large portion of the commercial marine of the United States, and to a corresponding extent enlarging that of Great Britain;" that "injuries thus received are of so grave a nature as in reason and justice to constitute a *valid claim for reparation and indemnification.*" In the same note he says, "the very fact of the admitted *rise in the rates of insurance on American ships* only brings us once more back to look at the original cause of all the trouble."

It is difficult to imagine a more definite statement of a purpose to require indemnification.

On the 14th February, 1866, after the presentation of the above-recited complaints, Mr. Seward, writing to Mr. Adams, said: "There is not one member of this Government, and, so far as I know, not one citizen of the United States, who expects that this country will waive, in any case, the demand that we have heretofore made upon the British Government for the redress of wrongs committed in violation of international law."

And again, on the 2d May, 1867, Mr. Seward writes to Mr. Adams: "As the case now stands, the injuries by which the United States are aggrieved are *not chiefly the actual losses sustained in the several depredations*, but the first unfriendly or wrongful proceeding, of which they are but the consequences."

His Lordship also admits the mention, by Mr. Reverdy Johnson, in March, 1869, of a "claim for national losses," which Lord Clarendon, in a paper published in the British Parliamentary Papers, "North America, No. 1, 1870," page 18, defines "national indirect, or constructive claims."

On 15th May, 1869, I instructed Mr. Motley that this Government, in "rejecting the recent Convention, abandons *neither its own claims* nor those of its citizens."

Lord Clarendon, in a despatch of June 10, 1869, to Mr. Thornton, mentioned that Mr. Motley had assigned, among the causes which led to the rejection of the Johnson-Clarendon treaty, that the "Convention was objected to because it embraced only the claims of individuals, and had no reference to those of the two Governments on each other."

On 25th September, 1869, writing to Mr. Motley, I said: "The number of ships thus directly destroyed amounts to nearly two hundred, and the value of the property destroyed to many millions. *Indirectly* the effect was to increase the rate of insurance in the United States, and to take away from the United States its immense foreign commerce, and to transfer this to the merchant vessels of Great Britain." "We complain of the destruction of our merchant marine by British ships." "The President is not yet prepared to speak of the reparation which he thinks due by the British Government for the larger account of the vast national injuries it has inflicted on the United States."

In the same instruction I also wrote what seems pertinent to the present phase of the question between the two Governments: "When one power demands of another the redress of alleged wrongs, and the latter entertains the idea of arbitration as the means of settling the question, it seems irrational to insist that the arbitration shall be a qualified or limited one."

Lord Clarendon wrote to Mr. Thornton, on 6th November, 1869, that he was officially informed by Mr. Motley that while the President at that time abstained from pronouncing on the indemnities due for the destruction of private property, he also abstained from speaking "of the reparation which he thinks due by the British Government for the larger account of the vast national injuries it has inflicted on the United States."

Lord Clarendon, in some "observations" on my note, (Blue Book, North America, No. 1, 1870, page 13 *et seq.*), dwelt at length on my allegation of national or indirect injuries, and characterized them as "claims," and resisted them as such. And in an instruction to Mr. Thornton, of 12th January, 1870, he recognizes the paper as relating to the "Alabama Claims." (Blue Book, North America, No. 1, 1870, page 20.)

It cannot be denied that these public or national claims (now called "indirect") were prominently before the Senate of the United States when the Convention of 14th January, 1869, was under advisement in that body, nor that they were subsequently actively canvassed before the people of both countries, and especially by the press of Great Britain.

It is equally indisputable that in my note to Mr. Motley, of September 25th, 1869, to which Lord Clarendon replied, there was presented the reparation which the President thought "due by the British Government for the vast national injuries it had inflicted on the United States."

The 36th Protocol of the Joint High Commission shows that the indirect losses were distinctly presented to the notice of the British Commissioners in the very beginning of the negotiations on the subject, and that they remained unchallenged to the signing of the Treaty.

At every stage, therefore, of the proceedings, from November, 1862, when Mr. Adams "solicited redress for the national injuries sustained," to the date of Treaty, this Government has kept before that of Great Britain her assertion of the liability of the latter for what are now termed the "indirect injuries."

The President now learns for the first time, and with surprise, that Her Majesty's Government accepted his suggestion that the proposed Commission should treat for "the removal of the differences which arose during the rebellion in the United States, and which have existed since then, growing out of the acts committed by the several vessels, which have given rise to the claims generically known as the "Alabama Claims,"

in the full confidence that no claim would be made by the United States for the national losses which had been continuously presented.

It is not to be denied that "differences" had arisen between the two Governments respecting these claims, and the Treaty attests that the two Governments were desirous to provide for an amicable settlement of *all causes of difference*, and for that purpose appointed their respective Plenipotentiaries. It is thus declared in the outset that the agreements which are about to be formulated are not intended to be an "amicable settlement," but are intended, on the contrary, "*to provide for a speedy settlement.*" The subject of the submission in a solemn Treaty will not be narrower than the declared object sought to be accomplished in the reference, and that object was declared to be the removal of *all complaints and claims*.

The Treaty also attests that the differences which had arisen, *growing out of* the acts committed by the several vessels which had given rise to the claims *generically* known as the Alabama Claims *still exist*, and that in order to remove and adjust *all complaints and claims*, "*all the claims growing out of the acts* committed by the aforesaid vessels, and *generically* known as the Alabama Claims shall be referred to a Tribunal of Arbitration."

You can bear witness that not even an intimation of the character now put forward by Earl Granville was made at any time during the deliberations of the Joint High Commission.

If Her Majesty's Commissioners were appointed, entered upon, and continued the negotiations with this Government under instructions, and with the conviction that the correspondence between Sir Edward Thornton and myself did not cover, and was not intended to cover, "as a subject of negotiation, any claim for indirect or national losses," the withholding of such instructions, and the abstaining from the expression of such conviction on their part was most unfortunate; and the absence of any dissent or remonstrance against this class of the claims, either when first formally presented to the Commissioners, or during the whole negotiation, or in the protocols, is most remarkable.

These claims were presented to the British Commissioners as solemnly, and with more definiteness of specification, than were presented by them to the American Commissioners the claims for alleged injuries which the people of Canada were said to have suffered from what was known as the Fenian raids; yet, while the American Commissioners formally objected to the claims for the Fenian raids, as not embraced in the scope of the correspondence which led to the formation of the Commission, and recorded on the protocols their unwillingness to enter upon the consideration, each time that they were referred to, the British Commissioners, from the first to the last, took no exception and recorded no objection to the presentation made by the American Commissioners of the claims *generically* known as the Alabama Claims, which stand in the protocol as a "*genus*" or class of claims, comprehending several species, and among them enumerating specifically the claims for indirect losses and injuries.

The positive exclusion by the protocol of one class of claims advanced would seem to be conclusive of the non-exclusion of the other class advanced with greater definiteness and precision, but with respect to which no exception was taken, and no dissent recorded.

It is difficult to reconcile the elaborate line of argument put forward by Earl Granville to show a waiver of claims for indirect losses, with the idea that at the outset of the negotiations Her Majesty's Government did not consider the matter of public or national injuries as the

basis of an outstanding claim against Great Britain on the part of the United States.

If these claims had (as Lord Granville's note implies, even if it does not assert) no existence in fact, and had never been "notified" or presented, and were not within the jurisdiction of the Joint High Commission, why is so much stress laid upon their assumed relinquishment?

If, on the other hand, they had existence in fact, if they had (as the references which I have made to a correspondence extending over a long series of years establish, I think, beyond the possibility of doubt) been frequently and persistently presented and notified to the British Government, why is not their positive exclusion from the reference to the arbitration shown? Why should an important class of claims, measured in their possibilities, according to the estimate of the British press, by fabulous amounts, be left to an *inferential* exclusion?

What interest, upon Lord Granville's theory, could Great Britain have in the proposed abandonment of such claims, or why offer any consideration therefor?

How can Her Majesty's Government contend, at the same moment, that the preliminary correspondence excluded the indirect or national losses, and that the possibility of admitting such claims as a subject of negotiation had never been entertained by Great Britain, and on the other hand that they offered and considered the "amicable settlement" of the treaty, with its expressions and its recognition of certain rules, as the consideration and the price paid for a waiver of those claims by the United States?

I should not feel justified in referring to the expressions used by Earl Granville and other eminent members of the British Parliament in their legislative capacities, but for his own reference thereto, and for the responsibility to which his Lordship attempts to hold you for your presence at one of their sessions, and to which I shall again refer.

But the reference made by Earl Granville to the debate in the House of Lords on the 12th of June, and his own declaration on that occasion, that "they (the indirect claims) entirely *disappear*," strengthens the position of this Government that they had been presented and were recognized as part of the claims of the United States.

A disappearance certainly implies a previous appearance.

Lord Cairns, long accustomed to close judicial investigation and the critical examination of statutes and of treaties, did not agree to the proposition that there had been a relinquishment of the claims. He declared that there could not be found "one single word * * * which would prevent such claims being put in and taking their chance under the Treaty."

If, therefore, you were present through the whole of the debate, you heard advanced in the House of Lords as well the opinion held by the United States, as that now put forward in behalf of Great Britain.

It is true that Mr. Adams did not "define or formulate" claims for national losses. He did, however, "notify" them to Her Majesty's Government. During the war these claims were continually arising and increasing, and could not then be "defined," and the time for "formulating" them would not arise until a willingness to enter upon their consideration arose.

It is to be remembered that in the spring of 1863 Her Majesty's Government exhibited some impatience when Mr. Adams communicated losses, and claims of indemnification therefor, and Lord Russell, under date of 9th March of that year, wrote to Mr. Adams that "Her Majesty's Government entirely disclaim all responsibility for any acts of the

Alabama, and they hoped that they had already made this decision on their part plain to the Government of the United States."

In July, 1863, Lord Russell referred Mr. Adams to his note of 9th March, and repeated the disclaimer of all liability; and on 14th September, in still more marked language, he expressed the hope "that Mr. Adams may not be instructed again to put forward claims which Her Majesty's Government cannot admit to be founded on any grounds of law or justice." Lord Russell's replies to Mr. Adams afford the answer to Lord Granville's remark that "no claims (except direct claims) were ever defined or formulated."

But although the United States, under these circumstances, could not consider that hour as the most favorable to a calm examination of the facts or principles involved in cases like those in question, and notwithstanding these admonitions, it became imperative on Mr. Adams still to present complaints.

On 30th December, 1862, he had complained of acts with the intent to "procrastinate the war."

On March 14, 1863, he wrote to Lord Russell that "the war had been continued and sustained by the insurgents for many months past mainly by the co-operation and assistance obtained from British subjects in Her Majesty's kingdom and dependencies." He repeats a similar complaint on 27th March, and again on 28th April, coupled with the suggestion of the responsibility attending those who "furnish the means of protracting the struggle."

At no time during the occurrence of the events which gave rise to the differences between the two Governments did the United States fail to present ample and frequent notice of the nature of the indirect injuries, or of their inclusion in the accountability of Great Britain.

Lord Granville admits that Mr. Johnson proposed the national claims in March, 1869. I mentioned them in my instruction to Mr. Motley, in May, 1869, and again in that of September of that year. Although I made no claim or demand for either direct or indirect injuries, I did present the *vast national* injuries, so that Lord Clarendon, in his reply, manifested no difficulty in discerning that the United States did expect, and would demand, the consideration of national, indirect, or consequential losses.

I can therefore have no doubt whatever that the assertion in my instruction to you of 27th February, commented upon by Lord Granville, does "accurately represent the facts as they are shown in the correspondence between the two Governments."

Earl Granville endeavors to limit the nature and extent of the claims, by an argument based upon the "expression" the "Alabama claims," which (he says) first occurs in a letter which he designates. It may be true that this "expression" appeared for the first time, in the official correspondence, in the letter and at the date indicated; but his Lordship overlooks the fact that in this letter the language used is "*the so-called Alabama claims*," showing evidently the adoption, for convenience, of a then familiar term in common use, designating by a short generic name the whole class and variety of claims, for the various injuries of which the United States had, at different times, made complaint.

The question, however, is not what was understood by the expression "Alabama claims," in 1867, but what that same expression implied in 1871, when introduced into the Treaty. It might not be difficult to show that the expression had in 1867 acquired a definite sense

far more comprehensive than that to which Earl Granville desires to restrict it. It is impossible to deny that in 1871 it was as comprehensive in signification as the United States claim it to have been.

The official correspondence of this Government, which was published, and is within the knowledge of Her Majesty's Government, included the indirect injuries under the expression "the Alabama claims." They were prominently put forward in the debates and the public discussions on the rejection of the Johnson-Clarendon treaty. The American press abounded in articles setting them forth as part of the "Alabama claims."

The President enumerated them in his annual message to Congress, in December, 1869.

The British press, in the summer of 1869, and subsequently, discussed most earnestly the indirect losses under the title of "Alabama claims."

Continental jurists and publicists discussed the national claims on account of the prolongation of the war under the head of "Réclamations" having "qu'un rapport *indirect*, et nullement un rapport *direct* avec les déprédations réellement commises par les croiseurs."

In the year 1870 Professor Montague Bernard, subsequently one of the Commissioners on the part of Her Majesty, and whose name is signed to the Treaty, published a very able but intensely one-sided and partial defense of the British Government, under the title of "A Historical Account of the Neutrality of Great Britain during the American Civil War." The XIV chapter of this work, as appears in the table of contents, is entitled the "Alabama claims." Under this head he presents the demand made by the United States for redress for "the *national* as well as the private injuries." Professor Bernard knew the extent of our complaints and of our demands. In this work he summarizes an instruction from this Department to the minister of this country in Great Britain as presenting "the opinion of this Government" that the conduct of England "had been a virtual act of war." He says, "The estimate which the American Government has thought fit to adopt of its own claims * * * is not favorable to a settlement;" that among the reasons for the rejection of the Convention of January 14, 1869, was the fact that it embraced *only* the claims of individuals and had no reference to *those of the two Governments on each other*. He sets forth that the President assigned, among the reasons for his disapproval of that Convention, that "its provisions were inadequate to provide reparation for the United States in the manner and to the degree to which he considers the United States entitled to redress," and that the President further declared that he was not then (1869) "prepared to speak of the reparation which he thinks due by the British Government for the *larger account of the vast national injuries* it has inflicted on the United States." And, further, that this Government held that "all these are subjects for future consideration, which, *when the time for action shall come*, the President will consider with sincere and earnest desire that *all differences* between the two nations may be adjusted amicably and compatibly with the honour of each and to the promotion of future concord between them."

With this knowledge of the demand for "*national*" redress; that the American opinion regarded the conduct of Great Britain as "a virtual act of war;" with the expressed opinion that the American estimate of its claims was extravagant; with the knowledge that a previous Convention had recently been rejected, because, among other reasons, "it embraced *only* the claims of individuals, and had no reference to those of the Government; that the President expected reparation for the *vast national injuries*" which Great Britain had inflicted on the United States,

and that he "held *all these subjects for future consideration when the time for action shall come*;" when "the time for action" did come, Professor Bernard, bringing this knowledge, appeared as one of Her Majesty's Commissioners to treat on these very subjects.

It would be doing great injustice to the other eminent and distinguished statesmen and diplomats, who were his associates on the British side of the Commission, to entertain the belief that they brought less knowledge on these points than was held by Professor Bernard.

I hold that enough has been shown to establish that the British Commissioners who negotiated the Treaty did not enter upon the important duty committed to them in any ignorance of the nature or of the extent of the claims which the American Government intended to present and to have settled.

Earl Granville's effort to limit and confine the meaning of the expression "the Alabama claims" might induce one who had not the text of the Treaty at hand to suppose that the reference to the Tribunal of Arbitration was limited by the restricted meaning which he attempts to give to the phrase "Alabama claims." But the words of the Treaty impose no such limitation; they are that, "Whereas *differences have arisen* between the Government of the United States and the Government of Her Britannic Majesty, *and still exist, growing out of the acts* committed by the several vessels, which have given rise to the claims *generically* known as the 'Alabama claims.' Now, in order to *remove and adjust all complaints and claims* on the part of the United States, and to provide for the speedy settlement of such claims which are not admitted by Her Majesty's Government, the High Contracting Parties agree that *all the said claims growing out of the acts* committed by the aforesaid vessels, and generically known as the 'Alabama claims,' be referred," &c.

All the claims growing out of the acts committed, &c., are the subject of reference.

That which grows out of an act is not the act itself; it is something consequent upon or incident to the act—the result of the act; and whether the claims to which Her Majesty's Government now takes exception be the results of the acts committed by the vessels is, in the opinion of this Government, for the decision of the Arbitrators.

After the positive declaration of Earl Granville that it "never could have been expected" that Her Majesty's Government would accept the proposition of payment of a gross sum in satisfaction of all our claims, it is apparent that an exposition, at this time, of the reasons which led the President to hope that the amicable settlement which he proposed, coupled with the suggestion of large pecuniary concessions on our part would be made, will not tend to remove the differences now existing between the two Governments respecting the jurisdiction of the Geneva Tribunal.

I as deeply regret that Her Majesty's Government cannot understand upon what that hope was founded as I deplore what now appears to have been the predetermination of Her Majesty's Government to reject every proposal which involved an admission of any liability on the part of Great Britain.

Another proposal, having no similitude to the previous one submitted by us, was made by Her Majesty's Commissioners. They accepted, without objection, the American statement of the subject-matter in dispute, as it was made, and they proposed, instead of the "amicable settlement" offered by the American Commissioners, "a mode of settlement" by arbitration, a litigation, a lawsuit in which Great Britain should deny all liability to the United States for all the injuries complained of. After sundry

modifications, their proposal was accepted by the United States, who were thus compelled to bring before the Tribunal the same presentment of their losses which they had laid before Her Majesty's Commission. The subject-matter of the submission made by the American "Case" to the Geneva Tribunal differs in no particular from that which was accepted as the statement of the American claims, without objection on the part of the British members of the Joint High Commission.

The President is now, for the first time, authentically informed that a waiver by this Government of the claims for indirect losses which were formally presented was, in the opinion of Her Majesty's Government, also contained in this second proposal, was a necessary condition of the success of the negotiation, and that "it was in the full belief that this waiver had been made that the British Government ratified the Treaty." Such a relinquishment of a part of the claims of this Government is now made by Earl Granville the pivot and real issue of the negotiation. He appears to imply that the price paid by Her Majesty's Government to obtain that waiver was the concession referred to in his Lordship's note, and which, he says, would not have been expected by this Government "if the United States were still to be at liberty to insist upon all the extreme demands which they had at any time suggested or brought forward."

Here, again, is a clear intimation that Her Majesty's Government were not in ignorance of the character of our demands, but that they were well "*known*," and that the consideration to be paid for their waiver (whether real or imaginary) had been deliberately determined.

Is it not surprising that such "extreme demands" should be waived on the one hand, and such "concessions" made on the other, without a word of reference or suggestion that the one was conditioned on the other?

You can bear witness that at no time during the deliberations of the Joint High Commission was such an idea put forward by Her Majesty's Commissioners.

The Protocols are utterly silent on the subject.

That no such relinquishment was incorporated into the text of the Treaty is clear enough. Why not, if thus deemed at the time, by Her Majesty's Government, the hinge and essential part of the Treaty?

What are termed the "concessions" on the part of Great Britain appear in the Treaty. If the relinquishment by the United States of a part of their claim was the equivalent therefor, why is not that set forth? Throughout the Treaty are to be found reciprocal grants or concessions, each accompanied by its reciprocal equivalent.

How could it happen that so important a feature of the negotiation as this alleged waiver is now represented to be was left to inference, or to argument from intentions never expressed to the Commission or the Government of the United States until after the Treaty was signed?

The amplitude and the comprehensive force of the first article (or the granting clause) of the Treaty did not escape the critical attention of Her Majesty's Commissioners; but was any effort made to limit or reduce the scope of the submission or to exclude the indirect claims?

You were informed in my instruction of February 27 that this Government does not consider the Treaty as of itself a settlement, but as an agreement as to the mode of reaching a settlement. To that opinion the President adheres. He cannot admit that the treaty provision for a settlement is in substance or legal effect the same as the "amicable settlement" spoken of in the conference held on the 8th of March, as is set forth in the Protocol. The differences between the two stand out

clear and broad. One would have closed up, at once and forever, the long-standing controversy; the other makes necessary the interposition of friendly governments, a prolonged, disagreeable, and expensive litigation with a powerful nation, carried on at a great distance from the seat of this Government, and under great disadvantages; and, more than all, it compels the reappearance of events and of facts, for the keeping of which in lifeless obscurity the United States were willing to sacrifice much, as they indicated in their proffer to accept a gross sum in satisfaction of *all* claims.

The United States can assent to no line of argument which endeavors to transfer the waiver of claims for indirect injuries (implied from their withholding the estimate of the amount of such claims) from the rejected proposal of the American Commissioners for a settlement, "*à l'amiable*," by the Joint High Commission, and to incorporate it "*sub silentio*" in the arbitration proposed by the British Commissioners. The offer of this Government to withhold any part of its demand expired and ceased to exist when the acceptance of the proposal which contained the offer was refused. It was never offered except in connection with the proposal that the Joint High Commission should agree upon a gross sum to be paid in satisfaction of all the claims, and then it was repelled. It was never again suggested from any quarter. It is impossible for Her Majesty's Government to fix upon a moment of time when there was an agreement of the contracting parties respecting such a waiver as that to which Earl Granville refers.

To the suggestion of doubt contained in the note of Lord Granville, whether "it would be advantageous to either country" to treat claims of the nature of those now under discussion "as proper subjects of international arbitration," I can only reply that, for all practical purposes, argument upon this question is suspended, inasmuch as, in our judgment, Great Britain and the United States have bound themselves respectively by the Treaty to make such submission.

The first article of that solemn instrument recites and declares that "*all* the said claims growing out of acts committed by the aforesaid vessels, and generically known as the 'Alabama claims,' shall be referred to a Tribunal of Arbitration." Earl Granville admits that the foregoing are "the words in which the subject-matter of the reference to arbitration agreed upon is defined."

If the "Case" of the United States, as presented at Geneva, contain claims not "growing out of acts committed" by the aforesaid vessels, then such claims are not within the reference, and must be so adjudged.

In like manner, if any of the claims set forth in the American Case were not, *at the date of the correspondence between Sir Edicard Thornton and myself*, (in January and February, 1871.) "generically known" as part of the Alabama claims, they are not within the jurisdiction of the Tribunal, and must be so adjudged.

The President admits, unreservedly, that every item of the demand presented at Geneva must, within the meaning of the Treaty, be a "claim;" that it must be one of the claims "generically known as the Alabama claims," and that it must "grow out of" the acts committed by the vessels which have given rise to the claims thus generically known.

Which of the claims presented by the United States at Geneva answers these requirements, and is well founded according to the true intent and meaning of the Treaty, is not to be determined by either party litigant, but is a question for the Tribunal to decide.

I have already referred to the comprehensiveness which the expression

“Alabama claims” had acquired when it was used in the correspondence, and was incorporated in the Treaty in 1871.

Lord Granville says: “The word *generically* naturally signifies that all the claims intended were *ejusdem generis*.” His argument would require them to be *ejusdem speciei*.

The word was designedly used to embrace a “genus”—a class of claims divided into several species. “Genus est id, quod sui similes communiione quadam, *specie autem differentes*, duas aut plures complectitur parties.”

The direct losses from destruction of property are of one species; they differ in dates, localities, and amounts; they do not differ in character or in “species.”

Referring to my remark in the note to you of 27th February, that the indirect injuries are covered by one of the alternatives of the Treaty, Earl Granville does not perceive what “alternative” in the Treaty covers these claims.

This Government is of the opinion that they are covered by the alternative power given to the Tribunal of Arbitration, of awarding a sum in gross, in case it finds that Great Britain has failed to fulfil any duty, or of remitting to a Board of Assessors the determination of the validity of claims presented to them, and the amounts to be paid.

By the Article VII, “in case the Tribunal find that Great Britain has failed to fulfil any duty or duties as aforesaid, it may, if it think proper, proceed to award a sum in gross to be paid by Great Britain to the United States for all the claims referred to it.”

If Great Britain be found by the Tribunal to have failed of any of its duties, it is clearly within the power of the Tribunal, in its estimate of the sum to be awarded, to consider all the claims referred to it, whether they be for direct or for indirect injuries; there is no limitation to their discretion and no restriction to any class or description of claims.

The United States are “prepared to accept the award, whether favorable or unfavorable to their views.” They are confident “that it shall be just.”

Earl Granville refers to the allusion made in my instruction to you of 27th February, to the presentation by Her Majesty’s Agent to the Claims Commission now sitting in this city of a claim for a part of the confederate cotton loan, the express conclusion of which from the consideration of the Commission his Lordship admits had been mutually agreed upon in the negotiations which preceded the appointment of the High Commissioners, and was provided for by the wording of the Treaty.

He thinks, however, that there is no analogy between the proceedings before the Washington Commission and those before the Geneva Tribunal; such, at least, appears to be the inference to which his argument is intended to lead.

He cites from Article XIV the power given to the Claims Commissioners “to decide in each case whether any claim has or has not been duly made, preferred, and laid before them, either wholly or to any extent, according to the true intent and meaning of the treaty,” and he adds that “no similar words” are used as to the powers of the Geneva Tribunal.

It is true that “no similar words” are used, but his Lordship has overlooked the much broader and more comprehensive powers given to the Geneva Arbitrators by the words in Article II authorizing them “to examine and decide all questions that shall be laid before them on the

part of the Governments of the United States and of Her Britannic Majesty, respectively."

These grants of power are to be taken in connection with the subject-matter referred.

The subject-matter of the reference to the Washington Commission is the claims for alleged wrongful acts by either Government upon the persons or property of individuals or of corporations, citizens, or subjects of the other Government.

Articles XII and XIV prescribe certain requirements as to the manner, the channel, and the time of presentation of the claims to be examined.

The words "made, prepared, and laid before" have no possible reference to the nature, the character, or the ground-work of the claim, and can be construed only as applying to each claim which is a proper subject of reference, the test of the requirements of the Treaty, with respect to the manner, the channel, and the time of its being brought before the Commission.

The subject-matter referred to the Arbitrators at Geneva is "all the claims growing out of acts committed by the vessels which have given rise to the claims generically known as 'the Alabama claims,'" in order to remove and adjust all complaints and claims on the part of the United States, and to provide for the speedy settlement of such claims."

In connection with such claims, and with the purpose expressed in the Treaty, the Arbitrators have the broad grant of power to "examine and decide *all questions* that shall be laid before them on the part of" either Government.

If Lord Granville can find in the words he has quoted power in the Washington Commission to determine whether or not a claim presented is within its jurisdiction, it will be difficult to deny the same power to a Tribunal to which the more comprehensive grant is made in the words of the Article II.

The allusion in my instruction of 27th February to the confederate cotton loan was to the fact that a claim, one of a class for whose exclusion his Lordship admits that expressions had been used in the negotiations which preceded the appointment of the High Commission, and were also used in the treaty, was presented by Her Majesty's Government (for by the Treaty a claim can only be laid before the commission on the part of the Government,) and that, when the United States remonstrated and requested the British Government to withdraw the claim, their remonstrance was unheeded, and the claim was pressed to argument; that the United States demurred before the Commission to its jurisdiction, and that the decision of the Commission disposed of what might have been a question of embarrassment.

The claim was put forward as a test case, and was one of a class involving upwards of fifty millions of dollars.

My allusion to it was not in the nature of a complaint of its presentation. Earl Granville has kindly furnished certain dates. From his note we find that it was on the 21st November that he learned that the United States remonstrated against the presentation of this class of claims; that *prior* to the 6th December he had ascertained from Sir Edward Thornton (who it is known had left England on his return to the United States as early as the 28th day of November) that claims of this class were intended to be excluded, and that the treaty contained words inserted for that object; that the remonstrance and request of the United States were not considered by Her Majesty's Government until the 11th of Decem-

ber; that a decision thereon was not made until the 14th, (on which day, I may add, the Agent and Counsel of the British Government brought the case to trial in Washington,) and that the announcement of the decision of Her Majesty's Government was not made to you until the 16th December, two days after the case had been adjudged.

These dates illustrate my allusion to this case. The United States calmly submitted to the Commission the decision of its jurisdiction over a claim involving in its principle the question of liability for many millions of dollars, which, it is admitted, had been expressly agreed to be withheld from the province of the Commission, and thereby avoided jeopardizing the Treaty, and the serious embarrassment which might have resulted from their undertaking to become the judges in their own behalf.

I cannot pass over without notice the allusion made by Earl Granville to your presence in the House of Lords on the occasion of the debate of the 12th of June last, and the fact that you did not at any time challenge either of the conflicting interpretations of the treaty expressed on that occasion. I may add that similar reflections upon the conduct of this Government in that relation, uttered by prominent Statesmen and newspapers in Great Britain, have been made public, and thus brought to my notice.

To all of these it is sufficient to say that the President does not hold it as any part of his duty to interfere with the differences in the Parliament, or the public press of Great Britain respecting the true construction of the Treaty. The utterances in Parliament are privileged; the discussion in that high body is looked upon by us as a domestic one, of which this Government has no proper cognizance. If it is bound to take notice, it has the right to remonstrate.

To concede either to a foreign State would be, on the part of a Parliamentary Government, the abandonment of the independence which is its foundation and its great security and pride.

Had you interfered, therefore, either to remonstrate or to demnad explanation, you would have exposed yourself and your Government to the very just rebuke which the United States have had occasion to administer to diplomatic Agents of foreign Governments, who, in ignorance or in disregard of the fundamental principles of a Constitutional Government with an independent legislature, have asked explanations from this Government concerning the debates and proceedings of Congress, or of the communications by the President to that body.

You had a right to assume that if Her Majesty's Government desired any official information from you or your Government respecting the Treaty, or desired to convey any information to you or to your Government, they would signify as much in the usual forms of diplomatic intercourse, as was done by Lord Granville in his note to you of February

3. Certain it is that it would have been in violation of recognized diplomatic proprieties had you, on the occasion referred to, taken sides with either of the opposing views of the Treaty uttered on that occasion in Parliament.

Further than this, it appears to me that the principles of English and American law (and they are substantially the same) regarding the construction of statutes and of treaties and of written instruments generally would preclude the seeking of evidence of intent outside the instrument itself. It might be a painful trial on which to enter, in seeking the opinions and recollections of parties, to bring into conflict the differing expectations of those who were engaged in the negotiation of an instrument.

While the United States have nothing to fear from departing from

the eminently just rule of law to which allusion has been made, it abstains from such departure.

Very much of the matter so elaborately and ingeniously presented in the memoranda attached to the note of Earl Grauville could be fitly and appropriately addressed by the British Government to the Tribunal which is to pass upon the points presented therein. It would require amplification, if not correction of statement, to make it present all the facts essential to a correct judgment, and might require a reply before that Tribunal. It would certainly require explanation as to many of its presentations, and its logic would be denied; but it does not seem to require a reply from me in the form of diplomatic correspondence.

As to what is contained in Part III of that memorandum, I repeat in substance what I mentioned in my note to you on this subject, of 27th February, that the indirect losses of this Government by reason of the inculpatéd cruizers are set forth in the American "Case" as they were submitted to the Joint High Commission in the first discussion of the claims on March 8, and stand in the protocol approved May 4. They were presented at Geneva, not as claims for which a specific demand was made, but as losses and injuries consequent upon the acts complained of, and necessarily to be taken into equitable consideration in a final settlement and adjudication of all the differences submitted to the Tribunal. The decision of what is equitable in the premises, the United States, sincerely and without reservation, surrender to the arbitrament designated by the Treaty.

- What the rights, duties, and true interests of both the contending nations, and of all nations, demand shall be the extent and the measure of liability and damages under the Treaty, is a matter for the supreme determination of the Tribunal established thereby.

Should that august Tribunal decide that a State is not liable for the indirect or consequential results of an accidental or unintentional violation of its neutral obligations, the United States will unhesitatingly accept the decision.

Should it, on the other hand, decide that Great Britain is liable to this Government for such consequential results, they have that full faith in British observance of its engagements to expect a compliance with the judgment of the Tribunal which a solemn Treaty between the two powers has created in order to remove and adjust all complaints and claims on the part of the United States.

To the judgment of the Tribunal when pronounced the United States will, as they have pledged their faith, implicitly bow. They confidently expect the same submission on the part of the great Nation with which they entered into such solemn obligations.

I am, sir, your obedient servant,

HAMILTON FISH.

General ROBERT C. SCHENCK, &c., &c., &c.

No. 9.

General Schenck to Mr. Fish.

[Telegram.]

LONDON, 1st April, 1872.

Have you any objection to British Government filing Counter Case, without prejudice to their position in regard to consequential damages?

SCHENCK.

Received at 9.40 a. m.

No. 10.

Mr. Fish to General Schenck.

[Telegram.]

WASHINGTON, April 2, 1872.

We understand the British Government is bound to file counter-Case, and that their so doing will not prejudice any position they have taken, nor affect any position of this Government. The rights of both parties will be the same after filing as before.

Is the inquiry made at their request?

FISH, *Secretary.*

No. 11.

General Schenck to Mr. Fish.

No. 210.]

LEGATION OF THE UNITED STATES,
London, April 25, 1872.

SIR: At this moment it appears too probable that the Government here will take such a course as will put an end to the Arbitration at Geneva and to the Treaty.

I will not now attempt to explain or comment on the situation. The development and the events of the last few days you will have gathered from my telegraphic communications, and from the reports of proceedings in Parliament, and articles from the London journals, which I continue to send you.

If there is to be a disastrous termination of all our work, from which we had hoped so much of good for the two countries and for the world, the obstinate refusal of the British Government and people to go on with a solemn and high engagement that, without any sacrifice of their dignity and interests, might have been conducted to a conclusion which would have blotted away all serious causes of disagreement between them and us, will be not a little owing to the course of some of our own citizens.

The difficulties have been wonderfully increased of late, and Great Britain encouraged in her position by the tone of some of the American journals, by inconsiderate declarations of some public men, and by much writing, telegraphing, and conversation, not wise and thoughtful, though generally, perhaps, not mischievously intended. This has led at last to a common conviction here that the best and most influential men of the United States desire to have our Government recede from its position.

I await still your communication in reply to Lord Granville's note of the 20th ultimo. I hope, also, with that, or sooner by telegraph, to receive instructions from you, which may direct and help me in any contingency likely to occur. I shall doubtless have much to report and bring to your consideration now very soon. In the mean time, I will not fail to keep my mind anxiously directed to any and every expedient by which the Treaty may possibly be preserved, although our interest in maintaining and executing its provision is certainly not greater than the need of this nation, which does not seem to me to fully weigh and appreciate the unhappy consequences to flow from its repudiation.

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

ROBT. C. SCHENCK.

OFFERS AND LAND AND WATER MAIL-ROUTES.

LETTER

FROM



THE POSTMASTER GENERAL,

TRANSMITTING

Abstracts of offers for carrying the mails upon the different routes in the United States, and statement of all land and water mails established by the Post-Office Department within the year ending July 1, 1871.

JUNE 3, 1872.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

POST-OFFICE DEPARTMENT, *May 17, 1872.*

SIR: As required by the act of Congress "to change the organization of the Post-Office Department," &c., approved July 2, 1836, (Stat. at Large, vol. 5, pp. 84, 85, 86,) the following reports are submitted:

No. 1. Abstract of offers received under advertisements of September 30, 1870, for carrying the mails from July 1, 1871, to June 30, 1875, on routes in the States of West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Louisiana, and Texas, showing the offers accepted and the contracts made or ordered, in pursuance thereof.

No. 2. Abstract of offers received under advertisements of September 30, 1870, for carrying the mails from July 1 1871, to June 30, 1873, on routes in Maine, New Hampshire, Vermont, Massachusetts, and New York; from July 1, 1871, to June 30, 1872, on routes in New Jersey, Pennsylvania, Maryland, and Ohio; and from July 1, 1871, to June 30, 1874, in Kentucky, Tennessee, Missouri, Iowa, Illinois, Indiana, Michigan, Wisconsin, Minnesota, Dakota, Kansas, Nebraska, California, Oregon, Washington, Idaho, Wyoming, Nevada, Utah, Colorado, Arizona, and New Mexico, showing the offers accepted and contracts made or ordered in pursuance thereof.

No. 3. A statement of all such land and water mails as have been established or ordered by the Department within the year preceding July 1, 1871, other than those let to contract at the annual lettings.

No. 4. A report of additional allowances made to contractors for additional service within the same year.

No. 5. A report of curtailments of mail service and pay ordered within the same year.

I am, respectfully, your obedient servant,

JNO. A. J. CRESWELL,
Postmaster General.

Hon. JAMES G. BLAINE,
Speaker of the House of Representatives.

No. 1.

Abstract of offers received under the advertisements of the Postmaster General, dated September 30, 1870, for carrying the mails from July 1, 1871, to June 30, 1875, on routes in the States of West Virginia, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Arkansas, Louisiana, and Texas, showing the offer accepted and contracts made. Proposals received to March 3, and decisions made May 30, 1871.

WEST VIRGINIA.

ROUTE No. 4103.

From Wheeling to Bridgeport, (Ohio,) 1½ miles and back, and the station of the Cleveland and Pittsburgh Railroad, five times each day, Sunday excepted; and between the post-office at Wheeling and the station of the Baltimore and Ohio railroad, twice daily; and between the post-office at Wheeling and the Hempfield railroad station, once daily, and as much more frequently as may be required on all the routes, under such schedules of departures and arrivals as may be agreed upon with the postmaster at Wheeling.

| Bidders' names. | Sum per annum. |
|--|--|
| John Handlan, president Citizens' Railway Company..... | \$900. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| Henry C. Shalcross..... | 1,650. |
| Henry C. Shalcross..... | 1,200. |
| Henry C. Shalcross..... | 1,100. |

Contract made with John Handlan, president Citizens' Railway Company, dated March 30, 1871, at \$900 per annum.

ROUTE No. 4104.

From Wheeling to Parkersburgh, 99 miles and back, six times a week in steamboats, with the privilege of supplying the offices with "celerity, certainty, and security" during the suspension of navigation.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| John Mulrine..... | \$7,200. <i>Accepted March 30, 1871.</i> |
| Charles H. Booth..... | 6,500, twice a week during suspension of navigation. |

Contract made with John Mulrine, dated March 30, 1871, at \$7,200 per annum.
 Leave Wheeling daily, except Sunday, at 10 a. m.; arrive at Parkersburgh by 11 p. m.
 Leave Parkersburgh daily, except Sunday, at 7 a. m.; arrive at Wheeling next days by 5 a. m.

ROUTE No. 4105.

From Wheeling to Ryerson's Station, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Robert H. McCleave..... | \$319. |
| Harman Barnhart..... | 280. <i>Accepted March 30, 1871.</i> |

Contract made with Harman Barnhart, dated March 30, 1871, at \$280 per annum.
 Leave Wheeling Saturday at 7 a. m.; arrive at Ryerson's Station by 5 p. m.
 Leave Ryerson's Station Friday at 7 a. m.; arrive at Wheeling by 5 p. m.

ROUTE No. 4106.

From Wheeling to West Liberty, 12 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Robert H. McCleave..... | \$297. |
| John T. Lauck..... | 274. |
| James M. Steel..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with James M. Steel, dated March 30, 1871, at \$200 per annum.
 Leave Wheeling Tuesday, Thursday, and Saturday at 1 p. m.; arrive at West Liberty by 5 p. m.
 Leave West Liberty Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Wheeling by 12 m.

ROUTE No. 4107.

From Wellsburgh to Bethany, 7 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------|------------------------------------|
| John T. Lanck..... | \$249. |
| Joseph H. Rose..... | 4. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph H. Rose, dated March 30, 1871, at \$4 per annum.

Leave Wellsburgh daily, except Sunday, at 6 a. m.; arrive at Bethany by 8 a. m.

Leave Bethany daily, except Sunday, at 8½ a. m.; arrive at Wellsburgh by 10 a. m.

ROUTE No. 4108.

From Fairview to McCoy's Station, (Ohio), 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Joshua Bradley..... | \$375. Informal; no guarantee. |
| Thomas J. Marshall..... | 297. |
| William Chapman..... | 220. <i>Accepted March 30, 1871.</i> |

Contract made with William Chapman, dated March 30, 1871, at \$220 per annum.

Leave Fairview daily, except Sunday, at 10 a. m.; arrive at McCoy's Station by 11.30 a. m.

Leave McCoy's Station daily, except Sunday, at 2 p. m.; arrive at Fairview by 3.30 p. m.

ROUTE No. 4109.

From Dallas to Elm Grove, 9 miles and back, three times a week.

| Bidder's names. | Sum per annum. |
|--------------------|--|
| William Smith..... | \$300. <i>Accepted March 30, 1871.</i> |

Contract made with William Smith, dated March 30, 1871, at \$300 per annum.

Leave Dallas Monday, Wednesday, and Friday at 10 a. m.; arrive at Elm Grove by 1 p. m.

Leave Elm Grove Monday, Wednesday, and Friday at 2 p. m.; arrive at Dallas by 5 p. m.

ROUTE No. 4110.

From Glen Easton to Limestone, 10½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William Twinam..... | \$120. |
| William A. Stewart..... | 115. |
| Joseph D. Wilson..... | 104. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph D. Wilson, dated March 30, 1871, at \$104 per annum.

Leave Glen Easton Saturday at 11 a. m.; arrive at Limestone by 2 p. m.

Leave Limestone Saturday at 7 a. m.; arrive at Glen Easton by 10 a. m.

ROUTE No. 4111.

From Bellton to New Martinsville, 24½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Robert H. McCleave..... | \$247. |
| W. E. Parriott..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with W. E. Parriott, dated March 30, 1871, at \$200 per annum.

Leave Bellton Friday at 7 a. m.; arrive at New Martinsville by 5 p. m.

Leave New Martinsville Saturday at 7 a. m.; arrive at Bellton by 5 p. m.

ROUTE No. 4112.

From Bellton to Lynn Camp, 13 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|--|
| W. E. Parriott..... | \$175. <i>Accepted March 30, 1871.</i> |

Contract made with W. E. Parriott, dated March 30, 1871, at \$175 per annum.

Leave Bellton Tuesday at 8 a. m.; arrive at Lynn Camp by 1 p. m.

Leave Lynn Camp Tuesday at 2 p. m.; arrive at Bellton by 7 p. m.

ROUTE No. 4113.

From Mannington to New Martinsville, 45½ miles and back, once a week between Mannington and Pine Grove, and twice a week the residue.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| George W. Glendening, sr..... | \$600. |
| H. W. Floyd..... | 460. <i>Accepted March 30, 1871.</i> |

Contract made with H. W. Floyd, dated March 30, 1871, at 460 per annum.
 Leave Mannington Tuesday at 5 a. m.; arrive at Pine Grove by 1 p. m.
 Leave Pine Grove Tuesday and Saturday at 1 p. m.; arrive at New Martinsville by 7 p. m.
 Leave New Martinsville Tuesday and Saturday at 5 a. m.; arrive at Pine Grove by 11 a. m.
 Leave Pine Grove Saturday at 11 a. m.; arrive at Mannington by 7 p. m.

ROUTE No. 4114.

From Mannington to Hessville, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|--|
| James Hawker..... | \$100 00. |
| Henry T. Floyd..... | 80 00. |
| Frederick W. Cunningham..... | 74 75. <i>Accepted March 30, 1871.</i> |

Contract made with Frederick W. Cunningham, dated March 30, 1871, at \$74.75 per annum.
 Leave Mannington Saturday at 6 a. m.; arrive at Hessville by 9 a. m.
 Leave Hessville Saturday at 10 a. m.; arrive at Mannington by 1 p. m.

ROUTE No. 4115.

From Milo to Middlebourne Court-House, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| William Pettit..... | \$475. Revised schedule. |
| John Gump..... | 450. |
| R. H. McCleave..... | 397. |
| Thomas Stansberry..... | 290. |
| Richard Lemley..... | 262. |
| Alexander Carpenter..... | 240. |
| Mark Shriver..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Mark Shriver, dated March 30, 1871, at \$200 per annum.
 Leave Milo Saturday at 7 a. m.; arrive at Middlebourne at 8 p. m.
 Leave Middlebourne Friday at 7 a. m.; arrive at Milo by 8 p. m.

ROUTE No. 4116.

From Sistersville to Pennsborough, 33½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| James Fletcher..... | \$580. |
| R. H. McCleave..... | 497. |
| George Lewis..... | 468. |
| Shriver Moore..... | 438. |
| George Lewis..... | 435. <i>Accepted March 30, 1871.</i> |

Contract made with George Lewis, dated March 30, 1871, at \$435 per annum.
 Leave Sistersville Monday and Thursday at 6 a. m.; arrive at Pennsborough by 5 p. m.
 Leave Pennsborough Tuesday and Friday at 7 a. m.; arrive at Sistersville by 6 p. m.

ROUTE No. 4117.

From Sistersville to Hebron, 18½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| R. H. McCleave..... | \$197. |
| Isaac Wagoner..... | 160. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Wagoner, dated March 30, 1871, at \$160 per annum.
 Leave Sistersville Wednesday at 1 p. m.; arrive at Hebron by 6 p. m.
 Leave Hebron Wednesday at 6 a. m.; arrive at Sistersville by 12 m.

ROUTE No. 4118.

From Saint Mary's Court-House to Hebron, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| R. H. McCleave | \$190. |
| W. D. Smith | 150. |
| William Brown | 120. |
| Richard H. Bolton | 120. |
| Isaac Wagoner | 115. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Wagoner, dated March 30 1871, at \$115 per annum.
 Leave Saint Mary's Court-House Monday at 8 a. m.; arrive at Hebron by 12 m.
 Leave Hebron Monday at 1 p. m.; arrive at Saint Mary's Court-House by 5 p. m.

ROUTE No. 4119.

From Middlebourne to Ellenborough, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| James H. Leonard | \$400. |
| R. H. McCleave | 247. |
| David H. Fletcher | 225. |
| Jasper N. Coon | 200. |
| Monterville Asher | 200. |
| Jesse Henderson | 170. |
| Isaac Wagoner | 170. |
| John F. Fletcher | 140. |
| William Baker | 125. <i>Accepted March 30, 1871.</i> |

Contract made with William Baker, dated March 30, 1871, at \$125 per annum.
 Leave Middlebourne Tuesday at 6 a. m.; arrive at Ellenborough by 1 p. m.
 Leave Ellenborough Tuesday at 2 p. m.; arrive at Middlebourne by 9 p. m.

ROUTE No. 4120.

From Middlebourne to New Martinsville, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|-------------------------------------|
| George A. Clendening, jr. | \$200. |
| Dickson Baker | 96. |
| Jesse Henderson | 85. |
| John McHenry | 84. <i>Accepted March 30, 1871.</i> |

Contract made with John McHenry, dated March 30, 1871, at \$84 per annum.
 Leave Middlebourne Saturday at 7 a. m.; arrive at New Martinsville by 11 a. m.
 Leave New Martinsville Saturday at 12 m.; arrive at Middlebourne by 4 p. m.

ROUTE No. 4121.

From Ellenborough to Parkersburgh, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| James H. Leonard | \$400. |
| R. H. McCleave | 374. |
| George Siunette | 300. |
| A. K. Atha & Charles S. Martin. | 273. <i>Accepted March 30, 1871.</i> |

Contract made with A. K. Atha & Charles S. Martin, dated March 30, 1871, at \$273 per annum.

Leave Ellenborough Wednesday at 6 a. m.; arrive at Parkersburgh by 7 p. m.
 Leave Parkersburgh Thursday at 6 a. m.; arrive at Ellenborough by 7 p. m.

ROUTE No. 4122.

From Parkersburgh to Gallipolis, (Ohio,) 86½ miles and back, six times a week, in steamboats, with the privilege of supplying the offices with "celerity, certainty, and security" during the suspension of navigation.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| Williamson, Brown & Grant | \$9,000, except when 30 inches water and under, or ice, to be carried twice a week by land or otherwise. |
| A. P. Deam & C. Shrewsbury | 6,767. <i>Accepted March 30, 1871.</i> |

Contract made with A. P. Deem & C. Shrewsbury, dated March 30, 1871, at \$6,757 per annum.

Leave Parkersburgh daily, except Sunday, at 7 a. m.; arrive at Gallipolis by 9 p. m.
Leave Gallipolis daily, except Sunday, at 5 a. m.; arrive at Parkersburgh by 10 p. m.

ROUTE No. 4123.

From Parkersburgh to Lubeck, 5 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Jeremiah Beaty..... | \$219. |
| Joachim Pahl..... | 100. <i>Accepted March 30, 1871.</i> |

Contract ordered with Joachim Pahl, dated March 30, 1871, at \$100 per annum.

Leave Lubeck Wednesday and Saturday at 6 a. m.; arrive at Parkersburgh by 7.30 a. m.

Leave Parkersburgh Wednesday and Saturday at 8 a. m.; arrive at Lubeck by 9.30 a. m.

ROUTE No. 4124.

From Parkersburgh to Jackson Court-House, 51½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| P. Dinan..... | \$1,295. |
| Calvin Scripture..... | 1,248. |
| Jeremiah Beaty..... | 1,149. |
| Jackson Hall..... | 850. |
| Peter G. Anderson..... | 795. <i>Accepted March 30, 1871.</i> |
| G. P. Morrison..... | 728, change schedule to omit Ravenswood. |
| Mark Staats..... | 680, omit Tygart's Flats and Ravenswood. |

Contract made with Peter G. Anderson, dated March 30, 1871, at \$795 per annum.

Leave Parkersburgh Wednesday and Saturday at 6 a. m.; arrive at Jackson Court-House by 9 p. m.

Leave Jackson Court-House Tuesday and Friday at 6 a. m.; arrive at Parkersburgh by 9 p. m.

ROUTE No. 4125.

From Parkersburgh to Burning Springs, 30 miles and back, six times a week, and to Newark three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| T. B. Dougherty..... | \$2,595. |
| Peter G. Anderson..... | 1,495. |
| William Wells..... | 1,450. |
| Jeremiah Beaty..... | 1,349. <i>Coach and horseback.</i> |
| John Fisher..... | 1,190. <i>Accepted March 30, 1871.</i> |
| Hiram Sutton..... | 1,445. |

Contract made with John Fisher, dated March 30, 1871, at \$1,190 per annum.

Leave Parkersburgh daily, except Sunday, at 6 a. m.; arrive at Wirt Court-House by 0.30 p. m., and arrive at Burning Springs by 6 p. m.

Leave Burning Springs daily, except Sunday, at 6 a. m.; arrive at Wirt Court-House by 9.30 a. m., and arrive at Parkersburgh by 6 p. m.

Supply Newark Tuesday, Thursday, and Saturday.

ROUTE No. 4126.

From Parkersburgh to Bull Creek, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------|---|
| P. Dinan..... | \$168. |
| R. H. Burk..... | 110. <i>Accepted March 30, 1871. Schedule proposed.</i> |

Contract made with R. H. Burk, dated March 30, 1871, at \$110 per annum.

Leave Parkersburgh Saturday at 11 a. m.; arrive at Valley Mills by 2 p. m.

Leave Valley Mills Saturday at 2.30 p. m.; arrive at Bull Creek by 4 p. m.

Leave Bull Creek Saturday at 4.30 p. m.; arrive at Valley Mills by 6 p. m.

Leave Valley Mills Saturday at 6.30 a. m.; arrive at Parkersburgh by 9.30 a. m.

ROUTE No. 4127.

From Spencer to Ravenswood, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Robert H. McCleave | \$298. |
| James M. Sergeant | 231. |
| Presby L. W. Pool | 202. |
| Peter G. Anderson | 195. |
| John E. Goodwin | 195. |
| James Lance | 164. |
| Miles Perrine | 160. <i>Accepted March 30, 1871.</i> |

Contract made with Miles Perrine, dated March 30, 1871, at \$160 per annum.

Leave Spencer Friday at 7 a. m.; arrive at Ravenswood by 6 p. m.

Leave Ravenswood Saturday at 7 a. m.; arrive at Spencer by 6 p. m.

ROUTE No. 4128.

From Jackson Court-House to Ravenswood, 11 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| P. Dinan | \$363. |
| R. H. McCleave | 299. |
| Benjamin Rollins | 210. |
| Isaac Chancey | 195. |
| Peter G. Anderson | 169. |
| G. P. Morrison | 155. <i>Accepted March 30, 1871.</i> |

Contract made with G. P. Morrison, dated March 30, 1871, at \$155 per annum.

Leave Jackson Court-House Monday, Wednesday, and Friday at 2 p. m.; arrive at Ravenswood by 7 p. m.

Leave Ravenswood Monday, Wednesday, and Friday at 7 a. m.; arrive at Jackson Court-House by 12 m.

ROUTE No. 4129.

From Jackson Court-House to Ripley Landing, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| P. Dinan | \$364. |
| R. H. McCleave | 290. |
| Edward Little | 175. |
| Jackson Hall | 149. |
| Benjamin Rollins | 149. |
| A. E. S. Dewees | 127. <i>Accepted March 30, 1871.</i> |

Contract made with A. E. S. Dewees, dated March 30, 1871, at \$127 per annum.

Leave Jackson Court-House Wednesday and Saturday at 8 a. m., or earlier if all connecting mails are in; arrive at Ripley Landing by 11 a. m.

Leave Ripley Landing Wednesday and Saturday at 2 p. m., or earlier if all connecting mails are in; arrive at Jackson Court-House by 5 p. m.

ROUTE No. 4130.

From Jackson Court-House to Mud Bridge, 54 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Robert M. Duffield | \$400. |
| G. P. Morrison | 384. <i>Accepted March 30, 1871.</i> |
| R. Edwards, (after time) | 339. Ripley's to Mud Bridge; informal. |

Contract made with G. P. Morrison, dated March 30, 1871, at \$384 per annum.

Leave Jackson Court-House Thursday at 2 p. m.; arrive at Buffalo next day by 3 p. m.

Leave Buffalo Friday at 4 p. m.; arrive at Jackson Court-House next day by 5 p. m.

Leave Mud Bridge Friday at 4 a. m.; arrive at Buffalo by 12 m.

Leave Buffalo Friday at 1 p. m.; arrive at Jackson Court-House next day by 9 p. m.

ROUTE No. 4131.

From Jackson Court-House to Spencer, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| A. P. Hogsett | \$200. |
| Israel Snider | 197. |
| A. E. S. Dewees | 189. |
| Miles Perine | 160. |
| John W. Cottreal | 160. |
| George W. Hickle | 155. |
| Benjamin Rollins | 152. |
| Elijah Waggoner | 144. <i>Accepted March 30, 1871.</i> |

Contract made with Elijah Waggoner, dated March 30, 1871, at \$144 per annum.
 Leave Jackson Court-House Saturday at 11 a. m.; arrive at Spencer by 6 p. m.
 Leave Spencer Friday at 11 a. m.; arrive at Jackson Court-House by 6 p. m.

ROUTE No. 4132.

From Jackson Court-House to Walton, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Jackson Hall | \$205. |
| A. E. S. Dewees | 199. <i>Accepted March 30, 1871.</i> |

Contract made with A. E. S. Dewees, dated March 30, 1871, at \$199 per annum.
 Leave Jackson Court-House Thursday at 7 a. m.; arrive at Walton by 6 p. m.
 Leave Walton Friday at 7 a. m.; arrive at Jackson Court-House by 6 p. m.

ROUTE No. 4133.

From Point Pleasant to Upland, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| Benjamin J. Green | \$290. |
| James H. Locke | 249. <i>Accepted March 30, 1871.</i> |
| Samuel Carroll, (after time) | 320. |

Contract made with James H. Locke, dated March 30, 1871, at \$249 per annum.
 Leave Point Pleasant Saturday at 8 a. m.; arrive at Upland by 6 p. m.
 Leave Upland Friday at 8 a. m.; arrive at Point Pleasant by 6 p. m.

ROUTE No. 4134.

From Point Pleasant to Jackson Court-House, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John Green | \$294. |
| G. P. Morrison | 223. |
| Jackson Hall | 215. <i>Accepted March 30, 1871.</i> |

Contract made with Jackson Hall, dated March 30, 1871, at \$215 per annum.
 Leave Point Pleasant Saturday at 7 a. m.; arrive at Jackson Court-House by 5 p. m.
 Leave Jackson Court-House Friday at 7 a. m.; arrive at Point Pleasant by 5 p. m.

ROUTE No. 4135.

From Buffalo to Point Pleasant, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---------------------------|
| James Legg | \$350. Schedule proposed. |
| James W. Wilson | 345. Schedule proposed. |
| G. P. Morrison | 194. |
| (Not let.) | |

ROUTE No. 4136.

From Kanawha Court-House to Gallipolis, 65 miles and back, six times a week, in steamboats, with the privilege of supplying the offices "with celerity, certainty, and security," during the suspension of navigation.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| James Newton | \$5,000. |
| A. P. Deem and C. Shrewsbury.. | 3,449. <i>Accepted March 30, 1871.</i> |

Contract made with A. P. Deem and C. Shrewsbury, at \$3,449 per annum.

Leave Kanawha Court-House daily, except Sunday, at 5 a. m.; arrive at Gallipolis by 8 p. m.

Leave Gallipolis daily, except Sunday, at 4 a. m.; arrive at Kanawha Court-House by 7 p. m.

ROUTE No. 4137.

From Kanawha Court-House to Lewisburgh, 101 miles and back, three times a week, with the privilege of running by Blue Sulphur Springs, in place of Clintonville, from 1st of June to 1st of October, provided Clintonville is furnished a semi-weekly horse-mail from Lewisburgh.

| Bidders' names. | Sum per annum. |
|--|---|
| W. A. Galbraith | \$4,300. |
| Auderson Arnot | 3,900. |
| Andrew Poundstone | 3,469. |
| J. I. A. Trotter and A. D. Trotter | 3,390. |
| A. W. Harmon | 3,375. |
| Calvin Scripture | 2,820. |
| D. C. Dunn | 2,480. <i>Accepted March 30, 1871.</i> |
| Jesse L. Heiskell | 2,470. Four-horse coaches. 1 guarantor. No certificate. |

Contract ordered with D. C. Dunn, dated March 30, 1871, at \$2,480 per annum.

By an order made June 8, 1871, contract with A. D. Trotter, in lieu of D. C. Dunn, from July 1, 1871.

Leave Kanawha Court-House Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Mountain Cove by 8 p. m.

Leave Mountain Cove Wednesday, Friday, and Sunday at 6 a. m.; arrive at Lewisburgh by 8 p. m.

Leave Lewisburgh Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Mountain Cove by 8 p. m.

Leave Mountain Cove Wednesday, Friday, and Sunday at 6 a. m.; arrive at Kanawha Court-House by 8 p. m.

ROUTE No. 4138.

From Kanawha Court-House to Spencer, 59 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| George W. Foreman | \$324 00. |
| William Hall | 320 00. <i>Not dated.</i> |
| Elias Summerfield | 310 00. |
| Elijah Waggoner | 289 00. |
| A. J. Vineyard | 280 00. |
| St. Clair Hammack | 274 90. |
| William T. Smith | 274 50. |
| John W. Cottreal | 260 00. <i>Accepted March 30, 1871.</i> |

Contract made with John W. Cottreal, dated March 30, 1871, at \$260 per annum.

Leave Kanawha Court-House Wednesday at 2 p. m.; arrive at Spencer next day by 7 p. m.

Leave Spencer Tuesday at 6 a. m.; arrive at Kanawha Court-House next day by 12 m.

ROUTE No. 4139.

From Kanawha Court-House to Wayne Court-House, 58½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Michael D. Clinton | \$800. |
| George D. Curry | 794. |
| Jacob W. May | 697. |
| William Nixon | 650. <i>Revised schedule.</i> |
| Samuel Jones | 575. |
| Lewis McComas | 495. |
| D. C. Dunn | 448. <i>Accepted March 30, 1871.</i> |

Contract ordered with D. C. Dunn, dated March 30, 1871, at \$448 per annum.

By an order made August 10, 1871, accepted bidder having failed, contract with Samuel Jones, at \$624 per annum, from July 1, 1871, to December 31, 1871.

Leave Kanawha Court-House Wednesday at 7 a. m.; arrive at Wayne Court-House next day by 5 p. m.

Leave Wayne Court-House Friday at 7 a. m.; arrive at Kanawha Court-House next day by 5 p. m.

ROUTE No. 4140.

From Kanawha Court-House to Jackson Court-House, 41½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Peter G. Anderson..... | \$615. |
| Michael D. Clinton..... | 600. |
| Lewis Knightstep..... | 538. |
| M. D. Clinton..... | 525. |
| G. P. Morrison..... | 514. |
| D. C. Dunn..... | 448. <i>Accepted March 30, 1871.</i> |

Contract ordered with D. C. Dunn, dated March 30, 1871, at \$448 per annum.

By an order made August 9, 1871, accepted bidder having failed, contract with M. D. Clinton, at \$545 per annum, from July 1, 1871, to December 31, 1871.

Leave Kanawha Court-House Monday and Thursday at 6 a. m.; arrive at Jackson Court-House Monday and Thursday by 8 p. m.

Leave Jackson Court-House Tuesday and Friday at 6 a. m.; arrive at Kanawha Court-House next days by 8 p. m.

ROUTE No. 4141.

From Kanawha Court-House to Logan Court-House, 65½ miles and back, three times a week to Peytona, (26 miles,) and once a week the residue, (39½ miles.)

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Kiah Smoot..... | \$1,500. |
| Michael D. Clinton..... | 1,100. |
| Nelson Stollings..... | 1,000. |
| Allen Belcher..... | 999. |
| Sparriel Bailey..... | 925. |
| Nelson Stollings..... | 895. <i>Accepted March 30, 1871.</i> |
| D. C. Dunn..... | 709. <i>End at Peytona.</i> |

Contract made with Nelson Stollings, dated March 30, 1871, at \$995 per annum.

Leave Kanawha Court-House Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Peytona by 4 p. m.

Leave Peytona Monday, Wednesday, and Friday at 8 a. m.; arrive at Kanawha Court-House by 4 p. m.

Leave Peytona Tuesday at 7 a. m.; arrive at Logan Court-House by 7 p. m.

Leave Logan Court-House Wednesday at 7 a. m.; arrive at Peytona by 7 p. m.

ROUTE No. 4142.

From Kanawha Saline to Lizemore, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| Milton Wilson..... | \$450. |
| Wesley Estep..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Wesley Estep, dated March 30, 1871, at \$300 per annum.

Leave Kanawha Saline Friday at 7 a. m.; arrive at Lizemore by 6 p. m.

Leave Lizemore Saturday at 7 a. m.; arrive at Kanawha Saline by 6 p. m.

ROUTE No. 4143.

From Brownstown, (N. O.,) to Fayette Court-House, 45 miles and back, once a week.

Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------------------|
| Perry Kincaid..... | \$749. <i>Schedule proposed.</i> |
| Sparriel Bailey..... | 399. <i>See sig.</i> |
| Pleasant Hawkins..... | 366. |

(Not let.)

ROUTE No. 4144.

From Coalsmouth to Guyandotte, 37 miles and back, three times a week to Cabell C. H., 29½ miles, and six times a week the residue.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| William A. Galbraith..... | \$1,757. |
| William J. Miller..... | 1,540. |
| O. W. Mather..... | 1,510. |
| George W. Corn..... | 1,500. |
| Francis M. Farrell..... | 1,500. |
| Charles M. Moon..... | 1,448. |
| Anderson Arnot..... | 1,400. |
| Thomas J. Mathews..... | 1,345. Horse. |
| O. W. Mather..... | 1,300. Horse. |
| John T. Harbom..... | 1,190. 1-horse conveyance and horseback. |
| G. P. Morrison..... | 1,058. <i>Accepted March 30, 1871.</i> |

Contract made with G. P. Morrison, dated March 30, 1871, at \$1,058 per annum.
 Leave Coalsmouth, Tuesday, Thursday, and Saturday at 12 m.; arrive at Cabell Court-House by 8 p. m.
 Leave Cabell Court-House Monday, Wednesday, and Friday at 6 a. m.; arrive at Coalsmouth by 2 p. m.
 Leave Cabell Court-House daily, except Sunday, at 10 a. m.; arrive at Guyandotte by 12 m.
 Leave Guyandotte daily, except Sunday, at 3 p. m.; arrive at Cabell Court-House by 5 p. m.

ROUTE No. 4145.

From Kanawha Court-House to Bell Creek Church, (N. O.), — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------|
| Benjamin Slack..... | \$575. |
| Michael D. Clinton..... | 500. |
| John Morris..... | 350. Schedule proposed. |

(Not let.)

ROUTE No. 4146.

From Ceredo to Wayne Court-House, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Hiram Bloss..... | \$200. |
| | 190. |
| Henry C. Duncan..... | 199. |
| Morgan Garrett..... | 194. |
| Calvin Harrison..... | 180. <i>Accepted March 30, 1871.</i> |

Contract made with Calvin Harrison, dated March 30, 1871, at \$180 per annum.

Leave Ceredo Friday at 1 p. m.; arrive at Wayne Court-House by 8 p. m.

Leave Wayne Court-House Friday at 6 a. m.; arrive at Ceredo by 1 p. m.

ROUTE No. 4147.

From Cabell Court-House to Chapmanville, 46 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| O. W. Mather..... | \$795 00. Horse. |
| William S. Rogers..... | 700 00. |
| Thomas J. Mathews..... | 649 00. Horse. |
| Charles M. Moore..... | 600 00. Ruled too high; offered \$460, which was declined. |
| W. M. P. Dingers..... | 499 95. No certificate. |

By an order made July 7, 1871, contract with William S. Rogers, at \$460 per annum, from July 1, 1871.

Leave Cabell Court-House Tuesday at 6 a. m.; arrive at Chapmanville next day by 12 m.

Leave Chapmanville Wednesday at 2 p. m.; arrive at Cabell Court-House next day by 6 p. m.

ROUTE No. 4148.

From Cabell Court-House to Hamlin, 19 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| O. W. Mather..... | \$495 00. | Horse. |
| Jacob W. May..... | 397 00. | |
| William A. Carroll..... | 370 00. | |
| William H. Adkins..... | 349 00. | |
| George W. Corn..... | 340 00. | |
| H. V. Mahone..... | 339 00. | |
| William Pullen..... | 330 00. | |
| Lewis McComas..... | 328 00. | |
| George D. Curry..... | 325 00. | |
| Stephen B. Estep..... | 319 00. | |
| J. V. Sweetland..... | 300 00. | |
| George Curry..... | 299 94. | |
| J. V. Sweetland..... | 275 00. | <i>Accepted March 30, 1871.</i> |

Contract made with J. V. Sweetland, dated March 30, 1871, at \$275 per annum.

Leave Cabell Court-House Tuesday and Saturday at 8 a. m.; arrive at Hamlin by 3 p. m.

Leave Hamlin Monday and Friday at 9 a. m.; arrive at Cabell Court-House by 4 p. m.

ROUTE No. 4149.

From Uplaud to Cabell Court-House, 26 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|--------------------|----------------|
| O. W. Mathers..... | \$499. |

(Not let.)

ROUTE No. 4150.

From Wayne Court-House to Louisa, 14½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| George F. Ratliff..... | \$166 00. |
| Goodwin Adkins..... | 99 50. <i>Accepted March 30, 1871.</i> |

Contract made with Goodwin Adkins, dated March 30, 1871, at \$99.50 per annum.

Leave Wayne Court-House Monday at 7 a. m.; arrive at Louisa by 12 m.

Leave Louisa Monday at 1 p. m.; arrive at Wayne Court-House by 6 p. m.

ROUTE No. 4151.

From Wayne Court-House to Warfield, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---|
| Goodwin Adkins..... | \$499 50. | |
| Henry C. Duncan..... | 495 00. | |
| George W. Hutchins..... | 485 00. | Ruled too high; offered \$400, which he declined. |

(Not let.)

By an order made June 10, 1871, contract with Goodwin Adkins, at \$400 per annum.

Leave Wayne Court-House Tuesday at 6 a. m.; arrive at Warfield by 8 p. m.

Leave Warfield Wednesday at 6 a. m.; arrive at Wayne Court-House by 8 p. m.

ROUTE No. 4152.

From Wayne Court-House to Cove Creek, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Geo. F. Ratliff..... | \$166 00. |
| Goodwin Adkins..... | 104 50. <i>Accepted March 30, 1871.</i> |

Contract made with Goodwin Adkins, dated March 30, 1871, at \$104.50 per annum.

Leave Wayne Court-House Friday at 5 a. m.; arrive at Cove Creek by 11 a. m.

Leave Cove Creek Friday at 1 p. m.; arrive at Wayne Court-House by 7 p. m.

ROUTE No. 4153.

From Rich Creek to mouth of Pond Creek, 39 miles and back, once a week.
(No bids; not let.)

ROUTE No. 4154.

From Raleigh Court-House to Peytona, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Anderson McNeer..... | \$447 00. |
| G. W. Callaway..... | 370 00. |
| Sparriel Bailey..... | 344 00. |
| Geo. W. Barley..... | 339 00. |
| Geo. W. Harper..... | 319 00. |
| James W. Harper..... | 316 50. |
| A. J. Williams..... | 300 00. |
| James W. Harper..... | 298 00. <i>Accepted March 30, 1871.</i> |

Contract made with James W. Harper, dated March 30, 1871, at \$293 per annum.

Leave Raleigh Court-House Wednesday at 7 a. m.; arrive at Peytona next day by 2 p. m.

Leave Peytona Thursday at 3 p. m.; arrive at Raleigh Court-House by 8 p. m.

ROUTE No. 4155.

From Raleigh Court-House to Red Sulphur Springs, 44 miles and back, twice a week

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Anderson McNeer..... | \$648. |
| E. F. Starritt..... | 595. |
| Sparriel Bailey..... | 574. |
| McDowell Bailey..... | 549. |
| Lewis Ballard..... | 544. |
| D. C. Dunn..... | 470. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$470 per annum.

By an order made August 10, 1871, contract with Sparriel Bailey, at \$520 per annum, from July 1, 1871, to December 31, 1871. (Accepted; bidder having failed.)

Leave Raleigh Court-House Tuesday and Friday at 3 p. m.; arrive at Red Sulphur Springs Wednesday and Saturday by 6 p. m.

Leave Red Sulphur Springs Monday and Thursday at 6 a. m.; arrive at Raleigh Court-House Tuesday and Friday by 1 p. m.

ROUTE No. 4156.

From Ballardsville to Oceana, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Jesse B. Brooks..... | \$317 99. |
| R. T. Lusk..... | 310 00. |
| Robert Acord..... | 309 00. |
| Thomas Elkins..... | 299 00. No guarantee. |
| James B. Walker..... | 297 00. |
| Thomas McCook..... | 285 00. |
| James H. Cook..... | 239 00. |
| Richard Elkins..... | 228 00. <i>Accepted March 30, 1871.</i> |

Contract made with Richard Elkins, dated March 30, 1871, at \$228 per annum.

Leave Ballardsville Thursday at 6 a. m.; arrive at Oceana by 8 p. m.

Leave Oceana Wednesday at 6 a. m.; arrive at Ballardsville by 8 p. m.

ROUTE No. 4157.

From Winfield to Hamlin, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| George Q. Curry..... | \$275. |
| John Thomas Harbor..... | 240. <i>Accepted March 30, 1871.</i> |

Contract made with John Thomas Harbor, dated March 30, 1871, at \$240 per annum.
 Leave Winfield Thursday at 7 a. m.; arrive at Hamlin by 6 p. m.
 Leave Hamlin Friday at 7 a. m.; arrive at Winfield by 6 p. m.

ROUTE No. 4158.

From Hamlin to Ballardsville, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|-------------------------------|
| William A. Carroll | \$290. | |
| George Q. Curry | 286. | |
| Joseph Lovejoy | 274. | |
| John Vannattar | 269. | End at Newport; no guarantee. |
| Joseph Lovejoy | 265. | |
| Lewis McComas | 200. | Accepted March 30, 1871. |

Contract made with Lewis McComas, dated March 30, 1871, at \$200 per annum.
 Leave Hamlin Friday at 6 a. m.; arrive at Ballardsville by 7 p. m.
 Leave Ballardsville Saturday at 6 a. m.; arrive at Hamlin by 7 p. m.

ROUTE No. 4159.

From Logan Court-House to Raleigh Court-House, 63 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|-----------------------------|
| Anderson McNeer | \$623 00. | |
| Sparriell Bailey | 449 00. | |
| J. H. Cook | 439 00. | |
| Joseph S. Harper | 399 00. | |
| McDowell Bailey | 384 00. | From Lewisburgh to Raleigh. |
| Joseph S. Harper | 379 00. | |
| Robertson Cook | 368 99. | |
| George W. Bailey | 349 00. | |
| George W. Callaway | 349 00. | |
| George W. Harper | 338 00. | Accepted March 30, 1871. |

Contract made with George W. Harper, dated March 30, 1871, at \$338 per annum.
 Leave Logan Court-House Friday at 7 p. m.; arrive at Raleigh Court-House next day by 7 p. m.
 Leave Raleigh Court-House Wednesday at 7 a. m.; arrive at Logan Court-House next day by 7 p. m.

ROUTE No. 4160.

From Blue Sulphur Springs to Raleigh Court-House, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| Henry Martin | \$375. | No certificate. |
| Joseph S. Harper | 349. | |
| Sparriell Bailey | 344. | |
| McDowell Bailey | 319. | |
| Anderson McNeer | 273. | Accepted March 30, 1871. |

Contract made with Anderson McNeer, dated March 30, 1871, at \$273 per annum.
 Leave Blue Sulphur Springs Wednesday at 6 a. m.; arrive at Raleigh Court-House by 7 p. m.

Leave Raleigh Court-House Thursday at 6 a. m.; arrive at Blue Sulphur Springs by 7 p. m.

ROUTE No. 4161.

From Union to Sweet Springs, 20 miles and back, three times a week, from June 15 to September 15, and once a week the residue of the year.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| George T. Nickell | \$996. | |
| A. W. Harman | 700. | |
| Anderson Arnott | 300. | |
| James J. Watts | 298. | |
| Anderson McNeer | 269. | |
| E. F. Starritt | 259. | |
| James J. Watts | 248. | |
| William A. Ballard | 237. | Accepted March 30, 1871. |

Contract made with William A. Ballard, dated March 30, 1871, at \$237 per annum.

From June 15 to September 15.

Leave Union Monday, Wednesday, and Friday at 6 a. m.; arrive at Sweet Springs by 12 m.

Leave Sweet Springs Monday, Wednesday, and Friday at 1 p. m.; arrive at Union by 7 p. m.

From September 15 to June 15.

Leave Union Friday at 6 a. m.; arrive at Sweet Springs by 12 m.

Leave Sweet Springs Friday at 1 p. m.; arrive at Union by 7 p. m.

ROUTE No. 4162.

From Union to Egypt, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| George Nickell | \$600. |
| Anderson Arnot | 300. |
| James J. Watts | 198. |
| E. F. Starritt | 173. |
| Anderson McNeer | 173. |
| George E. Lynch | 158. |
| William A. Ballard | 134. <i>Accepted March 30, 1871.</i> |

Contract made with William A. Ballard, dated March 30, 1871, at \$134 per annum.

Leave Union Saturday at 6 a. m.; arrive at Egypt by 12 m.

Leave Egypt Saturday at 1 p. m.; arrive at Union by 7 p. m.

ROUTE No. 4163.

From Peterstown to Union, 24½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| William H. Broyles | \$340. No guarantee. |
| Lewis Ballard | 240. |
| E. F. Starritt | 235. |
| James J. Watts | 210. |
| Anderson Arnot | 200. |
| Anderson McNeer | 198. |
| William A. Ballard | 179. <i>Accepted March 30, 1871.</i> |

Contract made with William A. Ballard, dated March 30, 1871, at \$179 per annum.

Leave Peterstown Tuesday at 10 a. m.; arrive at Union by 6 p. m.

Leave Union Monday at 6 a. m.; arrive at Peterstown by 2 p. m.

ROUTE No. 4164.

From Princeton to Pack's Ferry, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| James Rolles | \$350. |
| Lewis Ballard | 340. |
| E. F. Starritt | 339. |
| D. C. Dunn | 320. |
| Anderson McNeer | 244. <i>Accepted March 30, 1871.</i> |

Contract made with Anderson McNeer, dated March 30, 1871, at \$244 per annum.

Leave Princeton Monday at 8 a. m.; arrive at Pack's Ferry by 6 p. m.

Leave Pack's Ferry Tuesday at 8 a. m.; arrive at Princeton by 6 p. m.

ROUTE No. 4165.

From Princeton to Pearisburgh, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Jonas Manning | \$299. |
| John C. Wilburn | 290. |
| D. C. Dunn | 280. |
| E. F. Starritt | 274. |
| Lewis Ballard | 249. Princeton to Peterstown. |
| Anderson McNeer | 244. |
| E. F. Starritt | 200. <i>Accepted March 30, 1871.</i> |

Contract made with E. F. Starritt, dated March 30, 1871, at \$200 per annum.

Leave Princeton Friday at 11 a. m.; arrive at Pearisburgh by 8 p. m.

Leave Pearisburgh Saturday at 11 a. m.; arrive at Princeton by 8 p. m.

ROUTE No. 4166.

From Princeton to Oceana, 57 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Anderson McNeer..... | \$497 00. |
| James Barnett..... | 444 99. |
| D. C. Dunn..... | 440 00. |
| Gordon C. Lusk..... | 398 50. |
| Thompson L. Walker..... | 397 00. |
| Nathaniel Perden..... | 375 00. |
| Daniel Perden..... | 374 00. |
| John N. Cook..... | 370 00. |
| Ballard P. Cook..... | 349 00. |
| James H. Cook..... | 349 00. |
| Eli McComas..... | 344 00. |

Accepted March 30, 1871.
No certificate.

Contract made with James H. Cook, dated March 30, 1871, at \$344 per annum.

Leave Princeton Friday at 7 a. m.; arrive at Oceana next day by 7 p. m.

Leave Oceana Wednesday at 7 a. m.; arrive at Princeton next day by 7 p. m.

ROUTE No. 4167.

From Princeton to Shady Spring, 33½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Sparriell Bailey..... | \$349. |
| Stannton Griffith..... | 260. |
| James W. Harper..... | 267. |
| D. C. Dunn..... | 264. |
| Anderson McNeer..... | 248. |

Accepted March 30, 1871.

Contract made with Anderson McNeer, dated March 30, 1871, at \$248 per annum.

Leave Princeton Tuesday at 7 a. m.; arrive at Shady Spring by 6 p. m.

Leave Shady Spring Monday at 7 a. m.; arrive at Princeton by 6 p. m.

ROUTE No. 4168.

From Peerysville to Tug River, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| R. H. McCleave..... | \$300 00. |
| Alexander A. Payne..... | 165 00. |
| G. C. Mitchell..... | 129 00. |
| John Murphy..... | 124 00. |
| James Barnett..... | 119 99. |
| John C. Freeman..... | 119 00. |
| William Newson..... | 117 25. |
| James Mitchell..... | 115 50. |
| Crockett Mitchell..... | 99 95. |

Accepted March 30, 1871.

Contract made with Crockett Mitchell, dated March 30, 1871, at \$99.95 per annum.

Leave Peerysville Thursday at 7 a. m.; arrive at Tug River by 4 p. m.

Leave Tug River Wednesday at 7 a. m.; arrive at Peerysville by 4 p. m.

ROUTE No. 4169.

From Lewisburgh to Huntersville, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Calvin Scripture..... | \$1,183. |
| Anderson Arnot..... | 993. |
| Andrew Poundstone..... | 969. |
| Albert J. Hanna..... | 955. |
| Anderson McNeer..... | 897. |
| B. F. Fleshman..... | 849. |
| David H. Bell..... | 799. |
| David Jameson..... | 795. |
| Marshall Pryatt..... | 794. |
| John F. Wanless..... | 735. |

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Joshua B. Vaughn..... | \$734. |
| Josiah T. Hogsett | 793. |
| Harvey Andrews | 784. |
| H. W. Donnally..... | 766. |
| P. M. Colehart | 762. |
| John Dame | 740. |
| John R. Buchanan..... | 699. |
| Chesley Anderson Rogers | 699. |
| Joshua B. Vaughn..... | 694. |
| Joseph F. Caldwell..... | 679. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph F. Caldwell, dated March 30, 1871, at \$679 per annum.
 Leave Lewisburgh Mouday and Thursday at 8 a. m.; arrive at Huntersville Tuesday and Friday by 10 a. m.

Leave Huntersville Tuesday and Friday at 1 p. m.; arrive at Lewisburgh Wednesday and Saturday by 7 p. m.

ROUTE No. 4170.

From Lewisburgh to Fayetteville, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| H. W. Donnally..... | \$422. |
| Sparriel Bailey..... | 394. <i>Accepted March 30, 1871.</i> |
| Anderson McNeer | 394. |

Contract made with Sparriel Bailey, dated March 30, 1871, at \$394 per annum.
 Leave Lewisburgh Wednesday at 1 p. m.; arrive at Fayetteville next day by 4 p. m.
 Leave Fayetteville Tuesday at 7 a. m.; arrive at Lewisburgh next day by 11 a. m.

ROUTE No. 4171.

From Fayetteville to Cassidy's Mills, — miles and back, once a week.
 Bidders to state distance, and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James T. Cassady | \$52. |
| Pleasant Hawkins..... | 48. |

(Not let.)

ROUTE No. 4172.

From White Sulphur Springs to Bath Court-House, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| Anderson Arnot..... | \$500. |
| John T. Harper..... | 443. No certificate. |
| James R. Dean..... | 378. No certificate. |
| William Lynch | 374. No certificate. |
| Anderson McNeer..... | 349. |
| John Landis, jr..... | 298. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| Hamilton M. McClintoc..... | \$350. One guarantor. (Received March 3, 1871.) |

Contract made with John Landis, jr., dated March 30, 1871, at \$298 per annum.
 Leave White Sulphur Springs Monday at 6 a. m.; arrive at Bath Court-House by 8 p. m.

Leave Bath Court-House Tuesday at 6 a. m.; arrive at White Sulphur Springs by 8 p. m.

ROUTE No. 4173.

From Meadow Bluff to Nicholas Court-House, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James A. O. Dietz..... | \$380. |
| Samuel W. Martin..... | 375. |
| Isaac Brown..... | 328. |
| Patrick Coll..... | 308. Horseback. |
| Anderson McNeer..... | 297. |
| Samuel Law..... | 295. |
| Cornic Rodgers..... | 295. |
| George Piercy..... | 280. <i>Accepted March 30, 1871.</i> |

Contract made with George Piercy, dated March 30, 1871, at \$280 per annum.
 Leave Meadow Bluff Wednesday at 6 a. m.; arrive at Nicholas Court-House by 8 p. m.
 Leave Nicholas Court-House Thursday at 6 a. m.; arrive at Meadow Bluff by 8 p. m.

ROUTE No. 4174.

From Meadow Bluff to Red Sulphur Springs, 42½ miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---|
| Samuel W. Martin..... | \$1,000. | See guarantee; two-horse covered coach. |
| Calvin Scripture..... | 983. | |
| Anderson Arnot..... | 700. | |
| Charles R. Harrah..... | 694. | |
| Patrick Coll..... | 630. | Horseback. |
| E. F. Starritt..... | 574. | |
| | 320. | Once a week; changed schedule. |
| Lewis Ballard..... | 544. | |
| Cornic Rodgers..... | 530. | No guarantee. |
| George Piercy..... | 520. | |
| Andrew McNeer..... | 489. | Accepted March 30, 1871. |

Contract made with Andrew McNeer, dated March 30, 1871, at \$489 per annum.
 Leave Meadow Bluff Monday and Friday at 6 a. m.; arrive at Red Sulphur Springs by 7 p. m.

Leave Red Sulphur Springs Tuesday and Saturday at 6 a. m.; arrive at Meadow Bluff by 7 p. m.

ROUTE No. 4175.

From Gauley Bridge to Nicholas Court-House, 33 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|--|
| Calvin Scripture..... | \$1,083 00. | |
| J. J. A. Trotter and A. D. Trotter..... | 890 00. | |
| Moses Hill..... | 768 00. | |
| Andrew Crookshanks..... | 750 00. | |
| Isaac Brown..... | 748 00. | |
| Anderson Arnot..... | 700 00. | |
| J. H. Gray..... | 700 00. | |
| | 500 00. | Nicholas Court-House to Mountain Cove. |
| John D. Sims..... | 679 96. | |
| Edward Campbell..... | 650 00. | Accepted March 30, 1871. |

Contract made with Edward Campbell, dated March 30, 1871, at \$650 per annum.
 Leave Gauley Bridge Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Nicholas Court-House by 6 p. m.

Leave Nicholas Court-House Monday, Wednesday, and Friday at 6 a. m.; arrive at Gauley Bridge by 5 p. m.

ROUTE No. 4176.

From Gauley Bridge to Raleigh Court-House, 39 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|--------------------------|
| T. Benton Dougherty..... | \$2,490 00. | |
| Anderson Arnot..... | 1,700 00. | |
| Calvin Scripture..... | 1,283 00. | |
| J. B. Rucker..... | 823 00. | |
| Anderson McNeer..... | 697 00. | |
| D. C. Dunn..... | 610 00. | |
| William Richards..... | 514 80. | |
| Sparriell Bailey..... | 508 56. | |
| Pleasant Hawkins..... | 486 00. | |
| Albert G. Windsor..... | 467 50. | Accepted March 30, 1871. |
| Pleasant Hawkins, (after time)..... | 460 00. | |

Contract made with Albert G. Windsor, dated March 30, 1871, at \$467.50 per annum.
 Leave Gauley Bridge Monday, Wednesday, and Friday at 4 p. m., or on arrival of mail from Kanawha Court-House; arrive at Raleigh Court-House next days by 3 p. m.
 Leave Raleigh Court-House Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Gauley Bridge by 3 p. m.

ROUTE No. 4177.

From Gauley Bridge to Newton, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Hiram Lewis..... | \$369. |
| James T. Fugate..... | 307. |
| Andrew Crookshanks..... | 296. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Crookshanks, dated March 30, 1871, at \$296 per annum.
 Leave Gauley Bridge Tuesday at 12 m.; arrive at Newton next day by 4 p. m.
 Leave Newton Monday at 7 a. m.; arrive at Gauley Bridge next day by 10 a. m.

ROUTE No. 4178.

From Clay Court-House to Clendenin, 30 miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Hiram Lewis..... | \$231. |
| Andrew Waugh..... | 224. |
| | 209. |
| John W. Graham..... | 200. |
| James E. Fugate..... | 200, 31 miles. |
| John B. Rogers..... | 198. |
| William M. Fugate..... | 196, 30 miles. |
| Jonathan King..... | 140. <i>Accepted March 30, 1871. Schedule proposed.</i> |

Contract made with Jonathan King, dated March 30, 1871, at \$140 per annum.
 Leave Clay Court-House Friday at 2 p. m.; arrive at Clendenin next Thursday by 3 p. m.
 Leave Clendenin Thursday at 3 p. m.; arrive at Clay Court-House Friday by 12 p. m.

ROUTE No. 4179.

From Mountain Cove to Kesler's Cross-Lanes, 14 miles and back.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William Dietz, jr..... | \$114. |
| Fountain G. Neal..... | 110. |
| Harvey Neff..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with Harvey Neff, dated March 30, 1871, at \$100 per annum.
 Leave Mountain Cove Wednesday at 7 a. m.; arrive at Kesler's Cross-Lanes by 11 a. m.
 Leave Kesler's Cross-Lanes Wednesday at 12 m.; arrive at Mountain Cove by 4 p. m.

ROUTE No. 4180.

From Braxton Court-House to Welch Glade and back, by Beach Bottom, to Braxton Court-House, equal to 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Alex. T. Taylor..... | \$2,250, end at Webster Court-House; horseback. 1,510, end at Webster Court-House; horseback. Schedule proposed. |
| James W. Morrison, jr., and John G. Morrison..... | 970, end at Webster Court-House. |
| John S. Garreo..... | 898. |
| David Skidmore..... | 825. |
| W. L. J. Cooley..... | 700. |
| | 350, once a week. |
| Taylor Sutton..... | 650, end at Webster Court-House. |
| R. H. McCleave..... | 499. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$499 per annum.
 Leave Braxton Court-House Tuesday and Friday at 6 a. m.; arrive at Braxton Court-House, returning, Wednesday and Saturday by 8 p. m.

ROUTE No. 4181.

From Braxton Court-House to Clendenin, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Stephen Naylor..... | \$520. |
| Salathiel Skidmore..... | 416. |
| L. A. Young..... | 400. |
| Hiram Lewis..... | 399. |
| James Drenner..... | 399. Schedule proposed. |
| Sylvester Sutton..... | 396. |
| John D. Campbell..... | 379. <i>Accepted March 30, 1871.</i> |

Contract made with John D. Campbell, dated March 30, 1871, at \$379 per annum.

Leave Braxton Court-House Friday at 7 a. m.; arrive at Clendenin next day by 5 p. m.

Leave Clendenin Wednesday at 7 a. m.; arrive at Braxton Court-House next day by 5 p. m.

ROUTE No. 4182.

From Braxton Court-House to Stump's Store, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------|-----------------|
| Andrew Brady..... | \$270. |
| S. Skidmore..... | 250. |
| John S. Taylor..... | 249. Horseback. |
| S. M. Hemrick..... | 249. |
| John S. Brannon..... | 240. |
| Sylvester Sutton..... | 230. |
| Henry S. Cutlip..... | 219. |
| Melville Stump..... | 207, 53 miles. |

(Not let.)

ROUTE No. 4183.

From Walton to Arnoldsburgh, 25 miles and back, once a week.

By an order made July 8, 1871, contract with Peregrine Hays, at \$199 per annum.
from July 1, 1871.

Leave Walton Saturday at 5 a. m.; arrive at Arnoldsburgh by 12 m.

Leave Arnoldsburgh Saturday at 1 p. m.; arrive at Walton next day by 7 p. m.

ROUTE No. 4184.

From Arnoldsburgh to Newton, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| J. W. Rogers | \$202. Verified schedule. |
| Hiram Lewis..... | 199. <i>Accepted March 30, 1871.</i> |

Contract made with Hiram Lewis, dated March 30, 1871, at \$199 per annum.

Leave Arnoldsburgh Monday at 5 a. m.; arrive at Newton by 12 m.

Leave Newton Monday at 1 p. m.; arrive at Arnoldsburgh by 8 p. m.

ROUTE No. 4185.

From Arnoldsburgh to Spencer, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|-------------------------------------|
| P. L. W. Pool..... | \$64. |
| Miles Perine..... | 62. <i>Accepted March 30, 1871.</i> |
| Nimrod McKee..... | 60. Horseback. |

Contract made with Miles Perine, dated March 30, 1871, at \$62 per annum.

Leave Arnoldsburgh Monday at 7 a. m.; arrive at Spencer by 11 a. m.

Leave Spencer Monday at 12 m.; arrive at Arnoldsburgh by 4 p. m.

ROUTE No. 4186.

From Arnoldsburgh to Gran'sville, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| William A. Zumbro..... | \$195. | |
| William H. Burrows..... | 180. | See guarantee. |
| John P. Beall..... | 175. | |
| Levi Gainer..... | 130. | |
| Brian Gainer, jr..... | 99. | Accepted March 30, 1871. |
| George W. Hays..... | 95. | Horseback. |

Contract made with Brian Gainer, dated March 30, 1871, at \$99 per annum.
 Leave Arnoldsburgh Thursday at 12 m.; arrive at Grantsville by 5 p. m.
 Leave Grantsville Thursday at 6 a. m.; arrive at Arnoldsburgh by 11 a. m.

ROUTE No. 4187.

From Burning Spring to Spencer, 19½ miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| R. H. McCleave..... | \$299. | |
| Edward Greathouse..... | 195. | |
| P. L. W. Pool..... | 190. | |
| Miles Perine..... | 188. | Accepted March 30, 1871. |

Contract made with Miles Perine, dated March 30, 1871, at \$188 per annum.
 Leave Burning Spring Wednesday and Saturday at 1 p. m.; arrive at Spencer by 7 p. m.
 Leave Spencer Wednesday and Saturday at 6 a. m.; arrive at Burning Spring by 12 m.

ROUTE No. 4188.

From Burning Spring to Glenville, 43½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| William M. Zumbro..... | \$449. | |
| John P. Bell..... | 424. | |
| R. H. McCleave..... | 374. | |
| John S. Brannan..... | 359. | Accepted March 30, 1871. |
| Thomas G. Cain..... | 284. | No certificate. |

Contract made with John S. Brannan, dated March 30, 1871, at \$359 per annum.
 Leave Burning Spring Tuesday at 6 a. m.; arrive at Glenville by 8 p. m.
 Leave Glenville Wednesday at 6 p. m.; arrive at Burning Spring by 8 p. m.

ROUTE No. 4189.

From Laurel Junction to Volcano, 6½ miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|-------------------------|
| Anderson Arnot..... | \$300. | |
| Laurel Fork and Sand Hill Railroad Company, William C. Stiles, jr., president..... | 240. | Accepted March 30, 1871 |

Contract made with Laurel Fork and Sand Hill Railroad Company, William C. Stiles, jr., president, dated March 30, 1871, at \$240 per annum.
 Leave Laurel Junction daily, except Sunday, at 8 a. m.; arrive at Volcano by 9 a. m.
 Leave Volcano daily, except Sunday, at 5 p. m.; arrive at Laurel Junction by 6 p. m.

ROUTE No. 4190.

From Wirt Court-House to Murraysville, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| Charles B. Rockhold..... | \$337. | |
| R. H. McCleave..... | 319. | |
| W. W. Lyons..... | 250. | |
| William Wells..... | 225. | Accepted March 30, 1871. |

Contract made with William Wells, dated March 30, 1871, at \$225 per annum.
 Leave Wirt Court-House Friday at 7 a. m.; arrive at Murraysville by 5 p. m.
 Leave Murraysville Saturday at 7 a. m.; arrive at Wirt Court-House by 5 p. m.

ROUTE No. 4191.

From Wirt Court-House to Reedy, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| R. H. McCleave..... | \$199. |
| Charles B. Rockhold..... | 156. |
| William Wells..... | 150. |
| Mike Holbert..... | 135. <i>Accepted March 30, 1871.</i> |

Contract made with Mike Holbert, dated March 30, 1871, at \$135 per annum.

Leave Wirt Court-House Tuesday at 5 a. m.; arrive at Reedy by 11 a. m.

Leave Reedy Tuesday at 12 m.; arrive at Wirt Court-House by 6 p. m.

ROUTE No. 4192.

From Harrisville to De Kalb, 28½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. H. McCleave..... | \$319. |
| John Cornell..... | 300. |
| John L. Fling..... | 209. |
| George Sinnette..... | 200. |
| F. C. Gainer..... | 164. |
| Henson Gainer..... | 140. <i>Accepted March 30, 1871.</i> |

Contract made with Henson Gainer, dated March 30, 1871, at \$140 per annum.

Leave Harrisville Saturday at 7 a. m.; arrive at De Kalb by 5 p. m.

Leave De Kalb Friday at 7 a. m.; arrive at Harrisville by 5 p. m.

ROUTE No. 4193.

From Harrisville to Bone Creek, 18 miles and back, once a week.

| Bidders names. | Sum per annum. |
|----------------------|--|
| P. Dinan..... | \$234 00. |
| R. H. McCleave..... | 199 00. |
| John Cornell..... | 190 00. |
| T. W. Bayne..... | 185 00. |
| George Sinnette..... | 125 00. |
| John W. Miller..... | 125 00. <i>Revised schedule.</i> |
| E. H. McDougall..... | 100 25. |
| Atha & Martin..... | 98 50. |
| A. S. McDougall..... | 98 00. |
| Lemuel Hall..... | 95 00. <i>Accepted March 30, 1871.</i> |

Contract made with Lemuel Hall, dated March 30, 1871, at \$95 per annum.

Leave Harrisville Monday at 6 a. m.; arrive at Bone Creek by 12 m.

Leave Bone Creek Monday at 1 p. m.; arrive at Harrisville by 7 p. m.

ROUTE No. 4194.

From Harrisville to Grantsville, 32 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| William A. Zumbro..... | \$790 00. |
| John Cornell..... | 680 00. |
| K. H. McCleave..... | 499 00. |
| A. K. Atha and Charles S. Martin. | 463 50. |
| R. H. McDougall..... | 450 00. |
| William H. Burrows..... | 460 00. <i>See guarantee.</i> |
| John P. Bell..... | 456 00. |
| John C. J. Oliffe..... | 424 00. |
| A. S. McDougall..... | 397 00. |
| Brian Gainer..... | 370 00. |
| George Sinnett..... | 350 00. <i>Accepted March 30, 1871.</i> |

Contract made with George Sinnett, dated March 30, 1871, at \$350 per annum.

Leave Harrisville Monday and Friday at 7 a. m.; arrive at Grantsville by 6 p. m.

Leave Grantsville Tuesday and Saturday at 7 a. m.; arrive at Harrisville by 6 p. m.

ROUTE No. 4195.

From Harrisville to Ellenborough, 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| George Brenard..... | \$125 00. |
| John Cornell..... | 297 00. |
| Gideon Price..... | 250 00. Covered back. |
| George Sinnett..... | 234 75. |
| E. H. McDougall..... | 149 50. |
| A. S. McDougall..... | 147 00. <i>Accepted March 30, 1871.</i> |

Contract made with A. S. McDougall, dated March 30, 1871, at \$147 per annum.

Leave Harrisville daily, except Sunday, at 6.15 a. m.; arrive at Ellenborough by 7.45 a. m.

Leave Ellenborough daily, except Sunday, at 9.15 a. m.; arrive at Harrisville by 10.45 a. m.

ROUTE No. 4196.

From West Union to Weston, 32½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| R. H. McCleave..... | \$319. |
| Israel Duckworth..... | 260. |
| Amos Bee..... | 250. |
| Esaias Fetty..... | 234. |
| Calvin Dotson..... | 180. <i>Accepted March 30, 1871.</i> |

Contract made with Calvin Dotson, dated March 30, 1871, at \$180 per annum.

Leave West Union Monday at 7 a. m.; arrive at Weston by 5 p. m.

Leave Weston Tuesday at 6 a. m.; arrive at West Union by 4 p. m.

ROUTE No. 4197.

From West Union to Troy, 31½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| P. Dinan..... | \$1,134. |
| Amos Bee..... | 1,000. |
| Anderson Arnot..... | 1,100. |
| Calvin Scripture..... | 1,043. |
| A. K. Atha and Chas. S. Martin.. | 936. |
| R. H. McCleave..... | 790. |
| George G. Griffin..... | 590. <i>Accepted March 30, 1871. See schedule.</i> |

Contract made with George G. Griffin, dated March 30, 1871, at \$590 per annum.

Leave West Union Monday, Wednesday, and Friday at 2 p. m.; arrive at Troy next days by 12 m.

Leave Troy Tuesday, Thursday, and Saturday at 2 p. m.; arrive at West Union by 12 m.

ROUTE No. 4198.

From Pennsborough to Cox's Mills, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| John Parker..... | \$395 00. |
| R. H. McCleave..... | 319 00. |
| A. K. Atha and Chas. S. Martin.. | 311 00. |
| Harrison Bartlett..... | 259 00. |
| Sylvester Bartlett..... | 247 00. |
| James F. Bartlett..... | 240 00. |
| Sylvester Bartlett..... | 233 33. <i>Accepted March 30, 1871.</i> |

Contract made with Sylvester Bartlett, dated March 30, 1871, at \$233.33 per annum.

Leave Pennsborough Saturday at 6 a. m.; arrive at Cox's Mills by 5 p. m.

Leave Cox's Mills Friday at 6 a. m.; arrive at Pennsborough by 5 a. m.

ROUTE No. 4199.

From Yeater's Mills to West Union, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| Andrew J. Bates..... | \$175. |
| Amos Bee..... | 125. |
| Andrew J. Bates..... | 125. |
| Samuel Yeatman..... | 100. Change schedule. |
| George W. Sullivan..... | 91. |
| Stephen J. Allen..... | 74. Accepted March 30, 1871. |

Contract made with Stephen J. Allen, dated March 30, 1871, at \$74 per annum.
 Leave Yeater's Mills Saturday at 6 a. m.; arrive at West Union by 12 m.
 Leave West Union Saturday at 2 p. m.; arrive at Yeater's Mills by 8 p. m.

ROUTE No. 4200.

From Ripley's to Ripley's, equal to 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---------------------------------|
| R. H. McCleave..... | \$199. |
| Daniel Ripley..... | 99. Accepted March 30, 1871. |
| Silas Underwood..... | 95. Under twenty-one years old. |

Contract made with Daniel Ripley, dated October 3, 1871, at \$99 per annum.
 Leave Ripley's Saturday at 7 a. m.; arrive at Ripley's by 7 p. m.

ROUTE No. 4201.

From Glenville to Arnoldsburgh, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Jasper Cather..... | \$524. |
| G. W. Hays..... | 195. |
| Thomas H. Brannon..... | 174. |
| John M. Cain..... | 165. Accepted March 30, 1871. |

Contract made with John M. Cain, dated March 30, 1871, at \$165 per annum.
 Leave Glenville Thursday at 5 a. m.; arrive at Arnoldsburgh by 11 a. m.
 Leave Arnoldsburgh Thursday at 12.30 p. m.; arrive at Glenville Friday by 8 p. m.

ROUTE No. 4202.

From Glenville to Braxton Court-House, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------|
| Jasper Cather..... | \$648. |
| R. H. McCleave..... | 349. |
| Sylvester Sutton..... | 300. |
| John S. Brannon..... | 239. |
| John Bender..... | 275. Revised schedule. |
| H. H. Beall..... | 250. Accepted March 30, 1871. |

Contract made with H. H. Beall, dated March 30, 1871, at \$250 per annum.
 Leave Glenville Monday at 6 a. m.; arrive at Braxton Court-House by 6 p. m.
 Leave Braxton Court-House Tuesday at 6 a. m.; arrive at Glenville by 6 p. m.

ROUTE No. 4203.

From Lost Creek to Peel Tree, 12½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------|
| R. H. McCleave..... | \$249 00. |
| Daniel Romine..... | 149 98. |
| Levi B. Davis..... | 148 00. |
| J. C. Kildow..... | 130 00. |
| William Batten, sr..... | 129 95. |
| Edward Conley..... | 124 00. |
| L. L. Cottrill..... | 120 00. |
| J. C. Kildow..... | 120 00. |
| Francis M. Kildow..... | 102 00. |
| Edward Conley..... | 100 00. |
| Cornelius S. Gribble..... | 88 40. Accepted March 30, 1871. |

Contract made with Cornelius S. Gribble, dated March 30, 1871, at \$88.40 per annum.
 Leave Lost Creek Monday and Thursday at 8 a. m.; arrive at Peel Tree by 12 m.
 Leave Peel Tree Monday and Thursday at 2 p. m.; arrive at Lost Creek by 6 p. m.

ROUTE No. 4204.

From Clarksburgh to Weston, 23 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| T. Benton Dougherty | \$1,793. |
| Calvin Scripture | 1,243. |
| Jacob Stern and D. W. Anawalt. | 1,200. |
| Peter Dargan | 999. |
| James P. Cole and P. M. Hale... | 995. |
| W. A. Galbraith | 920. |
| Anderson Arnot | 900. |
| A. B. Smith | 850. |
| A. Smith and John W. Smith.... | 800. |
| Redding Bunting | 800. |
| A. Smith and John W. Smith.... | 500. <i>Accepted March 30, 1871.</i> |

Contract made with A. Smith and John W. Smith, dated March 30, 1871, at \$500 per annum.

Leave Clarksburgh daily, except Sunday, at 8.30 a. m.; arrive at Weston by 1.30 p. m.

Leave Weston daily, except Sunday, at 2 p. m.; arrive at Clarksburgh by 7 p. m.

ROUTE No. 4205.

From Clarksburgh to Buckhannon, 27½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| T. Benton Dougherty | \$1,993. |
| P. Dinan | 1,800. |
| Calvin Scripture | 1,680. |
| A. Smith and John W. Smith.... | 1,350. |
| Creed W. Hart | 1,169. |
| J. B. Reger | 900. <i>Accepted March 30, 1871.</i> |
| Anderson Arnot | 900. |

Contract made with J. B. Reger, dated March 30, 1871, at \$900 per annum.

Leave Clarksburgh daily, except Sunday, at 8 a. m.; arrive at Buckhannon by 6 p. m.

Leave Buckhannon daily, except Sunday, at 8 a. m.; arrive at Clarksburgh by 6 p. m.

ROUTE No. 4206.

From Clarksburgh to West Milford, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| P. Dinan | \$234 00. |
| A. B. Smith | 95 00. |
| Irwin D. Maxwell and James J. Thornberry | 90 00. |
| J. H. Fox | 89 50. |
| Hale Holden | 75 00. No certificate. |
| Irwin D. Maxwell | 59 00. <i>Accepted March 30, 1871.</i> |

Contract made with Irwin D. Maxwell, dated March 30, 1871, at \$59 per annum.

Leave Clarksburgh Wednesday and Saturday, after arrival of Eastern mail, say at 2 p. m.; arrive at West Milford by 5 p. m.

Leave West Milford Wednesday and Saturday at 8.45 a. m.; arrive at Clarksburgh by 11.45 a. m.

ROUTE No. 4207.

From Clarksburgh to Grassland, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| Israel B. Squires | \$100. |
| A. B. Smith | 90. |
| A. W. Smith | 65. <i>Accepted March 30, 1871.</i> |

Contract made with A. W. Smith, dated March 30, 1871, at \$65 per annum.

Leave Clarksburgh Saturday at 2.30 p. m.; arrive at Grassland by 5 p. m.

Leave Grassland Saturday at 9 a. m.; arrive at Clarksburgh by 12 m.

ROUTE No. 4208.

From West Milford to Oxford, 39½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Jacob H. Fox..... | \$495. |
| R. H. McCleave..... | 397. <i>Accepted March 30, 1871.</i> |
| A. J. Nutter, (after time)..... | 350. |

Contract made with R. H. McCleave, dated March 30, 1871, at \$397 per annum.
 Leave West Milford Saturday at 6 a. m.; arrive at Oxford by 6 p. m.
 Leave Oxford Friday at 6 a. m.; arrive at West Milford by 6 p. m.

ROUTE No. 4209.

From Kincheloe to Janelew, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------------|
| L. W. Davis & Brother..... | \$40. |
| William Strawser..... | 28. <i>Accepted March 30, 1871.</i> |

Contract made with William Strawser, dated March 30, 1871, at \$28 per annum.
 Leave Kincheloe Saturday at 1 p. m.; arrive at Janelew by 3 p. m.
 Leave Janelew Saturday at 4 p. m.; arrive at Kincheloe by 6 p. m.

ROUTE No. 4210.

From Weston to Glenville, 27 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------------|--------------------------------------|
| Patrick Tierney..... | \$1,000, with additional service. |
| M. J. H. Warner..... | 998. |
| James A. Ross..... | 990. |
| Lias G. Smith..... | 989. |
| Anderson Arnot..... | 900. |
| P. Dinan..... | 891. |
| William Blake..... | 890. |
| Calvin Scripture..... | 883. |
| R. Wilson..... | 800. |
| James P. Cole..... | 795. |
| George Fisher..... | 795. |
| William T. Husning..... | 790. |
| John M. Gaston..... | 740. Horseback. |
| Jacob Stern..... | 720. |
| William Moxley..... | 690. |
| Alfred Bush..... | 699. |
| Robert A. Johns..... | 699. |
| R. E. Bush..... | 675. |
| John Beeghley..... | 673. |
| Marion Townsend Brannon..... | 669. |
| James S. Shepler..... | 658. |
| P. M. Hale & J. Woofter..... | 650. Horseback. |
| James Wheelen..... | 639. |
| James P. Cole..... | 625. |
| J. A. Campbell..... | 599. |
| Esaias Fetty..... | 594. |
| Charles A. Williams..... | 588. |
| John S. Brannon..... | 587. |
| Esaias Fetty..... | 584. <i>Accepted March 30, 1871.</i> |

Contract made with Esaias Fetty, dated March 30, 1871, at \$584 per annum.
 Leave Weston Monday, Wednesday, and Friday at 7 a. m.; arrive at Glenville by 5 p. m.
 Leave Glenville Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Weston by 5 p. m.

ROUTE No. 4211.

From Weston to Middleport, 51 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| P. Dinan..... | \$1,326 00. |
| Calvin Scripture..... | 1,220 00. |
| James P. Cole..... | 1,210 00. |
| James A. Ross..... | 1,100 00. |

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|------------------------------|
| Anderson Arnot..... | \$1,100 00. | |
| J. C. Alkire..... | 1,099 00. | |
| William H. Berry..... | 1,050 00. | |
| R. H. McCleave..... | 998 00. | |
| P. M. Hale & J. Woofter..... | 970 00. | Horseback. |
| James S. Shepler..... | 958 00. | |
| George Renroad..... | 890 00. | No certificate. |
| Z. R. Howell..... | 880 00. | |
| James S. Shepler..... | 854 00. | |
| John A. Francis..... | 800 00. | |
| Charles A. Williams..... | 780 00. | |
| Z. R. Howell..... | 850 00. | |
| Esaias Fetty..... | 670 00. | Accepted March 30, 1871. |
| Zachariah R. Howell..... | 374 50. | No guarantee or certificate. |

Contract made with Esaias Fetty, dated March 30, 1871, at \$670 per annum.

Leave Weston Monday and Thursday at 6 a. m.; arrive at Middleport next days by 12 m.

Leave Middleport Tuesday and Friday at 2 p. m.; arrive at Weston next days by 5 p. m.

ROUTE No. 4212.

From Weston to mouth of Sand Fork, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---------------------------------|
| R. H. McCleave..... | \$319. | |
| James B. Spiers..... | 300. | |
| P. M. Hale & J. Woofter..... | 275. | Horseback. |
| William Blake..... | 275. | |
| John P. Coberly..... | 265. | No guarantee, revised schedule. |
| Robert Bean..... | 260. | |
| James S. Shepler..... | 248. | |
| James Wheelan..... | 244. | |
| Esaias Fetty..... | 234. | |
| Marshall Wyatt..... | 232. | Revised schedule. |
| John S. Brannon..... | 223. | |
| L. S. Ward..... | 196. | Accepted March 30, 1871. |

Contract made with L. S. Ward, dated March 30, 1871, at \$196 per annum.

Leave Weston Monday at 6 a. m.; arrive at mouth of Sand Fork by 3 p. m.

Leave mouth of Sand Fork Tuesday at 6 a. m.; arrive at Weston by 3 p. m.

ROUTE No. 4213.

From Weston to Nicholas Court-House, 78 miles and back, twice a week.

Bids for three times a week service invited.

| Bidders' names. | Sum per annum. | |
|---|---|---------------|
| Philip Troxell..... | \$3,504, three times a week. | |
| N. B. Squires & William H. Perkins..... | 2,800, three times a week. | |
| Peter C. Muser..... | 2,449. | |
| W. F. Morrison..... | 2,983, three times a week. | |
| Benjamin Huffman..... | 2,949, three times a week. | |
| A. T. Taylor..... | 2,890, three times a week, schedule proposed. | |
| Festus P. Snider..... | 2,875, three times a week. | |
| Alfred Armstrong & Pembroke B. Berry..... | 2,800, three times a week. | |
| Joseph Matthews..... | 2,500. | |
| Alfred Armstrong..... | 3,500, three times a week. | |
| Alfred Armstrong..... | 2,340. | |
| A. T. Taylor..... | 2,300, horseback. | |
| Michael Reiley..... | 2,270. | |
| Philip Troxell..... | 3,407, three times a week. | |
| Festus P. Snider..... | 4,670, extra to Gauley Bridge. | |
| Philip Troxell..... | 2,236. | |
| Festus P. Snider..... | 2,175. | No guarantee. |
| Washington H. Berry..... | 2,100. | |
| Anderson Arnot..... | 2,000. | |
| John H. Cunningham..... | 3,000, three times a week. | |
| John H. Cunningham..... | 2,000, three times a week. | |

| Bidders' names. | Sum per annum. |
|------------------------------------|--|
| Elijah M. Hart | \$1,999. |
| Calvin Scripture | 1,843. |
| James P. Cole | 1,675. |
| | 2,495, three times a week. |
| John L. Prince | 1,700. |
| William Moxley | 1,793. |
| | 2,490, three times a week. |
| N. B. Squires & W. H. Perkins..... | 1,890. |
| C. C. Dennison | 1,632. |
| | 2,448, three times a week. |
| John W. Oden | 1,800. |
| | 2,500, three times a week. |
| Jacob Stern | 1,680. |
| | 2,320, three times a week. |
| James M. Corley | 1,594. |
| | 2,391, three times a week. |
| | 1,196, twice a week to Braxton, once a week the [residue. |
| Andrew Poundstone | 1,569. |
| | 1,969, three times a week. |
| Charles A. Williams | 1,490. |
| | 1,970, three times a week. |
| P. M. Hale and J. Woofter | 1,550. |
| | 1,950, three times a week, horseback. |
| James S. Shepler | 1,486. |
| | 1,986, three times a week. |
| R. E. Bush | 1,475. |
| Esaias Fetty | 1,394. |
| | 1,894, three times a week. |
| Robert A. Johns | 1,199. |
| Armstead B. Smith | 1,150. |
| Esaias Fetty | 1,386. |
| | 1,860, three times a week. <i>Accepted March 30, 1871.</i> |

Contract made with Esaias Fetty, dated March 30, 1871, at \$1,860 per annum.

Leave Weston Monday, Wednesday, and Friday at 5 a. m.; arrive at Braxton Court-House by 8 p. m.

Leave Braxton Court-House Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Weston by 8 p. m.

Leave Braxton Court-House Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Nicholas Court-House by 7 p. m.

Leave Nicholas Court-House Wednesday, Friday, and Monday at 5 a. m.; arrive at Braxton Court-House by 7 p. m.

ROUTE No. 4214.

From Weston to Phillippa, 33 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| James Wheelan | 848. |
| Calvin Scripture | 843. |
| Charles A. Williams | 590. |
| James S. Shepler | 584. |
| Esaias Fetty | 566. |
| R. H. McCleave | 449. |
| John B. Stout | 448. |
| Jacob Harris | 440. |
| David Anglin | 439. <i>Accepted March 30, 1871.</i> |

Contract made with David Anglin, dated March 30, 1871, at \$439 per annum.

Leave Weston Wednesday and Saturday at 7 a. m.; arrive at Phillippa by 6 p. m.

Leave Phillippa Tuesday and Friday at 7 a. m.; arrive at Weston by 6 p. m.

ROUTE No. 4215.

From Bulltown to Laforme's store, 11 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------------|---------------------------------------|
| Elias H. Cunningham | \$78. <i>Accepted March 30, 1871.</i> |

Contract made with Elias H. Cunningham, dated March 30, 1871, at \$78 per annum.

Leave Bulltown Tuesday at 7 a. m.; arrive at Laforme's store by 9 a. m.

Leave Laforme's store Tuesday at 10 a. m.; arrive at Bulltown by 1 p. m.

ROUTE No. 4216.

From Webster to Beverly, 42 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| Simon Borror | \$1,890 00. |
| Calvin Scripture | 1,300 00. |
| George Hartsock | 1,250 00. |
| Truman T. Elliott | 1,190 00. |
| Jefferson C. Marteny | 1,150 00. |
| Anderson Arnot | 1,100 00. |
| John B. Stout | 948 00. |
| | 1,248 00, six times a week to Phillippa. |
| Solomon E. Jarvis | 974 00. |
| | 1,252 28, six times a week to Phillippa. |
| James Shoemaker | 990 00. |
| J. B. Regar | 949 00. |
| Andrew Poundstone | 938 00. |
| | 238 00, for three additional trips to Phillippa. |
| John Crickford | 930 00. |
| E. A. Fergusson | 898 00. |
| Elam D. Talbott | 895 44. <i>Accepted March 30, 1871.</i> |
| | 255 54, three additional trips to Phillippa. |
| Isaac Gainer | 680 00, to Phillippa, horseback. |
| Jefferson C. Marteny | 349 00, to Phillippa. |
| J. B. Regar | 269 00, to Phillippa. |

Contract made with Elam D. Talbott, dated March 30, 1871, at \$895.44 per annum.
 Leave Webster Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Beverly by
 7 p. m.
 Leave Beverly Monday, Wednesday, and Friday at 6¹/₂ a. m.; arrive at Webster by
 7 p. m.

ROUTE No. 4217.

From Phillippa to Romine's Mills, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| R. H. McCleave | \$290. |
| J. B. Regar | 269. |
| John B. Stout | 220. |
| Henson L. Stout | 174. See guarantee. |
| David Anglin | 136. <i>Accepted March 30, 1871.</i> |

Contract made with David Anglin, dated March 30, 1871, at \$136 per annum.
 Leave Phillippa Wednesday and Saturday at 6 a. m.; arrive at Romine's Mills by
 12 m.
 Leave Romine's Mills Wednesday and Saturday at 1 p. m.; arrive at Phillippa by
 7 p. m.

ROUTE No. 4218.

From Buckhannon to Huttonsville, 40 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| William H. Quick | \$2,996 00. |
| P. Dinan | 1,440 00. |
| Calvin Scripture | 1,283 00. |
| Henry E. Carter | 975 00. |
| J. C. Marteny | 950 00. |
| E. M. Hart | 875 00. |
| John Crickard | 874 00. See guarantee. |
| Jesse Landis | 849 00. |
| A. E. Reger | 799 00. |
| John Crickard | 795 00. |
| A. M. Ligget | 789 00. |
| Adam F. Faught | 787 50. |
| S. S. Warner | 778 00. |
| W. D. Armstrong | 745 00. See guarantee. |
| J. B. Regar | 739 00. See letter. |
| John W. Regar | 738 00. |
| Andrew Poundstone | 737 00. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Poundstone, dated March 30, 1871, at \$737 per annum.

Leave Buckhannon Monday, Wednesday, and Friday at 6 a. m.; arrive at Huttonville by 7 p. m.

Leave Huttonville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Buckhannon by 7 p. m.

ROUTE No. 4219.

From Buckhannon to Weston, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------|----------------|---------------------------------|
| P. Dinan | \$540. | |
| R. E. Bush | 450. | |
| J. M. Gaston | 440. | Horseback. |
| A. M. Liggett | 399. | |
| James P. Cole | 392. | |
| James S. Shepler | 384. | |
| M. Smith Thomas | 383. | |
| P. M. Hale & J. Wooster | 383. | Horseback. |
| James Whelan | 380. | |
| J. B. Regar | 369. | |
| Jacob E. Cutright | 324. | |
| E. M. Hart | 299. | |
| Elias Bennett | 298. | |
| Esaias Fetty | 284. | |
| | 264. | |
| John W. Regar | 248. | |
| Andrew Poundstone | 237. | <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Poundstone, dated March 30, 1871, at \$237 per annum. Leave Buckhannon Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Weston by 12 m.

Leave Weston Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Buckhannon by 7 p. m.

ROUTE No. 4220.

From Buckhannon to Walkersville, 20½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| P. Dinan | \$266. | |
| R. H. McCleave | 219. | |
| J. B. Regar | 179. | |
| Abram Ours | 176. | |
| John W. Regar | 148. | |
| Andrew Poundstone | 147. | |
| E. M. Hart | 145. | <i>Accepted March 30, 1871.</i> |

Contract made with E. M. Hart, dated March 30, 1871, at \$145 per annum.

Leave Buckhannon Wednesday at 6 a. m.; arrive at Walkersville by 1 p. m.

Leave Walkersville Wednesday at 2 p. m.; arrive at Buckhannon by 8 p. m.

ROUTE No. 4221.

From Barracksville to Blacksville and return, by Andy, Jake's Run, &c., to Barracksville, equal to 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------|----------------|---------------------------------|
| Robert W. Cunningham | \$198. | |
| John Brand Mercer | 195. | |
| Benjamin F. Bogges | 187. | |
| James Robinson | 185. | |
| William Short | 170. | |
| Martin M. Bock | 168. | |
| George Van Buren Millan | 165. | <i>Accepted March 30, 1871.</i> |

Contract made with George Van Buren Millan, dated March 30, 1871, at \$165 per annum.

Leave Barracksville Monday at 5 a. m.; arrive at Blacksville by 1 p. m.

Leave Blacksville at 2 p. m.; arrive at Barracksville by 8 p. m.

ROUTE No. 4222.

From Fairmount to Clarksburgh, 30 miles and back; twice a week to Lumberport (21 miles,) and three times a week the residue, (9 miles.)

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Anderson Arnot..... | \$300. |
| James W. Jones..... | 520. |
| Seth F. Fortney..... | 494. |
| Andrew J. Robey..... | 490. |
| James Jackson..... | 469. |
| Alva W. Duncan & Nelson (G. Ogden)..... | 448. <i>Accepted March 30, 1871.</i> |

Contract made with Alva W. Duncan and Nelson G. Ogden, dated March 30, 1871, at \$48 per annum.

Leave Fairmount Wednesday and Saturday at 1 p. m.; arrive at Prospect Valley Tuesday, Thursday, and Saturday at 6.30, and Lumberport at 7.30 a. m.; arrive at Clarksburgh Tuesday, Thursday, and Saturday by 10 a. m.

Leave Clarksburgh Tuesday, Thursday, and Saturday after arrival of eastern mail, say 4 p. m.; arrive at Lumberport at 7, and Prospect Valley Tuesday and Thursday by 7 p. m.

Leave Prospect Valley Wednesday and Saturday at 7 a. m.; arrive at Fairmount by 11.30 a. m.

ROUTE No. 4223.

From Fairmount to Morgantown, 19 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Calvin Scripture..... | \$583. |
| Mauliff Hayes..... | 365. |
| James M. Shank..... | 190. |
| Elcana C. Bright..... | 175. <i>Accepted March 30, 1871.</i> |

Contract made with Elcana C. Bright, dated March 30, 1871, at \$175 per annum.

Leave Fairmount Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Morgantown by 4 p. m.

Leave Morgantown Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Fairmount by 1 p. m.

ROUTE No. 4224.

From Fairmount to Morgantown, 19½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Calvin Scripture..... | \$583. |
| James M. Shank..... | 400. |
| Mauliff Hays..... | 380. |
| Elcana C. Bright..... | 225. <i>Accepted March 30, 1871.</i> |

Contract made with Elcana C. Bright, dated March 30, 1871, at \$225 per annum.

Leave Fairmount Monday, Wednesday, and Friday at 7 a. m.; arrive at Morgantown by 1 p. m.

Leave Morgantown Monday, Wednesday, and Friday at 7 a. m.; arrive at Fairmount by 1 p. m.

ROUTE No. 4225.

From Palatine to Boner's, 10½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| John Pride..... | \$44 50. <i>Accepted March 30, 1871.</i> |
| Edgar C. Slatterfield..... | 43 50. No certificate. |
| George Doolittle..... | 40 00. No certificate. |

Contract made with John Pride, dated March 30, 1871, at \$44.50 per annum.

Leave Palatine Saturday at 1 p. m.; arrive at Boner's by 5 p. m.

Leave Boner's Saturday at 9 a. m.; arrive at Palatine by 12 m.

ROUTE No. 4226.

From Morgantown to Uniontown, 26½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Anderson Arnot..... | \$300. |
| Calvin Scripture..... | 883. |
| James M. Shank..... | 600. |

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Alfred Core..... | \$599. |
| John Bowers..... | 550. |
| Thomas Irwin Scott..... | 550. |
| Manliff Hayes..... | 490. <i>Accepted March 30, 1871.</i> |

Contract made with Manliff Hayes, dated March 30, 1871, at \$490 per annum.
 Leave Morgantown Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Uniontown by 2 p. m.
 Leave Uniontown Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Morgantown by 2 p. m.

ROUTE No. 4227.

From Morgantown to Uniontown, 26 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Redding Bunting..... | \$1,000. |
| Anderson Arnot..... | 900. |
| Calvin Scripture..... | 883. |
| James M. Shank..... | 600. |
| Alfred Core..... | 599. Horse coach. |
| John Bowers..... | 550. |
| Thomas Irwin Scott..... | 500. |
| Manliff Hayes..... | 490. <i>Accepted March 30, 1871.</i> |

Contract made with Manliff Hayes, dated March 30, 1871, at \$490 per annum.
 Leave Morgantown Monday, Wednesday, and Friday at 7 a. m.; arrive at Uniontown by 3 p. m.
 Leave Uniontown Monday, Wednesday, and Friday at 7 a. m.; arrive at Morgantown by 3 p. m.

ROUTE No. 4228.

From Morgantown to Dunkards, 11½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Wm. C. McGrew and A. W. Lorentz | \$400. |
| Manliff Hayes..... | 208. |
| Thomas Lazzell, jr..... | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Manliff Hayes, dated March 30, 1871, at \$190 per annum.
 Leave Morgantown Tuesday and Friday at 8 a. m.; arrive at Dunkards by 12 m.
 Leave Dunkards Tuesday and Friday at 1 p. m.; arrive at Morgantown by 5 p. m.

ROUTE No. 4229.

From Morgantown to Burton, 40½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Michael Shriver..... | \$600. Changed schedule. |
| Thomas Lazzell, jr..... | 399. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Lazzell, jr., dated March 30, 1871, at \$399 per annum.
 Leave Morgantown Monday at 6 a. m.; arrive at Burton by 8 p. m.
 Leave Burton Tuesday at 6 a. m.; arrive at Morgantown by 8 p. m.

ROUTE No. 4230.

From Racoon to Pleasant Valley, 29½ miles and back, twice a week to Reedsville, 11 miles,) and once a week the residue, (16½ miles.)

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Thomas J. Watson..... | \$410. |
| R. H. McCleave..... | 397. |
| George D. Moore..... | 290. <i>Accepted March 30, 1871.</i> |

Contract made with George D. Moore, dated March 30, 1871, at \$290 per annum.
 Leave Racoon Monday and Friday at 8 a. m.; arrive at Reedsville by 12 m.
 Leave Reedsville Monday at 1 p. m.; arrive at Racoon by 5 p. m.
 Leave Reedsville Friday at 1 p. m.; arrive at Pleasant Valley Saturday by 8 a. m.
 Leave Pleasant Valley Saturday at 8½ a. m.; arrive at Racoon by 5 p. m.

ROUTE No. 4231.

From Benton's Ferry to Adamsville, 8 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| James F. Morris | \$156. <i>Accepted March 30, 1871.</i> |

Contract made with James F. Morris, dated March 30, 1871, at \$156 per annum.
 Leave Benton's Ferry Tuesday and Saturday at 1 p. m.; arrive at Adamsville by 4 p. m.
 Leave Adamsville Tuesday and Saturday at 10 a. m.; arrive at Benton's Ferry by 1 p. m.

ROUTE No. 4232.

From Fetterman to Pruntytown, 3 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| Anderson Arnot | \$400 00. |
| Aaron T. Batson | 300 00. |
| William Poston | 224 00. No certificate. |
| David Bainbridge | 200 00. See certificate. |
| Leland Fowels | 174 50. No guarantee, &c. |
| Joseph A. Roe | 174 00. |
| Christopher Robinson | 169 00. |
| George Brenard | 165 00. <i>Accepted March 30, 1871.</i> |

Leave Fetterman daily, except Sunday, at 12 m.; arrive at Pruntytown by 1 p. m.
 Leave Pruntytown daily, except Sunday, at 7.45 a. m.; arrive at Fetterman by 8.45 a. m.

ROUTE No. 4233.

From Grafton to Bolington, 33½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| Truman T. Elliott | \$800 00. Reserve schedule. |
| Jacob B. Godwin | 565 00. |
| Lerity Water | 498 00. Guarantee. |
| Wm. G. W. Price and Israel Price. | 489 00. Reserve schedule. <i>Accepted March 30, '71.</i> |
| John Miller | 400 00. |
| William Shaw | 650 00. Semi-weekly. |
| | 299 50. |
| | 499 50. Twice a week. |

(After time.)

| | |
|---------------------------|-----------------------------|
| Valantine Guner | \$533 00. |
| Elliott Stallamaker | 587 50. |
| | 450 00. Change of schedule. |

Contract made with William G. W. Price and Israel Price, dated March 30, 1871, at \$489 per annum.

Leave Grafton Wednesday and Saturday at 8 a. m.; arrive at Belington by 7 p. m.
 Leave Belington Tuesday and Friday at 8 a. m.; arrive at Grafton by 7 p. m.

ROUTE No. 4234.

From Racoon to Fellowsville, 8½ miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| George D. Moore | \$180. <i>Accepted March 30, 1871.</i> |

Contract made with George D. Moore, dated March 30, 1871, at \$180 per annum.
 Leave Racoon Tuesday, Thursday, and Saturday at 12 m.; arrive at Fellowsville by 3 p. m.
 Leave Fellowsville Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at Racoon by 6.30 p. m.

ROUTE No. 4235.

From Kingwood to Tunnelton, 10 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| George P. Castle | \$600. |
| C. V. Stone | 340. <i>Accepted March 30, 1871.</i> |

Contract made with C. V. Stone, dated March 30, 1871, at \$340 per annum.
 Leave Kingwood daily, except Sunday, at 7.30 a. m.; arrive at Tunnelton by 10.30 a. m.

Leave Tunnelton daily, except Sunday, at 11.30 a. m.; arrive at Kingwood by 2.30 p. m.

ROUTE No. 4236.

From Kingwood to Somerfield, Pennsylvania, 33½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John Stanton..... | \$875. |
| Archibald M. Vicker..... | 840. |
| William S. Bowlin..... | 819. |
| Julius Kemp..... | 800. |
| Calvin Scripture..... | 783. |
| Elias Lantz..... | 624. |
| Joseph M. Goodwin..... | 624. |
| H. C. Hagans..... | 590. Schedule proposed. |
| Jonas Frankhouse..... | 550. Schedule proposed. |
| George A. Bank..... | 520. |
| Redding Bunting..... | 515. <i>Accepted March 30, 1871.</i> |

Contract made with Redding Bunting, dated March 30, 1871, at \$515 per annum.
 Leave Kingwood Wednesday and Saturday at 7 a. m.; arrive at Somerfield by 6 p. m.
 Leave Somerfield Tuesday and Friday at 7 a. m.; arrive at Kingwood by 6 p. m.

ROUTE No. 4237.

From Portland to Bruceon Mills, 19 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| H. C. Hagans..... | \$550. |
| Jonas Frankhouse..... | 525. |
| George W. Burk..... | 500. |
| Redding & Bunting..... | 490. |
| George W. Burk..... | 450. |
| R. H. McCleave..... | 399. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$399 per annum.

Leave Portland Tuesday, Thursday, and Saturday, at 2.30 p. m.; arrive at Bruceon Mills by 7.30 p. m.

Leave Bruceon Mills Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Portland by 12 m.

ROUTE No. 4238.

From Portland to German Settlement, 10 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| Jesse W. Shaffer..... | \$175. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse W. Shaffer, dated March 30, 1871, at \$175 per annum.
 Leave Portland Wednesday and Saturday at 11.30 a. m.; arrive at German Settlement by 2.30 p. m.

Leave German Settlement Wednesday and Saturday at 6 a. m.; arrive at Portland by 9 a. m.

ROUTE No. 4239.

From Willey to Addison, Pennsylvania, 34½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Richard Selby..... | \$375. |
| R. A. McCleave..... | 349. <i>Accepted March 30, 1871.</i> |

Contract made with R. A. McCleave, dated March 30, 1871, at \$349 per annum.
 Leave Willey Thursday at 6.30 a. m.; arrive at Addison by 5.30 p. m.
 Leave Addison Wednesday at 6.30 a. m.; arrive at Willey by 5.30 p. m.

ROUTE No. 4240.

From Rowlesburg to Saint George, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Daniel K. Dumire..... | \$270 00. |
| Martin V. B. Goff..... | 208 00. |
| John Jones..... | 208 00. |
| Adam C. Minear..... | 193 00. |
| John Kalor..... | 193 00. |
| John A. Deets..... | 187 25. <i>Accepted March 30, 1871.</i> |

Contract made with John A. Deets, dated March 30, 1871, at \$187.25 per annum.
Leave Rowlesburg Tuesday and Saturday at 1 p. m.; arrive at Saint George by 7 p. m.

Leave Saint George Tuesday and Saturday at 6 a. m.; arrive at Rowlesburg by 12 m.

ROUTE No. 4241.

From Saint George to Texas, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Robert Phillips..... | \$50 00. No certificate. |
| John Kalor..... | 48 00. |
| Adam C. Minear..... | 47 50. <i>Accepted March 30, 1871.</i> |

Contract made with Adam C. Minear, dated March 30, 1871, at \$47.50 per annum.

Leave Saint George Wednesday at 7 a. m.; arrive at Texas by 9 a. m.

Leave Texas Wednesday at 10 a. m.; arrive at Saint George by 12 m.

ROUTE No. 4242.

From Saint George to Black Fork, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| William W. Hansford..... | \$99, extended to Reed Creek at pro rata. |
| S. E. Parsons..... | 99. |
| Adam C. Minear..... | 57. <i>Accepted March 30, 1871.</i> |

Contract made with Adam C. Minear, dated March 30, 1871, at \$57 per annum.

Leave Saint George Friday at 9 a. m.; arrive at Black Fork by 12 m.

Leave Black Fork Friday at 1 p. m.; arrive at Saint George by 4 p. m.

ROUTE No. 4243.

From Red Creek to Mouth of Seneca, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------------|
| Adam Landis..... | \$333. |
| John Kimble..... | 295. |
| Abram Landis..... | 293. |
| Gabriel Raines..... | 208. |
| Vinson Pennington..... | 184. |
| Columbus P. Waybright..... | 156. |
| Nathaniel Pennington..... | 144. <i>Accepted June 20, 1871.</i> |

Contract made with Nathaniel Pennington, dated June 20, 1871, at \$144 per annum.

Leave Red Creek Monday at 7 a. m.; arrive at Mouth of Seneca by 3 p. m.

Leave Mouth of Seneca Tuesday at 7 a. m.; arrive at Red Creek by 3 p. m.

ROUTE No. 4244.

From Hollow Meadows to Leadsville, 22 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| S. E. Parsons..... | \$698. |
| E. A. Ferguson..... | 595. |
| J. F. Harding..... | 444. |
| Jacob Phares..... | 400. |
| J. W. Phares..... | 389. |
| Morrall Schoonover..... | 347. |

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| B. F. Willmoth | \$347. Schedule proposed. |
| D. S. Haymond | 345. <i>Accepted March 30, 1871.</i> |
| L. D. Schoonover | 113, once a week to New Interest. 113, begin at New Interest. |
| Morrall Schoonover | 230, end at New Interest. 80, New Interest to Fillmore. 70, begin at New Interest. |
| L. D. Schoonover | 56, New Interest to Fillmore. |
| William Carrick | 120, two days for each trip. |

Contract made with D. S. Haymond, dated March 30, 1871, at \$345 per annum.
Leave Holly Meadows Wednesday and Saturday at 5 a. m.; arrive at Leadsville by 12 m.

Leave Leadsville Wednesday and Saturday at 1 p. m.; arrive at Holly Meadows by 8 p. m.

ROUTE No. 4245.

From Leadsville to Mouth of Seneca, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John W. Ward | \$283. Horseback. |
| Simon Barror | 264. |
| James Shoemaker | 249. |
| Jacob Piercy | 208. (See guarantee.) |
| Benjamin J. Phares | 203. |
| Jesse Phares | 200. <i>Accepted March 30, 1871.</i> |
| E. W. Phares | 199. Horseback. |

Contract made with Jesse Phares, dated March 30, 1871, at \$200 per annum.
Leave Leadsville Thursday at 7 a. m.; arrive at Mouth of Seneca by 5 p. m.
Leave Mouth of Seneca at 7 a. m.; arrive at Leadsville by 5 p. m.

ROUTE No. 4246.

From Hollow Meadows to Oakland, (Maryland,) 29 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Calvin Scripture | \$683. |
| Jesse Parsons | 498. |
| William N. Hansford | 468. |
| Adam C. Minear | 418, Saint George to Oakland. |
| George R. Root | 355. Revised schedule. |
| Allon H. Bonnielfield | 344. <i>Accepted March 30, 1871.</i> |
| William Walty, (after time) | 195. Schedule revised; no guarantee. |

Leave Holly Meadows Tuesday and Friday at 7 a. m.; arrive at Oakland by 5 p. m.
Leave Oakland Wednesday and Saturday at 7 a. m.; arrive at Holly Meadows by 5 p. m.

ROUTE No. 4247.

From Sago to Huttonsville, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Henry E. Carter and B. H. Tall- man | \$190. |
| Abram Cure | 187. |
| Henry C. Carter | 185. |
| John S. Quick | 175. |
| John Crickard | 165. |
| John S. Quick | 153. |
| John Crickard | 145. <i>Accepted March 30, 1871.</i> |

Contract made with John Crickard, dated March 30, 1871, at \$145 per annum.
Leave Sago Friday at 9 a. m.; arrive at Huttonsville by 5 p. m.
Leave Huttonsville Saturday at 9 a. m.; arrive at Sago by 5 p. m.

ROUTE No. 4248.

From Huntersville to Huttonsville, 52 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| William H. Quick | \$2,996 00. |
| Calvin Scripture | 1,243 00. |

| Bidders' names. | Sum per annum. |
|---|---|
| Jesse Landes | \$974 00. |
| Andrew Poundstone | 969 00. |
| Samuel S. Varner and William Varner | 900 00. |
| Johnathan Currence | 896 00. |
| J. T. Hysett | 875 00. |
| John F. Wanless | 825 00. |
| John Q. Wilson | 800 00. See guarantec. |
| John Crickard | 791 00. |
| Thomas B. Scott | 789 00. |
| C. A. Rodgers | 774 50. |
| John Crickard | 749 00. |
| Harvey Andrews | 715 00. |
| John Dame | 700 00. |
| S. S. Warner | 672 00. |
| Ballard P. Conrad and Laban Cur- rence | 624 00. <i>Accepted March 30, 1871.</i> |

Contract made with Ballard P. Conrad and Laban Currence, dated March 30, 1871, at \$624 per annum.

Leave Huntersville Tuesday and Friday at 1 p. m.; arrive at Huttonsville next days by 6 p. m.

Leave Huttonsville Monday and Thursday at 6 a. m.; arrive at Huntersville next days by 12 m.

ROUTE No. 4249.

From Huntersville to Bath Court-House, 25½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| Anderson McNier | \$297 00. |
| John Dame | 265 00. |
| J. F. Hogsett | 235 00. |
| Harvey Andrews | 255 00. |
| John Dame | 240 00. |
| John F. Wanless | 199 99. <i>Accepted March 30, 1871.</i> |

Contract made with John F. Wanless, dated March 30, 1871, at \$199.99 per annum.

Leave Huntersville Friday at 10 a. m.; arrive at Bath Court-House by 5 p. m.

Leave Bath Court-House Saturday at 7 a. m.; arrive at Huntersville by 2 p. m.

ROUTE No. 4250.

From Huntersville to Frost, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| J. T. Hogsett | \$104. |
| John Dame | 104. |
| John F. Wanless | 90. |
| Harvey Andrews | 84. <i>Accepted March 30, 1871.</i> |

Contract made with Harvey Andrews, dated March 30, 1871, at \$84 per annum.

Leave Huntersville Wednesday at 9 a. m.; arrive at Frost by 12 m.

Leave Frost Wednesday at 1 p. m.; arrive at Huntersville by 4 p. m.

ROUTE No. 4251.

From Traveller's Repose to Huntersville, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. T. Hogsett | \$290. |
| R. McCleave | 299. |
| Anderson McNier | 297. |
| John Dame | 270. |
| Harvey Andrews | 270. |
| J. F. Wanless | 262. <i>Accepted March 30, 1871.</i> |

Contract made with J. F. Wanless, dated March 30, 1871, at \$262 per annum.

Leave Traveller's Repose Tuesday at 7 a. m.; arrive at Huntersville by 6 p. m.

Leave Huntersville Monday at 7 a. m.; arrive at Traveller's Repose by 6 p. m.

ROUTE No. 4252.

From Franklin to Mount Freedom, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John Kimble | \$263. |
| R. A. McCleave | 219. |
| Isaac Barror | 218. |
| Jesse Landes | 149. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Landes, dated March 30, 1871, at \$149 per annum.

Leave Franklin Wednesday and Saturday at 8 a. m.; arrive at Mount Freedom by 12 m.

Leave Mount Freedom Wednesday and Saturday at 1 p. m.; arrive at Franklin by 4 p. m.

ROUTE No. 4253.

From Luney's Creek to Mouth of Seneca, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------------|
| John W. Lambert | \$249 |
| George H. Thalaker | 190. |
| William Hartman | 189. |
| Columbus P. Waybright | 180. Horseback. |
| Henson Judy and Martin Landes | 197. |
| Abram Landes | 169. |
| Abram Landes | 147. |
| Abram Landes | 145. <i>Accepted March 30, 1871.</i> |

Contract made with Abram Landes, dated March 30, 1871, at \$145 per annum.

Leave Luney's Creek Wednesday at 7 a. m.; arrive at Mouth of Seneca by 5 p. m.

Leave Mouth of Seneca Tuesday at 7 a. m.; arrive at Luney's Creek at 5 p. m.

ROUTE No. 4254.

From Upper Tract to New Hampden, (Virginia,) 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. H. McCleave | \$348. |
| Simon Braror | 317. |
| Jesse Landes | 297. |
| Simon Barror | 297. |
| Jesse Landes | 287. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Landes, dated March 30, 1871, at \$287 per annum.

Leave Upper Tract Thursday at 8 a. m.; arrive at New Hampden next day by 12 m.

Leave New Hampden Friday at 1 p. m.; arrive at Upper Tract next day by 5 p. m.

ROUTE No. 4255.

From Upper Tract to Oak Flat, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Jacob Riggelman | \$143 00. |
| Solomon Barror | 127 00. |
| Jesse Landes | 99 50. |
| Simon Barror | 97 00. |
| Nathaniel Banjay | 92 00. |

Leave Upper Tract Monday at 8 a. m.; arrive at Oak Flat by 3 p. m.

Leave Oak Flat Tuesday at 8 p. m.; arrive at Upper Tract by 3 p. m.

Suspended.

ROUTE No. 4256.

From Luney's Creek to Greenland, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|---|
| Charles W. Holt | \$1,025 00. |
| R. H. McCleave | 330 00. |
| George H. Thalaker | 264 50. |
| John W. Lambert | 260 00. |
| Abram Landes | 247 00. |
| | 245 00. |
| Henson Judy and Martin Landes | 219 00. <i>Accepted March 30, 1871.</i> |

Contract made with Henson Judy and Martin Landes, dated March 30, 1871, at \$219 per annum.

Leave Luney's Creek Monday and Thursday at 6 a. m.; arrive at Greenland by 12 m.

Leave Greenland Monday and Thursday at 1 p. m.; arrive at Luney's Creek by 7 p. m.

ROUTE No. 4257.

From Williamsport to Greenland, 8½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Thornton S. Bruce | \$141. |
| John W. Robinson | 140. |
| Abram Landes | 139. |
| Abram V. Ashba | 135. <i>Accepted March 30, 1871.</i> |

Contract made with Abram V. Ashba, dated March 30, 1871, at \$135 per annum.

Leave Williamsport Monday and Thursday at 10 a. m.; arrive at Greenland at 3.30 p. m.

Leave Greenland Monday and Thursday at 1 p. m.; arrive at Williamsport by 3.30 p. m.

ROUTE No. 4258.

From Moorefield to Franklin, 42 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Calvin Scripture | \$1,483. |
| Anderson Arnot | 1,400. |
| R. H. McCleave | 874. |
| Martin Landes | 673. |
| Jesse Landes | 769. |
| Henson Judy | 624. |
| Abram Landes | 616. |
| | 567. <i>Accepted March 30, 1871.</i> |

Contract made with Abram Landes, dated March 30, 1871, at \$567 per annum.

Leave Moorefield Monday, Wednesday, and Friday at 1 p. m.; arrive at Franklin next days by 12 m.

Leave Franklin Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Moorefield next days by 12 m.

ROUTE No. 4259.

From Mount Storm to Claysville, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------------|
| Joseph Shillingburg | \$110. |
| Joseph F. Foley | 98. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph F. Foley, dated March 30, 1871, at \$98 per annum.

Leave Mount Storm Monday at 8 a. m.; arrive at Claysville by 12 m.

Leave Claysville Monday at 1 p. m.; arrive at Mount Storm by 5 p. m.

ROUTE No. 4260.

From New Creek to Greenland, 21 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------------|
| Martin Landes and Henson Judy | \$519. |
| Abram Landes | 339. |
| R. H. McCleave | 330. <i>Accepted March 30, 1871.</i> |
| David Long | 289. |
| Andrew Grimes | 286. |
| Alfred Smith | 250. Horseback. |

Contract made with R. H. McCleave, dated March 30, 1871, at \$330 per annum.

Leave New Creek Monday and Thursday at 6 a. m.; arrive at Greenland by 12 m.

Leave Greenland Monday and Thursday at 1 p. m.; arrive at New Creek by 7 p. m.

ROUTE No. 4261.

From New Creek to Moorefield, 45 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| T. R. Dougherty | \$2,990. |
| C. Scripture | 2,480. |
| Anderson Arnot | 1,300. |

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|---|
| Andrew Grimes | \$1, 150. | |
| Isaac Parker..... | 1, 150. | Supply Romney six times a week from junction. |
| James S. Shull..... | 990. | Supply Romney six times a week from junction. |
| Isaac V. Parker..... | 950. | <i>Accepted March 30, 1871.</i> |

Contract ordered with Isaac V. Parker, dated March 30, 1871, at \$950 per annum.
 Leave New Creek daily, except Sunday, at 8.45 a. m.; arrive at Moorefield by 8 p. m.
 Leave Moorefield daily except Sunday, at 6 a. m.; arrive at New Creek by 6 p. m.

ROUTE No. 4262.

From Patterson's Depot to Romney, 20 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| T. B. Dougherty | \$1, 879. | |
| C. Scripture..... | 1, 083. | |
| Wm. M. Roberts, Jr..... | 900. | |
| John E. Parker..... | 895. | |
| Wm. C. Parker..... | 845. | |
| James S. Shull..... | 790. | <i>Accepted March 30, 1871.</i> |

Contract made with James S. Shull, dated March 30, 1871, at \$790 per annum.
 Leave Patterson's Depot daily, except Sunday, at 10 a. m.; arrive at Romney at 4 p. m.
 Leave Romney daily, except Sunday at 9 a. m.; arrive at Patterson's Depot by 3 p. m.

ROUTE No. 4263.

From Baker's Run to Howard's Lick, 14 miles and back, twice a week to Lost River and once a week the residue.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------------|
| Simon Barror | \$249. | |
| R. H. McCleave..... | 199. | |
| James H. Reynolds..... | 150. | <i>Accepted March 30, 1871.</i> |

Contract made with James H. Reynolds, dated March 30, 1871, at \$150 per annum.
 Leave Baker's Run Wednesday after arrival of eastern mail, say 6 a. m.; arrive at Howard Lick by 10 a. m.
 Leave Howard's Lick Wednesday at 11 a. m.; arrive at Baker's Run by 3.30 p. m.
 Leave Baker's Run Saturday after arrival of eastern mail, say at 3 p. m.; arrive at Lost River by 5 p. m.
 Leave Lost River Saturday at 5.30 p. m.; arrive at Baker's Run by 7.30 p. m.

ROUTE No. 4265.

From Capon Bridge to Slanesville, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---------------------------------|
| John Pool and Z. F. Pugh.... | \$448 50. | Extend to South Branch Depot. |
| Francis M. McAboy..... | 200 00. | |
| Zachariah T. Pugh..... | 139 00. | <i>Accepted March 30, 1871.</i> |

Contract made with Zachariah T. Pugh, dated March 30, 1871, at \$139 per annum.
 Leave Capon Bridge Monday, and Friday on arrival of mail from Winchester, say at 10 a. m.; arrive at Slanesville by 4 p. m.
 Leave Slanesville Monday, and Friday at 4.30 p. m.; arrive at Capon Bridge by 9 p. m.

ROUTE No. 4266.

From Slanesville to South Branch Depot, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| Thomas F. Largent..... | \$190. | |
| John Cunningham..... | 175. | |
| John A. Corder..... | 173. | |
| George Millerson..... | 164. | |
| Benjamin Folts..... | 158. | |
| Zachariah T. Urton..... | 150. | <i>Accepted March 30, 1871.</i> |

Contract made with Zachariah T. Urton, dated March 30, 1871, at \$150 per annum.

Leave Slanesville Tuesday and Saturday at 11 a. m.; arrive at South Branch Depot by 3 p. m.

Leave South Branch Depot Tuesday and Saturday at 4.30 p. m.; arrive at Slanesville by 8.30 p. m.

ROUTE No. 4267.

From Capon Bridge to Dillon's Run, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Francis M. McÀboy | \$60 00. |
| John Pool | 59 50. Schedule proposed. |
| Joseph E. Gray | 52 00. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph E. Gray, dated March 30, 1871, at \$52 per annum. Leave Capon Bridge Tuesday at 7 a. m.; arrive at Dillon's Run by 9 a. m. Leave Dillon's Run at 10 a. m.; arrive at Capon Bridge by 12 m.

ROUTE No. 4268.

From Pleasant Dale to Fabius, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Elias Chesshir | \$200. |
| George Nealis | 196. <i>Accepted March 30, 1871.</i> |
| John Pool | 159, commence at Haning Rock. |

Contract made with George Nealis, dated March 30, 1871, at \$196 per annum. Leave Pleasant Dale Tuesday at 7 a. m.; arrive at Fabius by 4 p. m. Leave Fabius Wednesday at 7 a. m.; arrive at Pleasant Dale by 4 p. m.

ROUTE No. 4269.

From Berkeley Springs to Gainsborough, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John Shade | \$170. |
| John F. Catlette | 140. <i>Accepted March 30, 1871.</i> |

Contract made with John F. Catlette, dated March 30, 1871, at \$140 per annum. Leave Berkeley Springs Monday at 1 p. m.; arrive at Unger's Store by 6 p. m. Leave Unger's Store Tuesday at 6 a. m.; arrive at Gainsborough by 12 m. Leave Gainsborough Tuesday at 1 p. m.; arrive at Unger's Store by 6 p. m. Leave Unger's Store Monday at 6 a. m.; arrive at Berkeley Springs by 12 m.

ROUTE No. 4270.

From Cherry Run Depot to Glengary, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| James M. Gano | \$220. |
| James B. Mason | 175. <i>Accepted March 30, 1871.</i> |

Contract made with James B. Mason, dated March 30, 1871, at \$175 per annum. Leave Cherry Run Depot Wednesday and Saturday on arrival of east mail, 3 p. m.; arrive at Glengary by 8.30 p. m.

Leave Glengary Wednesday and Saturday at 6.30 a. m.; arrive at Cherry Run Depot by 0.30 p. m.

ROUTE No. 4271.

From Glengary to Unger's Store, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| James M. Gano | \$75. |
| John F. Catlette | 52. |
| John Shade | 50. <i>Accepted March 30, 1871.</i> |

Contract made with John Shade, dated March 30, 1871, at \$50 per annum. Leave Glengary Thursday at 9.30 a. m.; arrive at Unger's Store by 0.30 p. m. Leave Unger's Store Thursday at 6.30 a. m.; arrive at Glengary by 9 a. m.

ROUTE No. 4272.

From Martinsburgh to Williamsport, (Md.), 13 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Anderson Arnot..... | \$900. |
| Adam Virtue..... | 450. <i>Accepted March 30, 1871.</i> |

Contract made with Adam Virtue, dated March 30, 1871, at \$450 per annum.

Leave Martinsburgh Tuesday, Thursday, and Saturday on arrival of mail east and west, say at 3 p. m.; arrive at Williamsport by 6 p. m.

Leave Williamsport Monday, Wednesday, and Friday at 8 a. m.; arrive at Martinsburgh by 11 a. m.

Service curtailed to end at Falling Waters, 5 miles less, at a decrease in pay of \$173.07 per annum.

ROUTE No. 4273.

From Gerrardstown to Martinsburgh, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| John Aikins..... | \$450. |
| A. Arnot..... | 400. |
| David Pultz..... | 312. |
| James B. Mason..... | 199. <i>Accepted March 30, 1871.</i> |

Contract made with James B. Mason, dated March 30, 1871, at \$199 per annum.

Leave Gerrardstown Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Martinsburgh by 12 m.

Leave Martinsburgh Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Gerrardstown by 8 p. m.

ROUTE No. 4274.

From Kerneysville to Shepherdstown, 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Anderson Arnot..... | \$300. |
| James A. Adams..... | 250. |
| James Snyder..... | 236. <i>Accepted March 30, 1871.</i> |

Contract made with James Snyder, dated March 30, 1871, at \$236 per annum.

Leave Kerneysville daily, except Sunday, at 2 p. m.; arrive at Shepherdstown by 3.30 p. m.

Leave Shepherdstown daily, except Sunday, at 10.30 a. m.; arrive at Kerneysville by 12 m.

ROUTE No. 4275.

From Kerneysville to Middleway, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| A. Arnot..... | \$300. |
| William J. Roberts..... | 250. <i>Accepted March 30, 1871.</i> |

Contract made with William J. Roberts, dated March 30, 1871, at \$250 per annum.

Leave Kerneysville Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Middleway by 5.30 p. m.

Leave Middleway Tuesday, Thursday, and Saturday at 8.30 a. m.; arrive at Kerneysville by 11 a. m.

ROUTE No. 4276.

From Charleston to Rippon, 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| George L. Garrott..... | \$250. |
| Anderson Arnot..... | 240. <i>Accepted March 30, 1871.</i> |

Contract made with Anderson Arnot, dated March 30, 1871, at \$240 per annum.

Leave Charleston daily, except Sunday, at 2 p. m.; arrive at Rippon by 3.30 p. m.

Leave Rippon daily, except Sunday, at 8 a. m.; arrive at Charleston by 9.30 a. m.

VIRGINIA.

ROUTE No. 4416.

From Richmond to West Point, 38 miles and back, six times a week.
 (No bids; not let.) Service ordered with Richmond and York River Railroad Company, No. 4408, at \$1,000 per annum.

ROUTE No. 4417.

From Norfolk to Baltimore, Maryland, 200 miles and back, six times a week.

Bidders' names. Sum per annum.

M. N. Falls, agent of Baltimore
 Steam Packet Compay \$18,000. *Accepted March 30, 1871.*

Contract made with M. N. Falls, agent Baltimore Steam Packet Company, dated March 30, 1871, at \$18,000 per annum.

Leave Norfolk daily, except Sunday, at 6.30 p. m.; arrive at Baltimore next days by 8 a. m.

Leave Baltimore daily, except Sunday, at 3.50 p. m.; arrive at Norfolk next days by 6 a. m.

ROUTE No. 4418.

From Norfolk to Eastville, 57 miles and back, three times a week.

Bidders' name. Sum per annum.

Old Dominion Steamship Company, M. N. Falls, agent, (*after time*) \$3,500. { No guarantors. (Received March 24, 1871.)
 { *Accepted March 30, 1871.*

Contract ordered with Old Dominion Steamship Company, M. N. Falls, agent, dated March 30, 1871, at \$3,500 per annum.

From 20th June to 1st September.

Leave Norfolk Monday, Wednesday, and Friday at 5.30 a. m.; arrive at Eastville by 0.30 p. m.

Leave Eastville Monday, Wednesday, and Friday at 7 a. m.; arrive at Norfolk by 4.30 p. m.

From 1st September to 20th June.

Leave Norfolk Monday, Wednesday, and Friday at 5.30 a. m.; arrive at Eastville by 3 p. m.

Leave Eastville Monday, Wednesday, and Friday at 8 a. m.; arrive at Norfolk by 8 p. m.

ROUTE No. 4419.

From Norfolk to Matthews Court-House, 60 miles and back, twice a week in steamboats.

Bidder's name. Sum per annum.

Old Dominion Steamship Company, M. N. Falls, agent, (*after time*) \$2,000. { No guarantors. (Received March 24, 1871.)
 { *Accepted March 30, 1870.*

Contract ordered with Old Dominion Steamship Company, M. N. Falls, agent, dated March 30, 1871, at \$2,000 per annum.

Leave Norfolk Tuesday and Saturday, from 20th June to 1st September, at 5.30 a. m.; and from 1st September to 20th June at 8 a. m. Arrive at Matthews Court-House Tuesday and Saturday, from 20th June to 1st September, by 1 p. m.; and from 1st September to 20th June, by 4 p. m.

Leave Matthews Court-House Tuesday and Saturday, from 20th June to 1st September, at 7 a. m.; and from 1st September to 20th June, at 8 a. m. Arrive at Norfolk, from 20th June to 1st of September, by 4.30 p. m.; and from 1st September to 20th June, by 8 p. m.

ROUTE No. 4420.

From Norfolk to Richmond, 145 miles and back, three times a week by steamboat.

Bidder's name. Sum per annum.

John A. Post \$4,500. *Accepted March 30, 1871.*

Contract made with John A. Post, dated March 30, 1871, at \$4,500 per annum.

Leave Norfolk Tuesday, Thursday, and Saturday at 5.30 a. m. in summer and 7.30 a. m. in winter; arrive at Richmond by 5.30 p. m. in summer and 7.30 p. m. in winter.

Leave Richmond Monday, Wednesday, and Friday at 5.30 a. m. in summer and 7.30 a. m. in winter; arrive at Norfolk by 5.30 p. m. in summer and 7 p. m. in winter.

ROUTE No. 4421.

From Acquia Creek to Richland Mills, 5½ miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|--------------------------------|---|
| B. F. Nalls, (after time)..... | \$144. (Received March 29, 1871.) <i>Accepted March 30, 1871.</i> |

Contract ordered with B. F. Nalls, dated March 30, 1871, at \$144 per annum.

Leave Acquia Creek Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at Richland Mills by 5.30 p. m.

Leave Richland Mills Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Acquia Creek by 3 p. m.

ROUTE No. 4422.

From Accokeek to Stafford's Store, 14 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|------------------|--|
| C. A. Bryan..... | \$325. <i>Accepted March 30, 1871.</i> |

Contract ordered with C. A. Bryan, dated March 30, 1871, at \$325 per annum.

Leave Accokeek Tuesday, Thursday, and Saturday at 2 p. m., or on arrival of southern mail; arrive at Stafford's Store by 7 p. m.

Leave Stafford's Store Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Accokeek by 10.30 a. m.

ROUTE No. 4423.

From Fredericksburgh to Orange Court-House, 37 miles and back, three times a week

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| J. W. Burke..... | \$1,880. |
| Launcelet Partlow..... | 1,610. |
| P. Dinan..... | 1,221. |
| A. Arnot..... | 1,100. |
| A. W. Harmon..... | 975. |
| B. F. Weaver..... | 945. |
| P. M. Slaughter..... | 900. |
| J. M. & John L. Layton..... | 850. |
| T. J. Almond..... | 846. |
| Henry A. M. Bartley..... | 840. <i>Accepted March 30, 1871.</i> |

Contract made with Henry A. M. Bartley, dated March 30, 1871, at \$840 per annum.

Leave Fredericksburgh Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Orange Court-House by 5 p. m.; leave Orange Court-House Monday, Wednesday, and Friday at 6 a. m.; arrive at Fredericksburgh by 5 p. m.

ROUTE No. 4424.

From Fredericksburgh to Falmouth, 1½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| W. H. Scott..... | \$300. |
| R. D. Ennis..... | 299. |
| J. L. Garrison..... | 159. |
| Joseph Armstrong..... | 149. |
| J. H. Stairs..... | 149. |
| John W. Edwards..... | 132. <i>Accepted March 30, 1871.</i> |

Contract made with John W. Edwards, dated March 30, 1871, at \$132 per annum.

Leaves Fredericksburgh daily or on arrival of northern mail, say at 0.30 p. m.; arrive at Falmouth by 1 p. m.; leave Falmouth daily, except Sunday, at 8 a. m.; arrive at Fredericksburgh by 8.30 a. m.

ROUTE No. 4425.

From Fredericksburgh to Frederick's Hall, 46½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Porter Flagg..... | \$739. |
| P. Dinan..... | 1,116. |
| L. A. Coghill..... | 848. |
| Launcelet Partlow..... | 624. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Edmund Johnson..... | 550. |
| J. L. Wheeler..... | 495. |
| Robert Jett..... | 450. |
| Alexander W. Massey..... | 440. <i>Accepted March 30, 1871.</i> |

Contract made with Alexander W. Massey, dated March 30, 1871, at \$440 per annum. Leave Fredericksburgh Wednesday and Saturday at 12 m.; arrive at Brokenburgh by 6 p. m.; leave Brokenburgh Tuesday and Friday at 5.30 a. m.; arrive at Frederick's Hall by 11.30 a. m.; leave Frederick's Hall Tuesday and Friday at 12 m.; arrive at Fredericksburgh by 11.30 a. m.

ROUTE No. 4426.

From Fredericksburgh to Warsaw, 65 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Anderson Arnot..... | \$2,200. |
| John W. Burke..... | 3,900. Invited service. |
| George B. McKenney..... | 2,440. Invited service. No certificate. |
| | 1,500. |
| William Coakley..... | 2,200. Invited service. |
| | 1,475. |
| R. E. Ennis..... | 2,099. Invited service. |
| | 1,649. |
| Mary B. Thompson..... | 1,900. Invited service. |
| | 1,500. |
| L. A. Coghill..... | 1,975. Invited service. |
| | 1,345. |
| Rodham C. Hammack..... | 1,895. Invited service. <i>Accepted March 30, 1871.</i> |
| | 1,495. |

Contract made with Rodham C. Hammack, dated March 30, 1871, at \$1,895 per annum.

Leave Fredericksburgh Monday, Wednesday, and Friday at 1 p. m.; arrive at Oak Grove next days by 9.45 a. m.

Leave Oak Grove Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Warsaw by 9 p. m.

Leave Warsaw Monday, Wednesday, and Friday at 6 a. m.; arrive at Oak Grove by 5 p. m.

Leave Oak Grove Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Fredericksburgh Thursday and Monday by 9.45 p. m.

ROUTE No. 4427.

From Fredericksburgh to Tappahannock, 55 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| A. W. Harman..... | \$1,575. |
| J. T. Rouse..... | 1,800. Invited service. |
| | 1,350. |
| R. D. Ennis..... | 1,669. Invited service. |
| | 1,449. |
| Anderson Arnot..... | 1,300. |
| L. A. Coghill..... | 1,840. Invited service. |
| | 1,295. |
| Mary B. Thompson..... | 1,350. <i>Accepted March 30, 1871.</i> Invited service. |
| | 995. |

Contract made with Mary B. Thompson, dated March 30, 1871, at \$1,350 per annum. Leave Fredericksburgh Monday, Wednesday, and Friday at 5 a. m.; arrived at Tappahannock by 8 p. m.

Leave Tappahannock Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Fredericksburgh by 6 p. m.

ROUTE No. 4428.

From Comorn to Hampstead, 8 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| Wm. G. S. Fitzhugh..... | \$400. Commence at Fredericksburgh, omitting Comorn. |
| | 150. |
| James R Grigsby..... | 121. <i>Accepted March 30, 1871.</i> |
| Edward Cowau, (after time)..... | 195. (Received March 8, 1871.) |

Contract made with James R. Grigsby, dated March 30, 1871, at \$121 per annum.
 Leave Comorn Monday and Thursday at 0.30 p. m.; arrive at Hampstead by 7 p. m.
 Leave Hampstead Monday and Thursday at 8 a. m.; arrive at Comorn by 10.30 a. m.

ROUTE No. 4429.

From Baynesville to Farmer's Fork, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| L. A. Coghill..... | \$400. |
| R. C. Hammack | 250. <i>Accepted March 30, 1871.</i> |

Contract made with R. C. Hammack, dated March 30, 1871, at \$250 per annum.
 Leave Baynesville Wednesday and Saturday at 8 a. m.; arrive at Farmer's Fork by 1 p. m.

Leave Farmer's Fork Wednesday and Saturday at 2 p. m.; arrive at Baynesville by 7 p. m.

ROUTE No. 4430.

From Falmouth to Hartwood, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. C. Rodgers | \$200. |
| Thomas A. Foote..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas A. Foote, dated March 30, 1871, at \$100 per annum.
 Leave Falmouth Tuesday and Friday at 3.30 p. m.; arrive at Hartwood by 5.30 p. m.
 Leave Hartwood Tuesday and Friday at 1 p. m.; arrive at Falmouth by 3 p. m.

ROUTE No. 4431.

From Warsaw to Kilmarnock, 45 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| H. C. Hardwick | \$750. |
| Robert H. Pratt..... | 675. |
| Wm. N. Harris..... | 665. |
| Rodham C. Hammack..... | 649. <i>Accepted March 30, 1871.</i> |
| Robert H. Pratt..... | 625. No guarantee or certificate. |
| James E. Newman, (after time).... | 590. Received March 3, 1871. |

Contract made with Rodham C. Hammack, dated March 30, 1871, at \$649 per annum.
 Leave Warsaw Wednesday and Saturday at 5 a. m.; arrive at Kilmarnock by 7 p. m.
 Leave Kilmarnock Monday and Thursday at 5 a. m.; arrive at Warsaw by 7 p. m.

ROUTE No. 4432.

From Warsaw to Kilmarnock, 35 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| H. C. Hardwick..... | \$700. |
| R. C. Hammack..... | 549. |
| William N. Harris..... | 530. |
| Robert H. Pratt..... | 500. <i>Accepted March 30, 1871.</i> |
| James E. Newman, (after time)... | 568. Received March 3, 1871. |

Contract made with Robert H. Pratt, dated March 30, 1871, at \$500 per annum.
 Leave Warsaw Wednesday and Saturday at 7 a. m.; arrived at Kilmarnock by 6 p. m.
 Leave Kilmarnock Thursday and Monday at 7 a. m.; arrive at Warsaw by 6 p. m.

ROUTE No. 4433.

From Warsaw to Kinsale, 25 miles and back, twice a week.

| Bidders' names | Sum per annum. |
|----------------------------------|--------------------------------------|
| H. C. Hardwick..... | \$350. |
| J. R. Mothershead..... | 325. |
| R. C. Hammack..... | 319. |
| R. H. Pratt..... | 300. |
| William N. Harris..... | 295. <i>Accepted March 30, 1871.</i> |
| Joseph Newman, (after time)..... | 568. Received March 3, 1871. |

Contract made with William N. Harris, dated March 30, 1871, at \$295 per annum.
 Leave Warsaw Wednesday and Saturday at 8 a. m.; arrive at Kinsale by 2 p. m.
 Leave Kinsale Wednesday and Saturday at 2.30 p. m.; arrive at Warsaw by 8 p. m.

ROUTE No. 4434.

From Edge Hill to Port Conway, 9½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| R. D. Ennis..... | \$364. (7) |
| James E. Jones..... | 200. |
| Lawrence A. Coghill..... | 140. <i>Accepted March 30, 1871.</i> |

Contract made with Lawrence A. Coghill, dated March 30, 1871, at \$140 per annum.
 Leave Edge Hill Tuesday and Saturday at 6 a. m.; arrive at Port Conway by 9 a. m.
 Leave Port Conway Tuesday and Saturday at 10 a. m.; arrive at Edge Hill by 1 p. m.

ROUTE No. 4435.

From Guiney's to Thornburgh, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Launcelot Partlow..... | \$215. |
| Robert J. Hart..... | 180. <i>Accepted March 30, 1871.</i> |

Contract made with Robert J. Hart, dated March 30, 1871, at \$180 per annum.
 Leave Guiney's Tuesday and Friday at 12 m.; arrive at Thornburgh by 3 p. m.
 Leave Thornburgh Tuesday and Friday at 8 a. m.; arrive at Guiney's by 11 a. m.

ROUTE No. 4436.

From Milford to Bowling Green, 2½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---------------------------------------|
| Mary B. Thompson..... | \$5 00. |
| R. D. Ennis..... | 4 95. <i>Accepted March 30, 1871.</i> |

Contract made with R. D. Ennis, dated March 30, 1871, at \$4.95 per annum.
 Leave Milford daily, except Sunday, at 1.30 p. m.; arrive at Bowling Green by 2.15 p. m.
 Leave Bowling Green daily, except Sunday, at 12.15 p. m.; arrive at Milford by 1 p. m.

ROUTE No. 4437.

From Bowling Green to Port Royal, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| John D. Robinson..... | \$300 00. |
| R. D. Ennis..... | 249 75. |
| Mary B. Thompson..... | 200 00. <i>Accepted March 30, 1871.</i> |

Contract made with Mary B. Thompson, dated March 30, 1871, at \$200 per annum.
 Leave Bowling Green Monday, Wednesday, and Friday at 1.30 p. m.; arrive at Port Royal by 5 p. m.
 Leave Port Royal Monday, Wednesday, and Friday at 4.30 a. m.; arrive at Bowling Green by 8 a. m.

ROUTE No. 4438.

From Bowling Green to Newtown, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John D. Robinson..... | \$400. |
| R. D. Ennis..... | 384. |
| S. L. Lewis..... | 274. |
| Mary B. Thompson..... | 349. <i>Accepted March 30, 1871.</i> |

Contract made with Mary B. Thompson, dated March 30, 1871, at \$349 per annum.
 Leave Bowling Green Wednesday and Saturday, on arrival from Milford, say at 10.15 a. m.; arrive at Newtown by 4 p. m.
 Leave Newtown Wednesday and Saturday at 4.15 p. m.; arrive at Bowling Green by 10 p. m.

ROUTE No. 4439.

From Bowling Green to Mangohick, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John D. Robinson..... | \$400. |
| R. D. Ennis..... | 378. |
| Mary B. Thompson..... | 274. <i>Accepted March 30, 1871.</i> |

Contract made with Mary B. Thompson, dated March 30, 1871, at \$274 per annum.
 Leave Bowling Green Wednesday and Saturday at 4 a. m.; arrive at Mangohick by 12 m.
 Leave Mangohick Wednesday and Saturday at 1 p. m.; arrive at Bowling Green by 9 p. m.

ROUTE No. 4440.

From Tappahannock to Richmond, 52 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| A. W. Harmon..... | \$1,850. |
| Anderson Arnot..... | 1,400. |
| Mary B. Thompson..... | 995. |
| J. T. Rouse..... | 990. <i>Accepted March 30, 1871.</i> |

Contract made with J. T. Rouse, dated March 30, 1871, at \$990 per annum.
 Leave Tappahannock Monday and Friday at 4 a. m.; arrive at Richmond by 5.30 p. m.
 Leave Richmond Tuesday and Saturday at 3 a. m.; arrive at Tappahannock by 3.30 p. m.

ROUTE No. 4441.

From Tappahannock to Warsaw, 8 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Robert H. Pratt..... | \$225. |
| Rodham C. Hammack..... | 224. (?) |
| William N. Harris..... | 215. <i>Accepted March 30, 1871.</i> |
| James E. Newman, (<i>after time</i>)... | 194. (<i>Received March 3, 1871.</i>) |

Contract made with William N. Harris, dated March 30, 1871, at \$215 per annum.
 Leave Tappahannock Tuesday and Friday at 6.30 p. m.; arrive at Warsaw by 9 p. m.
 Leave Warsaw Tuesday and Friday at 2 p. m.; arrive at Tappahannock by 6 p. m.

ROUTE No. 4442.

From Tappahannock to Gloucester Court-House, 60 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. T. Rouse..... | \$1,500. |
| Anderson Arnot..... | 1,400. |
| L. A. Coghill..... | 1,348. |
| Porter Flagg..... | 973. |
| William C. Bristow..... | 898. <i>Accepted March 30, 1871.</i> |

Contract made with William C. Bristow, dated March 30, 1871, at \$898 per annum.
 Leave Tappahannock Monday and Thursday at 4 a. m.; arrive at Gloucester Court-House next days by 10 a. m.
 Leave Gloucester Court-House Tuesday and Friday at 1 p. m.; arrive at Tappahannock next days by 6 p. m.

ROUTE No. 4443.

From Fish-Haul Depot to Gloucester Court-House, 53 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| A. Arnot..... | \$1,400. |
| Benjamin F. Verlander..... | 1,200. |
| Horace Smith..... | 1,200. |
| Porter Flagg..... | 990. <i>Accepted March 30, 1871.</i> |
| R. T. Fuller..... | 993. |
| | 793, if his bid on route 4446 be not accepted. |
| | 400, end at Cherry Lane. No guarantee or certificate. |

Contract made with Horace Smith, dated March 30, 1871, at \$990 per annum.
 Leave Fish-Haul Depot Tuesday and Friday at 9 a. m.; arrive at Stevensville by 2 p. m.

Leave Stevensville Tuesday and Friday at 2.15 p. m.; arrive at Gloucester Court-House next days by 10 a. m.

Leave Gloucester Court-House Wednesday and Saturday at 10.30 a. m.; arrive at Stevensville Thursday and Sunday by 10 a. m.

Leave Stevensville Thursday and Sunday at 10.30 a. m.; arrive at Fish-Haul Depot by 4 p. m.

ROUTE No. 4444.

From Tunstall's to Williamsburgh, 40 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Benj. F. Verlander | \$880 00. |
| | 880 00. |
| J. L. H. Winfield | 868 00. |
| Ebr. G. Towneend | 699 75. |
| Geo. H. Hobart | 347 00. <i>Accepted March 30, 1871.</i> |

Contract made with Geo. H. Hobart, dated March 30, 1871, at \$347 per annum.
 Leave Tunstall's Tuesday and Friday at 9.30 a. m.; arrive at Williamsburgh by 8 p. m.

Leave Williamsburgh Wednesday and Saturday at 3 a. m.; arrive at Tunstall's by 3.30 p. m.

ROUTE No. 4445.

From Trevilian's Depot to Trevilian's Depot, equal to 21½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| William James Smith | \$430. |
| D. S. Butler | 646. To Mallory's Ford. |
| D. J. King | 387. To Mallory's Ford. |
| Matthew W. Banghan | 347. To Mallory's Ford, omit Woolfolk and Ellisville. |
| H. A. M. Bartley | 775. |
| Launcelot Partlow | 498. |
| C. B. Perkins | 425. <i>Accepted March 30, 1871.</i> |
| T. Mann Gillum | 400. Schedule proposed. |

Contract made with C. B. Perkins, dated March 30, 1871, at \$425 per annum.
 Leave Trevilian's Depot Tuesday and Friday at 1 p. m.; arrive at Trevilian's Depot next days by 2 p. m.

ROUTE No. 4446.

From Trevilian's Depot to Richmond, 67 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Lawrence A. Coghill | \$1,590. |
| D. S. Butler | 1,398. |
| Launcelot Partlow | 1,248. |
| William J. Smith | 1,200. |
| J. T. Seargent | 1,200. |
| C. B. Perkins | 1,149. |
| Porter Flagg | 993. <i>Accepted March 30, 1871.</i> |

Contract made with Porter Flagg, dated March 30, 1871, at \$993 per annum.
 Leave Trevilian's Depot Tuesday and Thursday at 6 a. m.; arrive at Richmond next days by 6 p. m.

Leave Richmond Friday and Sunday at 6 a. m.; arrive at Trevilian's Depot next days by 6 p. m.

ROUTE No. 4447.

From Saint Stephen's Church to Stevensville, 17½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Porter Flagg | \$393. |
| T. L. Deshazo | 170. |
| | 90. Once a week. |
| Richard Williams | 140. <i>Accepted March 30, 1871.</i> |
| | 75. Once a week. |

Contract ordered with Richard Williams, dated March 30, 1871.
 By an order made May 17, 1871, revoke acceptance of Richard Williams.

ROUTE No. 4448.

From Saluda to Sandy Bottom, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Lancelot Partlow | \$520. |
| Porter Flagg | 433. |
| L. S. Bristow, sr. | 265. |
| John G. Anderton | 195. <i>Accepted March 30, 1871.</i> |
| G. B. Daniel, (<i>after time</i>) | 225. (<i>Received March 10, 1871.</i>) |
| | 190. (<i>Received March 12, 1871.</i>) |

Contract made with John G. Anderton, dated March 30, 1871, at \$195 per annum.

Leave Saluda Wednesday and Saturday at 8 a. m., or on arrival of mail from Tappa-hannock; arrive at Sandy Bottom by 1 p. m.

Leave Sandy Bottom Wednesday and Saturday at 2 p. m.; arrive at Saluda by 7 p. m.

ROUTE No. 4449.

From New Kent Court-House to Wilcox's Wharf, 22 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|---|
| G. T. Bradley | \$300 00. <i>Between Wilcox's Wharf and Charles City Court-House.</i> |
| Benjamin F. Verlander | 450 00. |
| J. L. H. Winfield | 395 00. |
| Eb'r G. Townsend | 348 75. <i>Accepted March 30, 1871.</i> |

Contract made with Eb'r G. Townsend, dated March 30, 1871, at \$348.75 per annum.

Leave New Kent Court-House Wednesday and Saturday at 5 a. m.; arrive at Wilcox's Wharf by 12 m.

Leave Wilcox's Wharf Wednesday and Saturday at 1 p. m.; arrive at New Kent Court-House by 8 p. m.

ROUTE No. 4450.

From Charles City Court-House to Apperson's, 12 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------------|--|
| J. L. H. Winfield | \$149. <i>Accepted March 30, 1871.</i> |

Contract ordered with J. L. H. Winfield, dated March 30, 1871, at \$149 per annum.

Leave Charles City Court-House Saturday at 2 p. m.; arrive at Apperson's by 6 p. m.

Leave Apperson's Saturday at 6 a. m.; arrive at Charles City Court-House by 10 a. m.

ROUTE No. 4451.

From Rippon Hall to King's Mill Wharf, 9 miles and back, three times a week to Williamsburgh, and six the residue.

Proposals invited to begin at Williamsburgh, omitting Rippon Hall.

| Bidder's name. | Sum per annum. |
|-------------------------|--------------------------------|
| M. R. Harrell, sr | \$500. <i>Invited service.</i> |

(Not let.)

ROUTE No. 4452.

From Yorktown to Matthew's Court-House, 33 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|--------------------|--|
| George Brown | \$840. <i>Accepted March 30, 1871.</i> |

Contract made with George Brown, dated March 30, 1871, at \$840 per annum.

Leave Yorktown Wednesday and Saturday at 6 a. m.; arrive at Matthew's Court-House by 5 p. m.

Leave Matthew's Court-House Tuesday and Friday at 6 a. m.; arrive at Yorktown by 5 p. m.

ROUTE No. 4453.

From Yorktown to Warwick Court-House, 12 miles and back, once a week.

Proposals for more frequent service invited.

| Bidder's name. | Sum per annum. |
|-------------------|--|
| Jacob Jones | \$120. <i>Accepted March 30, 1871.</i> |

Contract made with Jacob Jones, dated March 30, 1871, at \$120 per annum.
 Leave Yorktown Thursday at 1 p. m.; arrive at Warwick Court-House by 3 p. m.
 Leave Warwick Court-House Thursday at 10 a. m.; arrive at Yorktown by 12 m.

ROUTE No. 4454.

From Hampton to Yorktown, 24 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William Saunders | \$390. |
| Leonard Sheetz | 345. |
| Samuel Lively | 300. |
| William H. Jones | 295. |
| William H. Wood | 295. <i>Accepted March 30, 1871.</i> |

Contract made with William H. Wood, dated March 30, 1871, at \$295 per annum.
 Leave Hampton Wednesday and Saturday at 5 a. m.; arrive at Yorktown by 12 m.
 Leave Yorktown Wednesday and Saturday at 1 p. m.; arrive at Hampton at 8 p. m.

ROUTE No. 4455.

From Old Point Comfort to Hampton, 3 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Anderson Arnot | \$400 00. |
| Henry Servant | 297 00. |
| Edward Cotillar | 250 00. Informal. |
| Albert Christian | 250 00. |
| William F. Larrabee | 250 00. |
| Leonard Sheetz | 245 00. |
| Evan E. Woodward | 240 00. |
| George W. Greenhow | 200 00. |
| Henry Robinson | 199 00. |
| Shepherd Mallary | 190 00. |
| J. B. Lalle | 183 00. |
| Thomas Tabb | 174 50. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Tabb, dated March 30, 1871, at \$174.50 per annum.
 Leave Old Point Comfort daily, except Sunday, at 6.30 a. m.; arrive at Hampton by 7.30 a. m.
 Leave Hampton daily, except Sunday, at 4 p. m.; arrive at Old Point Comfort by 5 p. m.

ROUTE No. 4456.

From Cherrystone to Capeville, 9½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| John W. Mason, (<i>after time</i>) | \$280. Informal. <i>Accepted March 30, 1871.</i> |
| John H. Rayfield | 300. One-horse carriage with top. (Received March 17, 1871). |
| Wm. C. Twitchell | 280. (Received March 29, 1871.) |

Contract made with John W. Mason, dated March 30, 1871, at \$280 per annum.
 Leave Cherrystone Monday, Thursday, and Saturday at 12 m.; arrive at Capeville by 3 p. m.
 Leave Capeville Monday, Thursday, and Saturday at 8 p. m.; arrive at Cherrystone by 11 a. m.

ROUTE No. 4457.

From Horntown to Eastville, 62 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| L. A. Coghill | \$2,290. |
| Samuel S. Cadig | 1,950. |
| Samuel Allen | 1,944. |
| T. W. Twyford | 1,900. |
| C. A. Hurley and Thomas Petit | 1,850. |
| Rufus G. Dennis | 1,697. <i>Accepted March 30, 1871.</i> |
| Rufus G. Dennis, (<i>after time</i>) | 1,850. No guarantee or certificate. |

Contract made with Rufus G. Dennis, dated March 30, 1871, at \$1,697 per annum.
 Leave Horntown Monday, Wednesday, and Friday at 7.30 a. m.; arrive at Eastville by 11 p. m.
 Leave Eastville Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Horntown by 6.30 p. m.

ROUTE No. 4458.

From Horntown to Chincoteague Island, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Emory Maffit..... | \$600. |
| William F. R. Cropper..... | 500. |
| John B. Whealton..... | 500. |
| Thomas S. White..... | 400. |
| Alfred Hudson..... | 390. <i>Accepted March 30, 1871.</i> |

Contract made with Alfred Hudson, dated March 30, 1871, at \$390 per annum.

Leave Horntown Monday, Wednesday, and Friday at 8 a. m.; arrive at Chincoteague Island by 4 p. m.

Leave Chincoteague Island Monday, Wednesday, and Friday at 8 a. m.; arrive at Horntown by 4 p. m.

ROUTE No. 4459.

From Onancock to Horntown, 36 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Samuel Allen..... | \$1,072. |
| L. A. Coghill..... | 975. |
| J. H. Watson..... | 774. |
| James R. Petet..... | 700. <i>Accepted March 30, 1871.</i> |

Contract made with James R. Petet, dated March 30, 1871, at \$700 per annum.

Leave Onancock Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Horntown by 6 p. m.

Leave Horntown Monday, Wednesday, and Friday at 8 a. m.; arrive at Onancock by 6 p. m.

ROUTE No. 4460.

From Accomack Court-House to Locust Mount, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John W. Harrison..... | \$250. Informal. |
| John D. Heath..... | 209. Drummondtown and Locust Mount. |
| Lorenzo T. Mears..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Lorenzo T. Mears, dated March 30, 1871, at \$200 per annum.

Leave Accomack Court-House Monday, Wednesday, and Friday at 2 p. m.; arrive at Locust Mount by 5 p. m.

Leave Locust Mount Monday, Wednesday, and Friday at 8 a. m.; arrive at Accomack Court-House by 11 a. m.

ROUTE No. 4461.

From Princess Anne Court-House to Norfolk, 24 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| A. E. Kellam..... | \$500. |
| Robert Murden..... | 400. |
| John T. Caffee, jr..... | 390. |
| James E. Dey..... | 375. |
| Samuel Doudge..... | 330. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Doudge, dated March 30, 1871, at \$330 per annum.

Leave Princess Anne Court-House Tuesday and Saturday at 5 a. m.; arrive at Norfolk by 11 a. m.

Leave Norfolk Tuesday and Saturday at 1 p. m.; arrive at Princess Anne Court-House by 7 p. m.

ROUTE No. 4462.

From Princess Anne Court-House to Land of Promise, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| James E. Day..... | \$175. To Blossom Hill. |
| Robert Minden..... | 300. |
| J. T. Caffee..... | 290. |
| J. A. Stott..... | 285. |
| A. E. Kellam..... | 200. |
| Samuel Doudge..... | 170. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Doudge, dated March 30, 1871, at \$170 per annum.

Leave Princess Anne Court-House Wednesday at 6 a. m.; arrive at Land of Promise by 12 m.

Leave Land of Promise Wednesday at 1 p. m.; arrive at Princess Anne Court-House by 7 p. m.

ROUTE No. 4463.

From Blossom Hill to Knott's Island, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|------------------------|
| Caleb Ansel..... | \$120. No certificate. |
| James A. Stott..... | 149. |
| (Not let.) | |

ROUTE No. 4464.

From Hargrove's Tavern to Norfolk, 15 miles and back, twice a week.

| Bidder's names. | Sum per annum |
|--|--|
| James A. Stott..... | \$199. <i>Accepted March 30, 1871.</i> |
| Contract made with James A. Stott, dated March 30, 1871, at \$199 per annum. | |
| Leave Hargrove's Tavern Tuesday and Saturday at 6 a. m.; arrive at Norfolk by 10 a. m. | |
| Leave Norfolk Tuesday and Saturday at 11 a. m.; arrive at Hargrove's Tavern by 3 p. m. | |

ROUTE No. 4465.

From Surry Court-House to Petersburg, 45 miles and back, twice a week.

| Bidder's names. | Sum per annum. |
|--|--------------------------------------|
| John Mead, sr..... | \$845. |
| | 839. |
| J. T. Hughes..... | 825. |
| Robert A. Nelson..... | 785. <i>Accepted March 30, 1871.</i> |
| Contract made with Robert A. Nelson, dated March 30, 1871, at \$785 per annum. | |
| Leave Surry Court-House Wednesday and Saturday at 3 p. m.; arrive at Petersburg Monday and Thursday by 8 p. m. | |
| Leave Petersburg Tuesday and Friday at 7 a. m.; arrive at Surry Court-House next days by 12 m. | |

ROUTE No. 4466.

From Jerusalem to Petersburg, 45½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Jesse T. Hughes..... | \$900. |
| James D. Johnson..... | 785. <i>Accepted March 30, 1871.</i> |
| Jesse T. Hughes, (after time).... | 775. (Received March 11, 1871.) |
| Contract made with James D. Johnson, dated March 30, 1871, at \$785 per annum. | |
| Leave Jerusalem Wednesday and Saturday at 7 a. m.; arrive at Petersburg Thursday and Monday by 10 a. m. | |
| Leave Petersburg Tuesday and Friday at 7 a. m.; arrive at Jerusalem next days by 10 a. m. | |

ROUTE No. 4467.

From Ivor to Jerusalem, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Jesse T. Hughes..... | \$650. |
| H. F. Powell..... | 520. |
| John E. Rowls..... | 474. |
| A. L. Atkinson..... | 450. |
| Jordan Willeford..... | 444. |
| John Q. A. Barham..... | 440. |
| Robert A. Nelson..... | 390. <i>Accepted March 30, 1871.</i> |
| A. L. H. Brittle, (after time).... | 425. (Received March 10, 1871.) |
| Contract made with Robert A. Nelson, dated March 30, 1871, at \$390 per annum. | |
| Leave Ivor Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Jerusalem by 1 p. m. | |
| Leave Jerusalem Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Ivor by 8 p. m. | |

ROUTE No. 4468.

From Surry Court-House to Dallas, 8 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|-------------------|---|
| H. F. Powell..... | \$300. |
| | 100. <i>Too high, offer \$100. Accepted April 21, 1871.</i> |

Contract made with H. F. Powell, dated April 21, 1871, at \$100 per annum.
 Leave Surry Court-House Saturday at 1 p. m.; arrive at Dallas by 3 p. m.
 Leave Dallas Saturday at 10 a. m.; arrive at Surry Court-House by 12 m.

ROUTE No. 4469.

From Smithfield to Zuni Station, 15 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| Jesse T. Hughes..... | \$900. |
| H. F. Powell..... | 700. |
| C. B. Crumpler..... | 675. |
| J. B. Worrell..... | 472. |
| James A. Stott..... | 389. <i>Accepted March 30 1871.</i> |

Contract made with James A. Stott, dated March 30, 1871, at \$389 per annum.
 Leave Smithfield daily, except Sunday, at 1.30 p. m.; arrive at Zuni Station by 5 p. m.
 Leave Zuni Station daily, except Sunday at 8 a. m.; arrive at Smithfield by 11.30 a. m.

ROUTE No. 4470.

From Suffolk to Chuckatuck, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. T. Rouse..... | \$570. |
| H. F. Powell..... | 500. |
| J. A. Stott..... | 399. |
| William H. Jackson..... | 300. |
| Jeremiah Colburn..... | 234. <i>Accepted March 30, 1871.</i> |

Contract made with Jeremiah Colburne, dated March 30, 1871, at \$234 per annum.
 Leave Suffolk Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Chuckatuck by 2 p. m.
 Leave Chuckatuck Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Suffolk by 10 a. m.

ROUTE No. 4471.

From Stony Creek Warehouse to Sussex Court-House, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Albert R. Cotton..... | \$250. <i>Beginning at Sussex Court-House.</i> |
| Benjamin Winfield..... | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin Winfield, dated March 30, 1871, at \$190 per annum.
 Leave Stony Creek Warehouse Wednesday and Saturday at 10 a. m.; arrive at Sussex Court-House by 2 p. m.
 Leave Sussex Court-House Wednesday and Saturday at 3 p. m.; arrive at Stony Creek Warehouse by 7 p. m.

ROUTE No. 4472.

From Jerusalem to Hicksford, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Jordan Willeford..... | \$344. <i>Accepted March 30, 1871.</i> |

Contract made with Jordan Willeford, dated March 30 1871, at \$344 per annum.
 Leave Jerusalem Monday at 7 a. m.; arrive at Hicksford by 5 p. m.
 Leave Hicksford Tuesday at 7 a. m.; arrive at Jerusalem by 5 p. m.

ROUTE No. 4473.

From Jarratt's to Smoky Ordinary, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------|---|
| R. M. Mallory..... | \$249 00. |
| J. R. Jolly..... | 247 50. |
| Patrick Hendy..... | 234 00. |
| | 224 00. <i>Accepted March 30, 1871.</i> |

Contract made with Patrick Hendy, dated March 30, 1871, at \$224 per annum.
 Leave Jarratt's Wednesday and Saturday at 11 a. m.; arrive at Smoky Ordinary by 5 p. m.
 Leave Smoky Ordinary Wednesday and Saturday at 5 a. m.; arrive at Jarratt's by 10.30 a. m.

ROUTE No. 4474.

From Stony Creek Warehouse to Goodwynsville, 17 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------------|--|
| Lucinda Hitchcock | \$300. |
| | 300, twice a week. <i>Accepted April 26, 1871.</i> |

Contract made with Lucinda Hitchcock, dated April 26, 1871, at \$300 per annum.
 Leave Stony Creek Warehouse Tuesday and Saturday at 0.30 p. m.; arrive at Goodwynsville by 6 p. m.
 Leave Goodwynsville Tuesday and Saturday at 6 a. m.; arrive at Stony Creek Warehouse by 12 m.

ROUTE No. 4475.

From Lawrenceville to Petersburg, 48 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| William M. Manning..... | \$1,095. |
| William S. King | 975. |
| Jesse T. Hughes | 950. |
| J. J. Cole..... | 800. Buggy or hack. |
| Thomas Peter Graves | 675. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Peter Graves, dated March 30, 1871, at \$675 per annum.
 Leave Lawrenceville Wednesday and Saturday at 2 p. m.; arrive at Petersburg Monday and Thursday by 6 p. m.
 Leave Petersburg Tuesday and Friday at 8 a. m.; arrive at Lawrenceville Wednesday and Saturday by 11 a. m.

ROUTE No. 4476.

From Forksville to Boydton, 26 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Edward S. Rolfe..... | \$568. |
| F. M. Patillo..... | 540. |
| William H. Fonshill..... | 480. |
| William R. Taylor..... | 444. |
| Henry Walden | 600. |
| | 399. <i>Accepted March 30, 1871.</i> |

Contract made with Henry Walden, dated March 30, 1871, at \$399 per annum.
 Leave Forksville Tuesday and Saturday at 8 a. m.; arrive at Boydton by 4 p. m.
 Leave Boydton Monday and Friday at 8 a. m.; arrive at Forkville by 4 p. m.

ROUTE No. 4477.

From Blacks and Whites to Whittle's Mills, 48½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Edward M. Moore..... | \$600. No guarantors. |
| John J. Cole..... | 500. Horseback. |
| Benjamin F. Verlander..... | 1,250. |
| William W. Harris | 975. |
| George E. Gee..... | 675. <i>Accepted March 30, 1871.</i> |

Contract made with George E. Gee, dated March 30, 1871, at \$675 per annum.
 Leave Blacks and Whites Tuesday and Friday on arrival of eastern mail, say at 10 a. m.; arrive at Whittle's Mills next days by 11 a. m.
 Leave Whittle's Mills Wednesday and Saturday at 12 m.; arrive at Blacks and Whites Monday and Thursday by 1 p. m.

ROUTE No. 4478.

From Blacks and Whites to Drapersville, 32½ miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| John J. Cole | \$400. | Horseback. |
| Benjamin F. Verlander | 840. | |
| Simon Hazlewood | 598. | <i>Accepted March 30, 1871.</i> |
| Woodson Gualtney, (<i>after time</i>) ... | 415. | (Received March 22, 1871.) |

Contract made with Simon Hazlewood, dated March 30, 1871, at \$598 per annum.

Leave Blacks and Whites Tuesday and Friday at 10.30 a. m.; arrive at Drapersville by 8.30 p. m.

Leave Drapersville Wednesday and Saturday at 8 a. m.; arrive at Blacks and Whites by 6 p. m.

ROUTE No. 4479.

From Farmville to Pemberton, 39 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---------------------------------|
| James B. Enroughty | \$779. | |
| Jeter Robinson | 750. | |
| Richard F. Hague | 674. | |
| C. B. Perkins | 549. | <i>Accepted March 30, 1871.</i> |

Contract made with C. B. Perkins, dated March 30, 1871, at \$549 per annum.

Leave Farmville Monday and Friday at 10 a. m.; arrive at Pemberton by 7 p. m.

Leave Pemberton Tuesday and Saturday at 6 a. m.; arrive at Farmville by 3 p. m.

ROUTE No. 4480.

From Farmville to Buckingham Court-House, 27 miles and back, three times a week. Proposals embracing New Store invited.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| John N. Spencer | \$750. | |
| John D. Saunders | 1,000. | Invited service; covered wagon. |
| | 800. | |
| | 700. | Covered wagon. |
| John W. Taylor | 773. | |
| | 90. | Additional, to embrace New Store. |
| James B. Enroughty | 838. | Invited service. |
| | 720. | Invited service. |
| | 690. | |
| J. D. Williams | 625. | |
| C. B. Perkins | 524. | |
| Zachariah Griffin | 770. | Invited service. |
| | 470. | |
| Nathan McKinney | 599. | Invited service. <i>Accepted March 30, 1871.</i> |

Contract made with Nathan McKinney, dated March 30, 1871, at \$599 per annum.

Leave Farmville Tuesday, Thursday and Saturday at 10 a. m.; arrive at Buckingham Court-House by 4 p. m.

Leave Buckingham Court-House Monday, Wednesday and Friday at 11 a. m.; arrive at Farmville by 5 p. m.

ROUTE No. 4481.

From Farmville to Hampden Sidney College, 8 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| Tilmon B. Royall | \$495. | End at Prince Edward Court-House. Two-horse coach. |
| Richard Burton | 600. | |
| James H. Dunn | 540. | |
| James B. Enroughty | 480. | |
| Booker Jackson | 425. | |
| M. J. Duncann | 450. | |
| Augustus J. Price | 300. | <i>Accepted March 30, 1871.</i> |

Contract made with Augustus J. Price, dated March 30, 1871, at \$300 per annum.

Leave Farmville daily, except Sunday, at 1.45 p. m.; arrive at Hampden Sidney College by 3.45 p. m.

Leave Hampden Sidney College daily, except Sunday, at 6.45 a. m.; arrive at Farmville by 8.45 a. m.

ROUTE No. 4482.

From Pamplin's Depot to Red House, 13½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Peter C. Pemberton | \$160. <i>Accepted March 30, 1871.</i> |
| Peyton R. Ford, (<i>after time</i>)..... | 140. 70, once a week. (Received March 28, 1871.) |

Contract made with Peter C. Pemberton, dated March 30, 1871 at \$160 per annum.
Leave Pamplin's Depot Wednesday and Saturday at 12.30 p. m.; arrive at Red House by 5 p. m.
Leave Red House Wednesday and Saturday at 6.30 a. m.; arrive at Pamplin's Depot by 11 a. m.

ROUTE No. 4483.

From Pamplin's Depot to New Store, 15½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| John H. Chenault..... | \$175. Informal. |
| Obadiah Woodhull..... | 180. <i>Accepted March 30, 1871.</i> |
| Peyton R. Ford, (<i>after time</i>)..... | 150. Received March 15, 1871. No guarantee or certificate. |

Contract made with Obadiah Woodhull, dated March 30, 1871, at \$180 per annum.
Leave Pamplin's Depot Wednesday and Saturday at 1 p. m.; arrive at New Store by 5 p. m.
Leave New Store Wednesday and Saturday at 8 a. m.; arrive at Pamplin's Depot by 12 m.

ROUTE No. 4484.

From Appomattox Court-House to Nebraska, 3 miles and back, six times a week.

| Bidder's name. | Sum per annum. |
|--------------------------|--|
| Pryor D. Martin, jr..... | \$100. <i>Accepted March 30, 1871.</i> |

Contract made with Pryor D. Martin, dated March 30, 1871, at \$100 per annum.
Leave Appomattox Court-House daily, except Sunday, at 8 a. m.; arrive at Nebraska by 9 a. m.
Leave Nebraska daily, except Sunday, on arrival of mail from the east, say at 9.30 a. m.; arrive at Appomattox Court-House by 10.30 a. m.

ROUTE No. 4485.

From Nebraska to Bent Creek, 19 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| C. W. Hunter..... | \$400 00. |
| David C. Rogers | 350 00. Informal. |
| William Phelps..... | 295 00. |
| Jos. S. Bondvant..... | 291 50. |
| R. J. Gillispie..... | 273 75. |
| Joseph B. Coleman..... | 248 00. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph B. Coleman, dated March 30, 1871, at \$248 per annum.
Leave Nebraska Monday, Wednesday, and Friday at 1 p. m.; arrive at Bent Creek by 6 p. m.
Leave Bent Creek Monday, Wednesday, and Friday at 7 a. m.; arrive at Nebraska by 12 m.

ROUTE No. 4486.

From Spout Spring to Hat Creek, 20 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-------------------|--|
| C. W. Hunter..... | \$300. <i>Accepted March 30, 1871.</i> |

Contract made with C. W. Hunter, dated March 30, 1871, at \$300 per annum.
Leave Spout Spring Wednesday and Saturday at 4 a. m.; arrive at Hat Creek by 11 a. m.
Leave Hat Creek Wednesday and Saturday at 12 m.; arrive at Spout Spring by 7 p. m.

ROUTE No. 4487.

From Genito to Jefferson, 22 miles and back, twice a week.
Proposals are invited to begin at Richmond, omitting Genito.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| James B. Enroughty..... | \$450. |
| Richard A. Swann..... | 675. Invited service. |
| | 380. |
| William T. Ford..... | 325. |
| Richard J. Owen..... | 280. <i>Accepted March 30, 1871.</i> |

Contract made with Richard J. Owen, dated March 30, 1871, at \$280 per annum.
Leave Genito Tuesday and Saturday at 12 m.; arrive at Jefferson by 7 p. m.
Leave Jefferson Tuesday and Saturday at 5 a. m.; arrive at Genito by 12 m.

ROUTE No. 4488.

From Genito to Sunny Side, 27 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| James B. Enroughty..... | \$779. |
| William T. Ford..... | 750. |
| Charles S. Robinson..... | 675. |
| R. A. Swann..... | 596. |
| R. F. Hagne..... | 495. Horse-mail. |
| Elwood P. Davis..... | 347. <i>Accepted March 30, 1871.</i> |

Contract ordered with Elwood P. Davis, dated March 30, 1871, at \$347 per annum.
Leave Genito Monday, Wednesday, and Friday at 11 a. m., or on arrival of mail from Richmond; arrive at Sunny Side by 8 p. m.

Leave Sunny Side Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Genito by 2 p. m.

By an order made August 10, 1871, accepted bidder having failed, contract with R. F. Hayne, at \$370 per annum from July 1, 1871.

ROUTE No. 4489.

From Genito to Winterpock, 13 miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| James B. Enroughty..... | \$275. |
| William T. Ford..... | 260. |
| Richard J. Owen..... | 250. |
| Richard A. Swann..... | 375. Invited service. |
| William H. Williams..... | 250. Invited service. <i>Accepted March 30, 1871.</i> |
| | 175. |

Contract made with William H. Williams, dated March 30, 1871, at \$250 per annum.
Leave Genito Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Winterpock by 2 p. m.

Leave Winterpock Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Genito by 9.30 a. m.

ROUTE No. 4490.

From Matoax to Painesville, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John W. Chapman..... | \$300. |
| Stephen Scott..... | 225. |
| C. S. Robinson..... | 220. |
| James P. Wingo..... | 200. |
| Elwood P. Davis..... | 197. |
| John W. Taylor..... | 143. <i>Accepted March 30, 1871.</i> |

Contract made with John W. Taylor, dated March 30, 1871, at \$143 per annum.
Leave Matoax Wednesday and Saturday at 1.30 p. m.; arrive at Painesville by 7.5 p. m.

Leave Painesville Wednesday and Saturday at 7 a. m.; arrive at Matoax by 1 p. m.

ROUTE No. 4491.

From Amelia Court-House to Mannborough, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| James B. Enroughty..... | \$425. |
| J. P. Scott..... | 170. |
| Timothy Quinn..... | 169. <i>Accepted March 30, 1871.</i> |

Contract made with Timothy Quinn, dated March 30, 1871, at \$169 per annum.

Leave Amelia Court-House Wednesday and Saturday at 1 p. m.; arrive at Mannborough by 6 p. m.

Leave Mannborough Wednesday and Saturday at 7 a. m.; arrive at Amelia Court-House by 0.30 p. m.

ROUTE No. 4492.

From Jetersville to Cumberland Court-House, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| P. B. Foster, jr..... | \$394. Horse-mail. |
| J. W. Chapman..... | 375. |
| J. B. Enroughty..... | 374. |
| J. W. Chapman..... | 350. |
| C. S. Robinton..... | 345. |
| Giles W. Lester..... | 320. |
| J. W. Chapman..... | 300. |
| James B. Enroughty..... | 299. |
| Elwood P. Davis..... | 244. <i>Accepted March 30, 1871.</i> |

Contract ordered with Elwood P. Davis, dated March 30, 1871, at \$244 per annum.

Leave Jetersville Tuesday and Saturday at 8 a. m.; arrive at Cumberland Court-House by 3 p. m.

Leave Cumberland Court-House Monday and Friday at 5 a. m.; arrive at Jetersville by 12 m.

ROUTE No. 4493.

From Burksville to Yatesville, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| Thomas B. Enroughty..... | \$749. |
| Tilmon B. Royall..... | 525. |
| William P. Cole..... | 475. <i>Burksville to Rehoboth; horseback.</i> |
| John H. Crymes..... | 480. <i>Accepted March 30, 1871.</i> |
| David Pulley, (after time)..... | 400. <i>(Received March 4, 1871.)</i> |

Contract made with John H. Crymes, dated March 30, 1871, at \$480 per annum.

Leave Burksville Tuesday and Friday at 6 a. m.; arrive at Yatesville by 5 p. m.

Leave Yatesville Thursday and Saturday at 6 a. m.; arrive at Burksville by 5 p. m.

ROUTE No. 4494.

From Moore's Ordinary to Plantersville, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---|
| William Bates..... | \$299 50. |
| Filmon B. Royall..... | 299 00. |
| John H. Crymes..... | 290 00. <i>Accepted March 30, 1871.</i> |
| David Pulley, (after time)..... | 280 00. <i>(Received March 30, 1871.)</i> |

Contract made with John H. Crymes, dated March 30, 1871, at \$280 per annum.

Leave Moore's Ordinary Tuesday and Saturday at 11 a. m.; arrive at Plantersville by 3 p. m.

Leave Plantersville Tuesday and Saturday at 3.30 p. m.; arrive at Moore's Ordinary by 5.30 p. m.

ROUTE No. 4495.

From Keysville to Darlington Heights, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Tilmon B. Royall..... | \$300. |
| John T. Franklin..... | 190. |
| Edmunds M. Spencer..... | 175. |
| J. K. Daniel..... | 175. <i>Accepted March 30, 1871.</i> |

Contract made with J. K. Daniel, dated March 30, 1871, at \$175 per annum.
 Leave Keysville Tuesday and Saturday at 1 p. m.; arrive at Darlington Heights by 7 p. m.
 Leave Darlington Heights Tuesday and Saturday at 6 a. m.; arrive at Keysville by 12 m.

ROUTE No. 4496.

From Drake's Branch to Charlotte Court-House, 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| Tilmon B. Royall..... | \$300. | One-horse coach. |
| Barksdale & Price | 325. | |
| Thomas Mack..... | 200. | Accepted March 30, 1871. |

Contract made with Thomas Mack, dated March 30, 1871, at \$200 per annum.
 Leave Drake's Branch daily, except Sunday, at 10.30 a. m.; arrive at Charlotte Court-House by 12 m.

Leave Charlotte Court-House daily, except Sunday, at 8 a. m.; arrive at Drake's Branch by 9.30 a. m.

ROUTE No. 4497.

From Mossing Ford to Cole's Ferry, 16 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| William A. Hardiman..... | \$375. | Horseback. Illegal. |
| M. A. Morton | 396. | Accepted March 30, 1871. |

Contract made with M. A. Morton, dated March 30, 1871, at \$396 per annum.
 Leave Mossing Ford Monday, Wednesday, and Friday at 0.30 p. m.; arrive at Cole's Ferry by 6.30 p. m.

Leave Cole's Ferry Monday, Wednesday, and Friday at 7 a. m.; arrive at Mossing Ford by 11.15 a. m.

ROUTE No. 4498.

From Talcott to Boydton, 32 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--|
| T. Benton Dougherty..... | \$2,775. | |
| Oscar Wightman..... | 1,975. | |
| George N. Wells..... | 1,900. | |
| Anderson Arnot..... | 1,993. | |
| W. R. Taylor..... | 1,500. | |
| Edward S. Rolfe..... | 1,468. | Accepted May 12, 1871. |
| Samuel E. Spaulding | 1,325. | Certificate of postmaster irregular and one guarantor a married woman. |
| George E. Butler..... | 1,300. | Certificate of postmaster irregular. Suspended. |

Contract made with Edward S. Rolfe, dated May 12, 1871, at \$1,468 per annum.
 Leave Talcott daily, except Sunday, at 3.30 p. m.; arrive at Barnesville by 7.30 p. m.

Leave Barnesville daily, except Sunday, at 6 a. m.; arrive at Talcott by 10 a. m.
 Leave Barnesville daily, except Sunday, at 6.30 a. m.; arrive at Boydton by 12 m.
 Leave Boydton daily, except Sunday, at 1 p. m.; arrive at Barnesville by 9 p. m.

ROUTE No. 4499.

From Wylliesburgh to Dupree's Old Store, 4 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---|
| George N. Wells..... | \$170. | No certificate. |
| Edward S. Rolfe..... | 148. | Accepted May 12, 1871. |
| George E. Butler..... | 100. | Certificate irregular. |
| Samuel E. Spaulding..... | 75. | Certificate of postmaster irregular; one of the guarantors a married lady. Suspended. |

Contract made with Edward S. Rolfe, dated May 12, 1871, at \$148 per annum.
 Leave Wylliesburgh Tuesday and Friday at 5 p. m.; arrive at Dupree's Old Store by 6.30 p. m.

Leave Dupree's Old Store Tuesday and Friday at 6.45 p. m.; arrive at Wylliesburgh by 8.15 p. m.

ROUTE No. 4500.

From Barnesville to Clarksville, 18 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|--|
| T. Benton Daugherty..... | \$1,825. | |
| Anderson Arnot..... | 1,500. | |
| E. S. Rolfe..... | 1,090. | |
| George E. Butler..... | 1,000. | |
| Russell, Fletcher & Lawdon..... | 1,000. | Connect at Wolf Trap. |
| E. S. Rolfe..... | 990. | |
| George N. Wells..... | 950. | Accepted May 12, 1871. |
| Samuel E. Spaulding..... | 600. | Certificate of postmaster irregular, and one guarantor a married lady. |

Contract made with George N. Wells, dated May 12, 1871, at \$950 per annum.
 Leave Barnesville daily, except Sunday, at 6.30 a. m.; arrive at Clarksville by 1.30 p. m.
 Leave Clarksville daily, except Sunday, at 2.30 p. m.; arrive at Barnesville by 9 p. m.

ROUTE No. 4501.

From Barnesville to Abbyville, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---|
| George N. Wells..... | \$350. | |
| Samuel E. Spaulding..... | 250. | |
| Edward S. Rolfe..... | 240. | Accepted May 12, 1871. |
| George E. Butler..... | 225. | Certificate of postmaster irregular. Suspended. |

Contract made with Edward S. Rolfe, dated May 12, 1871, at \$240 per annum.
 Leave Barnesville Wednesday and Saturday at 6 a. m.; arrive at Abbyville by 9 a. m.
 Leave Abbyville Wednesday and Saturday at 9.30 a. m.; arrive at Barnesville by 1.30 p. m.

ROUTE No. 4502.

From Barnesville to Christiansville, 11½ miles and back, twice a week.

Proposals invited to extend route, via Drapersville and Chapel Hill, to Whittle's Mills, 23 miles.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---|
| Philip H. Hubbard..... | \$485. | Christiansville to Whittle's Mills. |
| Samuel E. Spaulding..... | 250. | |
| Edward S. Rolfe..... | 545. | Christiansville to Whittle's Mills. |
| | 240. | Accepted May 12, 1871. |
| George N. Wells..... | 700. | Barnesville to Whittle's Mills. |
| | 350. | |
| John H. Drumright..... | 649. | Barnesville to Whittle's Mills. |
| George E. Butler..... | 225. | Certificate of postmaster irregular; sus- suspended. |

Contract made with Edward S. Rolfe, dated May 12, 1871, at \$240 per annum.
 Leave Barnesville Wednesday and Saturday at 1 p. m.; arrive at Christiansville by 3 p. m.
 Leave Christiansville Wednesday and Saturday at 4.30 p. m.; arrive at Barnesville by 7 p. m.

ROUTE No. 4503.

From South Boston Depot to White House, 21 miles and back, twice a week, with side supply of Blue Wing from Red Bank, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|--------------------------|
| H. J. Hill..... | \$396. | |
| James L. Cliborn..... | 375. | |
| W. P. Carter..... | 372. | Accepted March 30, 1871. |

Contract made with W. P. Carter, dated March 30, 1871, at \$372 per annum.
 Leave South Boston Depot Wednesday and Saturday at 3 p. m.; arrive at White House by 9 p. m.
 Leave White House Wednesday and Saturday at 4 a. m.; arrive at South Boston Depot by 10 a. m.

Leave Red Bank Monday and Thursday at 8 a. m.; arrive at Blue Wing by 10 a. m.
 Leave Blue Wing Monday and Thursday at 10.30 a. m.; arrive at Red Bank by 12.30 p. m.

ROUTE No. 4504.

From Bremo Bluff to Buckingham Court-House, 27½ miles and back, twice a week

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| John D. Saunders..... | \$500. In buggy. |
| A. W. Child..... | 400. No certificate. |
| R. Edmund, president and agent James River Canal Packet Com- pany..... | 970. |
| C. B. Perkins..... | 449. |
| Zachariah Griffin..... | 390. <i>Accepted March 30, 1871.</i> |

Contract made with Zachariah Griffin, dated March 30, 1871, at \$390 per annum.
 Leave Bremo Bluff Tuesday and Saturday at 11 a. m.; arrive at Buckingham Court-House by 7 p. m.

Leave Buckingham Court-House Monday and Friday at 11 a. m.; arrive at Bremo Bluff by 7 p. m.

ROUTE No. 4505.

From Fork Union to Bremo Bluff, 5 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|-------------------|---|
| J. A. Lucado..... | \$250. Too high. \$150 per annum offered. Offer declined and proposal received for \$200. See letter. |

Contract negotiated with J. A. Lucado, dated April 26, 1871, at \$200 per annum.
 Leave Fork Union Tuesday, Thursday, and Saturday at 7.30 a. m.; arrive at Bremo Bluff by 9 a. m.

Leave Bremo Bluff Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Fork Union by 12.30 p. m.

ROUTE No. 4506.

From New Canton to Well Water, 24 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| T. H. Ford & Co..... | \$500. 250, once a week. |
| John D. Saunders..... | 480. |
| F. N. Maxey..... | 500. 450. <i>Accepted March 30, 1871.</i> |

Contract made with F. N. Maxey, dated March 30, 1871, at \$450 per annum.
 Leave New Canton Thursday and Saturday at 12 m.; arrive at Well Water by 7 p. m.

Leave Well Water Thursday and Saturday at 4 a. m.; arrive at New Canton by 11 a. m.

ROUTE No. 4507.

From Buckingham Court-House to Howardsville, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| C. B. Perkins..... | \$400. |
| J. D. Saunders..... | 380. |
| J. N. Spencer..... | 292. |
| J. J. Davis..... | 275. |
| J. D. Williams..... | 175. <i>Accepted March 30 1871.</i> |

Contract made with J. D. Williams, dated March 30, 1871, at \$175 per annum.
 Leave Buckingham Court-House Monday and Thursday at 1 p. m.; arrive at Howardsville by 6 p. m.

Leave Howardsville Monday and Thursday at 7 a. m.; arrive at Buckingham Court-House by 12 m.

ROUTE No. 4508.

From Whitlock to Laurel Grove, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Paul H. Dodson..... | \$210. |
| C. W. Cheeney..... | 200. |
| Fleming C. Franklin..... | 175. <i>Accepted March 30, 1871.</i> |

Contract made with Fleming C. Franklin, dated March 30, 1871, at \$175 per annum. Leave Whitlock Tuesday and Saturday at 1 p. m.; arrive at Laurel Grove by 4 p. m. Leave Laurel Grove Tuesday and Saturday at 9 a. m.; arrive at Whitlock by 12 m.

ROUTE No. 4509.

From Yellow Branch to Leesville, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Robert M. Corke..... | \$395. |
| Charles R. Rice..... | 360. <i>Accepted March 30, 1871.</i> |

Contract made with Charles R. Rice, dated March 30, 1871, at \$360 per annum. Leave Yellow Branch Wednesday and Saturday at 9 a. m.; arrive at Leesville by 2 p. m. Leave Leesville Wednesday and Saturday at 3 p. m.; arrive at Yellow Branch by 8 p. m.

ROUTE No. 4510.

From Meadville to Halifax Court-House, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| William C. Spencer..... | \$150 00 |
| Winston Edmunds..... | 120 00. |
| J. W. Burton..... | 119 50. |
| George D. Wood..... | 110 00. <i>Accepted March 30, 1871.</i> |

Contract made with George D. Wood, dated March 30, 1871, at \$110 per annum. Leave Meadville Wednesday, and Saturday at 2 p. m.; arrive at Halifax Court-House by 4.30 p. m. Leave Halifax Court-House Wednesday and Saturday at 9 a. m.; arrive at Meadville by 11 a. m.

ROUTE No. 4511.

From Campbell Court-House to Brookneal, 33 miles and back, twice a week. Proposals for three times a week service.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Charles R. Rice..... | \$660. |
| | 900. <i>Invited service.</i> |
| Robert M. Cocke..... | 825. <i>Invited service. Accepted March 30, 1871.</i> |
| | 565. |

Contract made with Robert M. Cocke, dated March 30, 1871, at \$825 per annum, for three times a week service. Leave Campbell Court-House Monday, Wednesday, and Friday at 8 a. m.; arrive at Brookneal by 6 p. m. Leave Brookneal Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Campbell Court-House by 3 p. m.

ROUTE No. 4512.

From Forest Depot to Loving Creek, 7 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$175. |
| Berry Reid..... | 150. <i>Accepted March 30, 1871.</i> |

Contract made with Berry Reid, dated March 30, 1871, at \$150 per annum. Leave Forest Depot Tuesday and Saturday at 2.30 p. m; arrive at Loving Creek by 4.30 p. m. Leave Loving Creek Tuesday and Saturday at 12 m.; arrive at Forest Depot by 2 p. m.

ROUTE No. 4513.

From Liberty to Charlemont, 21 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Matthew Dickey..... | \$597. |
| William B. Preas, Henry Preas, & W. H. Preas..... | 299. <i>Accepted March 30, 1871,</i> |

Contract made with William B. Preas, Henry Preas, and W. H. Preas, dated March 30, 1871, at \$299 per annum.

Leave Liberty Wednesday and Saturday at 10.30 a. m.; arrive at Charlemont by 4.30 p. m.

Leave Charlemont Wednesday and Saturday at 4 a. m.; arrive at Liberty by 10 a. m.

ROUTE No. 4514.

From Liberty to Rocky Mount, 41½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--------------------------------------|
| Matthew Dickey..... | \$984. |
| William B. Henry and W. H. Preas..... | 750. |
| James L. Patterson..... | 625. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Patterson, dated March 30, 1871, at \$625 per annum.

Leave Liberty Tuesday and Friday at 6 a. m.; arrive at Rocky Mount by 6 p. m.

Leave Rocky Mount Wednesday and Saturday at 6 a. m.; arrive at Liberty by 6 p. m.

ROUTE No. 4515.

From Liberty to Otter Hill, 6½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|-------------------------------------|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$175. |
| Alfred J. Gillaspie..... | 50. <i>Accepted March 30, 1871.</i> |

Contract made with Alfred J. Gillaspie, dated March 30, 1871, at \$50 per annum.

Leave Liberty Wednesday and Saturday at 11 a. m.; arrive at Otter Hill by 1 p. m.

Leave Otter Hill Wednesday and Saturday at 8 a. m.; arrive at Liberty by 10 a. m.

ROUTE No. 4516.

From Liberty to Stewartsville, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Matthew Dickey..... | \$747. |
| William A. Preas, Henry Preas, & W. H. Preas..... | 349. |
| James L. Patterson..... | 225. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Patterson, dated March 30, 1871, at \$225 per annum.

Leave Liberty Wednesday and Saturday at 6 a. m.; arrive at Stewartsville by 12 m.

Leave Stewartsville Wednesday and Saturday at 1 p. m.; arrive at Liberty by 7 p. m.

ROUTE No. 4517.

From Cooper's to Rocky Mount, 17 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|-------------------------------------|
| Matthew Dickey..... | \$386. |
| William B. Preas, Henry Preas, & W. H. Preas..... | 170. |
| William B. Meador..... | 115. |
| John F. Kennett..... | 75. <i>Accepted March 30, 1871.</i> |

Contract made with John F. Kennett, dated March 30, 1871, at \$75 per annum.

Leave Cooper's Tuesday at 6 a. m.; arrive at Rocky Mount by 11 a. m.

Leave Rocky Mount Tuesday at 1 p. m.; arrive at Cooper's by 6 p. m.

ROUTE No. 4518.

From Bunker Hill to Wade's, 16 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---|------------------------------|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$150. |
| | 250. <i>Invited service.</i> |

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| James L. Patterson..... | \$90. |
| | 180. Invited service. |
| Alfred J. Gillaspie..... | 74. |
| | 140. Invited service. <i>Accepted March 30, 1871</i> |

Contract made with Alfred J. Gillaspie, dated March 30, 1871, at \$140 per annum, for twice a week service.
 Leave Bunker Hill Tuesday and Friday at 8 a. m.; arrive at Wade's by 1 p. m.
 Leave Wade's Tuesday and Friday at 1.30 p. m.; arrive at Bunker Hill by 6.30 p. m.

ROUTE No. 4519.

From Fancy Grove to Berger's Store, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$200. <i>Accepted March 30, 1871.</i> |

Contract made with William B. Preas, Henry Preas, & W. H. Preas, dated March 30, 1871, at \$200 per annum.
 Leave Fancy Grove Friday at 1 p. m.; arrive at Berger's store by 7 p. m.
 Leave Berger's store Friday at 6 a. m.; arrive at Fancy Grove by 12 m.

ROUTE No. 4520.

From Davis's Mills to Dickinson, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$330. |
| James L. Patterson..... | 275. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Patterson, dated March 30, 1871, at \$275 per annum.
 Leave Davis's Mills Friday at 9 a. m.; arrive at Dickinson by 8 p. m.
 Leave Dickinson Saturday at 7 a. m.; arrive at Davis's Mills by 6 p. m.

ROUTE No. 4521.

From Emaus to Goodview, 5 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---------------------------------------|
| William B. Preas, Henry Preas, & W. H. Preas..... | \$75. <i>Accepted March 30, 1871.</i> |

Contract made with William B. Preas, Henry Preas, & W. H. Preas, dated March 30, 1871, at \$75 per annum.
 Leave Emaus Wednesday at 7 a. m.; arrive at Goodview by 9 a. m.
 Leave Goodview Wednesday at 1 p. m.; arrive at Emaus by 3 p. m.

ROUTE No. 4522.

From Bonsack's to Alleghany Station, 59½ miles and back, six times a week to Fincastle, and three times a week the residue.

| Bidders' names. | Sum per annum. |
|---|--|
| J. W. Burke..... | \$3,150. |
| J. L. Heiskell..... | 2,970. |
| A. W. Harman..... | 2,900. |
| Floyd Brewer..... | 2,494. |
| J. J. A. Trotter & A. D. Trotter | 2,440. |
| Anderson Arnot..... | 2,000. |
| James S. Allen..... | 1,990. |
| Alfred Beckley..... | 1,949. |
| John E. Curd..... | 1,890. |
| J. T. Rouse..... | 1,780. |
| Anderson McNeer..... | 1,749. |
| John Dame..... | 1,640. |
| John Zimmerman & George Zimmerman..... | 1,524. |
| D. C. Dunn..... | 1,090. <i>Accepted March 30, 1871.</i> |

One guarantor.

Contract made with D. C. Dunn, dated March 30, 1871, at \$1,090 per annum.
 Leave Bonsack's daily, except Sunday, after arrival of mail from Lynchburgh, say at 3.45 p. m.; arrive at Fincastle by 7.15 p. m.

Leave Fincastle Tuesday, Thursday, and Saturday at 2 a. m.; arrive at Alleghany Station by 4 p. m.

Leave Alleghany Station Monday, Wednesday, and Friday at 7 a. m.; arrive at Fincastle by 9 p. m.

Leave Fincastle daily, except Sunday, at 9 a. m.; arrive at Bonsack's by 1 p. m.

ROUTE No. 4523.

From Fincastle to Blacksburgh, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---------------------------------|
| J. W. Thompson & A. Thompson | \$325. | Horseback. |
| Philip F. Wood | 398. | |
| William L. Crush | 374. | |
| D. C. Dunn | 364. | |
| Solomon Simpson | 350. | |
| Anderson McNeer | 349. | |
| John Zimmerman & George Zimmerman | 349. | |
| E. C. Crush | 318. | |
| Alfred Beckley | 307. | |
| James H. Thompson | 305. | |
| John Camper | 300. | |
| John E. Curd | 290. | <i>Accepted March 30, 1871.</i> |

Contract made with John E. Curd, dated March 30, 1871, at \$290 per annum.

Leave Fincastle Friday at 6 a. m.; arrive at Blacksburgh by 8 p. m.

Leave Blacksburgh Saturday at 6 a. m.; arrive at Fincastle by 8 p. m.

ROUTE No. 4524.

From Fincastle to Covington, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|-----------------------------------|
| Edward C. Crush | \$380. | |
| Andrew McNeer | 349. | |
| John Camper | 330. | |
| Thomas Burke | 295. | |
| John E. Curd | 290. | |
| D. C. Dunn | 274. | |
| William L. Crush | 270. | One guarantor and no certificate. |
| Alfred Beckley | 244. | <i>Accepted March 30, 1871.</i> |
| John Zimmerman & George Zimmerman | 249. | |

Contract made with Alfred Beckley, dated March 30, 1871, at \$244 per annum.

Leave Fincastle Monday at 7 a. m.; arrive at Covington by 5 p. m.

Leave Covington Tuesday at 7 a. m.; arrive at Fincastle by 5 p. m.

ROUTE No. 4525.

From Big Lick to Rocky Mount, 28 miles and back, twice a week.

Proposals for one additional trip per week invited.

| Bidders' names. | Sum per annum. | |
|--|---|--|
| Lee Baliles | \$1,200 00, three times a week; two-horse buggy or coach. | |
| J. Thompson Laudon | 800 00, two-horse buggy or coach. | |
| William B. Preas, Henry Preas, & W. H. Preas | 650 00, three times a week. Horseback. | |
| | 840 00, three times a week. | |
| | 560 00. | |
| Daniel W. Aker | 579 50, three times a week. <i>Accepted March 30, 1871.</i> | |
| Yackfield Wade | 675 00, three times a week. | |
| | 500 00. | |

Contract made with Daniel W. Aker, dated March 30, 1871, at \$579.50 per annum, for three times a week service.

Leave Big Lick Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Rocky Mount by 4 p. m.

Leave Rocky Mount Monday, Wednesday, and Friday at 9 a. m.; arrive at Big Lick by 4 p. m.

ROUTE No. 4526.

From Naff's to Callaway's, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James M. Angel..... | \$170. |
| George C. Turner | 147. <i>Accepted March 30, 1871.</i> |

Contract made with George C. Turner, dated March 30, 1871, at \$147 per annum.
 Leave Naff's Tuesday and Saturday at 1 p. m.; arrive at Callaway's by 5 p. m.
 Leave Callaway's Tuesday and Saturday at 8 a. m.; arrive at Naff's by 12 m.

ROUTE No. 4527.

From Rocky Mount to Shady Grove, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Eldridge G. Smith..... | \$200. Horseback—letter (see bid on 4530) annuls this condition. |
| George C. King | 98. <i>Accepted March 30, 1871.</i> |

Contract made with George C. King, dated March 30, 1871, at \$98 per annum.
 Leave Rocky Mount Tuesday at 7 a. m.; arrive at Shady Grove by 12 m.
 Leave Shady Grove Tuesday at 1 p. m.; arrive at Rocky Mount by 6 p. m.

ROUTE No. 4528.

From Rocky Mount to Floyd Court-House, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|---|
| W. R. & John M. Dickey..... | \$749 00. |
| Abraham T. Barber | 799 95, to Jacksonville. |
| George C. King..... | 495 00. |
| James W. Deheart..... | 455 00. |
| ..... | 424 00. |
| Noah Underwood | 460 00. |
| Thomas Lancaster | 420 00. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Lancaster, dated March 30, 1871, at \$420 per annum.
 Leave Rocky Mount Tuesday and Friday at 7 a. m.; arrive at Floyd Court-House by 7 p. m.
 Leave Floyd Court-House Wednesday and Saturday at 6 a. m.; arrive at Rocky Mount by 6 p. m.

ROUTE No. 4529.

From Shady Grove to Snow Creek, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Eldridge G. Smith..... | \$70. Horseback. Letter, with bid on route 4530, annuls this horseback clause. <i>Accepted March 30, 1871.</i> |

Contract made with Eldridge G. Smith, dated March 30, 1871, at \$70 per annum.
 Leave Shady Grove Thursday at 12.30 p. m.; arrive at Snow Creek by 2.30 p. m.
 Leave Snow Creek Thursday at 3 p. m.; arrive at Shady Grove by 5 p. m.

ROUTE No. 4530.

From Shady Grove to Bachelor's Hall, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Eldridge G. Smith..... | \$800. Horseback. Letter inclosed annuls horseback clause. |
| Joseph A Slaydon..... | 500. One guarantor. |
| Robert Bondweant..... | 875. |
| John L. Anglin..... | 600. (?) |
| John Stoops..... | 600. |
| Nelson Land..... | 496. |
| James A. Dickey..... | 416. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Dickey, dated March 30, 1871, at \$416 per annum.
 Leave Shady Grove Tuesday and Friday at 9 a. m.; arrive at Bachelor's Hall by 7 p. m.
 Leave Bachelor's Hall Wednesday and Saturday at 9 a. m.; arrive at Shady Grove by 7 p. m.

ROUTE No. 4531.

From Elamsville to Rocky Mount, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|--|
| Lee Baliles..... | \$208 00. | Horseback. |
| Samuel F. Shelor..... | 160 00. | One guarantor. |
| John Stoops..... | 250 00. | |
| William J. Law..... | 180 00. | |
| George C. King..... | 175 00. | |
| William R. Rover..... | 169 00. | |
| Moses P. Jefferson..... | 168 00. | <i>Accepted March 30, 1871.</i> |
| T. A. Turner, (<i>after time</i>)..... | 29 75. | No certificate. Horseback. (Received March 4, 1871.) |

Contract made with Moses P. Jefferson, dated March 30, 1871, at \$168 per annum.
 Leave Elamsville Tuesday at 7 a. m.; arrive at Rocky Mount by 5 p. m.
 Leave Rocky Mount Wednesday at 7 a. m.; arrive at Elamsville by 5 p. m.

ROUTE No. 4532.

From Salem to Floyd Court-House, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| Matthew Dickey..... | \$529. | |
| Thomas Lancaster..... | 284. | |
| Noah Underwood..... | 275. | |
| James W. Deheart..... | 260. | |
| George T. Sowers..... | 253. | |
| James W. Deheart..... | 250. | <i>Accepted March 30, 1871.</i> |

Contract made with James W. Deheart, dated March 30, 1871, at \$250 per annum.
 Leave Salem Thursday at 5 a. m.; arrive at Floyd Court-House by 8 p. m.
 Leave Floyd Court-House Wednesday at 5 a. m.; arrive at Salem by 8 p. m.

ROUTE No. 4533.

From Salem to Ripley's Mills, 30 miles and back, twice a week to New Castle, and three times the residue.

| Bidders' names. | Sum per annum. | |
|-----------------------------|----------------|---|
| J. Thomas Landon..... | \$600. | Horseback. |
| J. G. Custer..... | 960. | |
| J. W. Harveycutter..... | 745. | |
| Floyd Brewer..... | 697. | |
| Isaac Custer..... | 646. | |
| John A. Huffman..... | 593. | |
| John & A. G. Zimmerman..... | 549. | |
| William M. Goode..... | 525. | |
| Smith Caldwell..... | 500. | (Present contractor.) <i>Accepted March 30, 1871.</i> |
| John Dawe..... | 500. | |

Contract made with Smith Caldwell, dated March 30, 1871, at \$500 per annum.
 Leave Salem Tuesday and Friday at 8 a. m.; arrive at New Castle by 4 p. m.
 Leave New Castle Wednesday and Saturday at 8 a. m.; arrive at Salem by 4 p. m.
 Leave New Castle Monday, Wednesday, and Friday at 8 a. m.; arrive at Ripley's Mills same day by 9.30 a. m.
 Leave Ripley's Mills Monday at 9.30 a. m.; arrive at New Castle by 11 a. m.

ROUTE No. 4534.

From New Castle to Simmonsville, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------------|----------------|---|
| John Anderson Hoffman..... | \$193. | End at Howell Hill. |
| Joel G. Custer..... | 300. | Too high. \$200 per annum offered and accepted. |

Contract negotiated with Joel G. Custer, dated April 26, 1871, at \$200 per annum.
 Leave New Castle Wednesday at 12 m.; arrive at Simmonsville by 6 p. m.
 Leave Simmonsville Wednesday at 5 a. m.; arrive at New Castle by 11 a. m.

ROUTE No. 4535.

From Newport to Pearisburgh, 21 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| David W. Aker | \$469 50. |
| John C. Wilburn | 434 00. |
| Aaron T. Cumbee | 350 00. |
| Andrew J. Hollman | 294 90. |
| A. McNeer | 294 00. |
| W. H. Stable | 290 00. |
| E. F. Starritt | 249 00. |
| James M. Peters | 244 00. |
| Andrew Caldwell | 240 00. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Caldwell, dated March 30, 1871, at \$240 per annum.
 Leave Newport Wednesday and Saturday at 1 p. m., or on arrival of mail from
 Christiansburgh; arrive at Pearisburgh by 8 p. m.
 Leave Pearisburgh Wednesday and Saturday at 5 a. m.; arrive at Newport by 12 m.

ROUTE No. 4536.

From Shawsville to Simpsons's, 16½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Thomas Lancaster | \$150 00. |
| Eli Board | 74 50. No guarantors. |
| Bird Hall | 64 49. <i>Accepted March 30, 1871.</i> |

Contract made with Bird Hall, dated March 30, 1871, at \$64 49 per annum.
 Leave Shawsville Wednesday at 1 p. m.; arrive at Simpson's by 8 p. m.
 Leave Simpson's Wednesday at 6 a. m.; arrive at Shawsville by 11 a. m.

ROUTE No. 4537.

From Christiansburgh to Floyd Court-House, 21 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---|---|
| T. Benton Daugherty | \$2,991 00. |
| Wm. R. Dickey & John M. Dickey | 995 00. |
| Anderson McNeer | 947 00. |
| Anderson Arnot | 900 00. |
| James A. Dickey | 840 00. |
| S. B. Snow | 782 00. |
| Daniel W. Aker | 779 50. |
| D. C. Dunn | 690 00. |
| A. P. Huffman | 689 00. |
| Richard J. Noell | 679 00. |
| Noah Underwood | 649 00. |
| George T. Sowers | 626 00. |
| James W. Deheart | 648 00. |
| William Martin | 600 00. |
| William Martin | 575 00. <i>Accepted March 30, 1871.</i> |

Contract made with William Martin, dated March 30, 1871, at \$575 per annum.
 Leave Christiansburgh daily, except Sunday, at 12 m.; arrive at Floyd Court House
 by 5.30 p. m.
 Leave Floyd Court House daily, except Sunday, at 5.30 a. m.; arrive at Christians-
 burgh by 11 a. m.

ROUTE No. 4538.

From Christiansburgh to Radford Furnace, 21 miles and back, three times a week

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Robert A. Calfee | \$650 00. End at Reed Island. |
| Matthew Dickey | 400 00, twice a week. |
| Matthew Dickey | 756 00. |

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------------------|
| Daniel W. Aker..... | \$499 50. |
| S. B. Snow..... | 497 00. |
| James A. Dickey..... | 423 00. |
| Smith Caldwell..... | 415 00. |
| Joseph Hanes..... | 350 00. |
| S. B. Snow..... | 325 00. Schedule changed. |
| Richard J. Noell..... | 319 00. Accepted March 30, 1871. |

Contract made with Richard J. Noell, dated March 30, 1871, at \$319 per annum.

Leave Christiansburgh Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Radford Furnace by 12 m.

Leave Radford Furnace Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Christiansburgh by 7 p. m.

ROUTE No. 4539.

From Christiansburgh to Newport, 17½ miles and back, six times a week to Blacksburgh, and six times a week the residue, from 1st June to 30th September, and three times the residue of the year.

| Bidders' names. | Sum per annum. |
|---|-------------------------------|
| T. Benton Dougherty..... | \$2,771. (?) |
| Anderson McNeer..... | 1,298. |
| J. N. Jordan..... | 750. |
| A. T. Cumbee..... | 740. |
| J. J. Trotter & A. D. Trotter.... | 740. |
| J. T. Rouse..... | 640. |
| D. W. Aker..... | 626. Letters of credit. |
| Joseph Hones..... | 625. |
| A. P. Huffman..... | 598. |
| George W. Porterfield..... | 593. |
| Archibald Thompson..... | 525. |
| John W. Thompson & Archy Thompson..... | 500. |
| William A. Huffman..... | 500. |
| Richard J. Noell..... | 437. Accepted March 30, 1871. |

Contract made with Richard J. Noell, dated March 30, 1871, at \$437 per annum.

Leave Christiansburgh daily, except Sunday, at 7.30 a. m.; arrive at Blacksburgh by 10 a. m.

Leave Blacksburgh daily, except Sunday, at 11 a. m.; arrive at Christiansburgh by 1.30 p. m.

June 1 to September 30.

Leave Blacksburgh daily, except Sunday, at 10.30 a. m.; arrive at Newport by 1 p. m.

Leave Newport daily, except Sunday, at 1.30 p. m.; arrive at Blacksburgh by 4 p. m.

October 1 to May 31.

Leave Blacksburgh Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Newport by 1 p. m.

Leave Newport Tuesday, Thursday, and Saturday at 1.30 p. m.; arrive at Blacksburgh by 4 p. m.

ROUTE No. 4540.

From Radford Furnace to Dublin, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Robert A. Calfee..... | \$336. End at Reed Island. 210, twice a week. |
| James A. Dickey..... | 274. |
| James Kersey..... | 240. (?) |
| No use; omit. | |

ROUTE No. 4541.

From Floyd Court-House to Hillsville, 36½ miles and back, twice a week.

| Bidders' names | Sum per annum. |
|--------------------------|----------------|
| Clarke Moxley..... | \$698. |
| T. M. Oglesby..... | 651. |
| F. J. Lundy..... | 647. |
| Evaline F. Williams..... | 624. |

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| J. A. Dickey..... | \$474. |
| J. W. Deheart..... | 450. |
| T. J. Dickenson..... | 444. |
| A. V. Hylton..... | 427. |
| James M. Castle..... | 390. |
| Thomas Lancaster..... | 380. between Floyd C. H. and Carroll C. H. |
| E. J. Hundley..... | 338. <i>Accepted March 30, 1871.</i> |
| Martha W. Moore..... | 375. |

Contract made with E. J. Hundley, dated March 30, 1871, at \$338 per annum.
 Leave Floyd Court-House Tuesday and Friday at 7 a. m.; arrive at Hillsville by 6 p. m.
 Leave Hillsville Wednesday and Saturday at 7 a. m.; arrive at Floyd Court-House by 6 p. m.

ROUTE No. 4542.

From Floyd Court-House to Stone Mountain, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Thomas M. Oglesby..... | \$430. |
| F. J. Lundy..... | 294. |
| T. J. Dickenson..... | 234. See bid on 4561. |
| William M. Bolt..... | 219. |
| Ure Dickenson..... | 200. |
| Noah Underwood..... | 200. |
| Edmund Marshall..... | 190. |
| Crawford Martin..... | 189. |
| Floyd Dickenson..... | 188. Schedule proposed. |
| Crawford Martin..... | 175. |
| Thomas Lancaster..... | 170. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Lancaster, dated March 30, 1871, at \$170 per annum.
 Leave Floyd Court-House Monday at 7 a. m.; arrive at Stone Mountain by 6 p. m.
 Leave Stone Mountain Tuesday at 7 a. m.; arrived at Floyd Court-House by 6 p. m.

ROUTE No. 4543.

From Clover Depot to Republican Grove and back, by Whitesville, &c., to Clover Depot, equal to 25 miles and back; six times a week to Mount Laurel, and three times the residue.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| George B. Fourgureau..... | \$591. |
| John L. Anderson..... | 538. |
| Thomas E. Owen..... | 524. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas E. Owen, dated March 30, 1871, at \$524 per annum.
 Leave Clover Depot daily, except Sunday, at 3.30 p. m.; arrive at Mount Laurel by 5 p. m.
 Leave Mount Laurel daily, except Sunday, at 1.30 p. m.; arrive at Clover Depot by 3 p. m.
 Leave Mount Laurel Tuesday, Thursday, and Saturday at 11.30 a. m.; arrive at Republican Grove by 6 p. m.
 Leave Republican Grove Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Clover Depot by 10.30 a. m.

ROUTE No. 4544.

From Halifax Court-House to South Boston Depot, 6 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| John W. Bunton..... | \$1 under any other bidder. |
| Anderson Arnot..... | 400. |
| A. W. Harman..... | 375. |
| E. M. Jackson..... | 199. <i>Accepted March 30, 1871.</i> |
| Edwin Ross..... | 245. |

Contract made with E. M. Jackson, dated March 30, 1871, at \$199 per annum.
 Leave Halifax Court-House daily, except Sunday, at 8 a. m.; arrive at South Boston Depot by 9.30 a. m.
 Leave South Boston Depot daily, except Sunday, at 2.30 p. m.; arrive at Halifax Court-House by 4 p. m.

ROUTE No. 4545.

From New's Ferry to Mount Airy, 32½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| T. R. Fourgureau | \$648. |
| D. W. Rowland | 590. |
| H. P. Ferguson | 450. |
| T. P. Davenport..... | 439. |
| A. P. Fathering..... | 400. <i>Accepted March 30, 1871.</i> |
| H. P. Ferguson, (<i>after time</i>)..... | 438. (Received March 20, 1871.) |

Contract made with A. P. Fathering, dated March 30, 1871, at \$400 per annum.
 Leave New's Ferry Tuesday and Friday 8 a. m.; arrive at Mount Airy by 6 p. m.
 Leave Mount Airy Wednesday and Saturday 6 a. m.; arrive at New's Ferry by 4 p. m.

ROUTE No. 4546.

From New's Ferry to Cunningham's Store, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| T. R. Fourgureau..... | \$485 00. |
| H. P. Ferguson | 249 00. |
| R. A. Croxton | 240 00. |
| John W. Burton..... | 190 50. <i>Accepted March 30, 1871.</i> |

Contract made with John W. Burton, dated March 30, 1871, at \$190.50 per annum.
 Leave New's Ferry Wednesday and Saturday 9.30 a. m.; arrive at Cunningham's Store by 2.30 p. m.

Leave Cunningham's Store Wednesday and Saturday at 8.30 p. m.; arrive at 8.30 p. m.

ROUTE No. 4547.

From Pittsylvania Court-House to Lynchburgh, 56 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| J. T. Rouse..... | \$2,100. |
| Anderson Arnot..... | 2,000. |
| A. W. Harman..... | 1,975. |
| David W. Rowland..... | 1,580. |
| Charles R. Rice..... | 1,498. <i>Withdrawn.</i> |
| William T. Pugh..... | 1,400. <i>Accepted March 30, 1871.</i> |

Contract made with William T. Pugh, dated March 30, 1871, at \$1,400 per annum.
 Leave Pittsylvania Court-House Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Campbell Court-House by 3 p. m.

Leave Campbell Court-House Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at Lynchburgh by 7 p. m.

Leave Lynchburgh Monday, Wednesday, and Friday at 4 a. m.; arrive at Campbell Court-House by 7.30 p. m.

Leave Campbell Court-House Monday, Wednesday, and Friday at 8 a. m.; arrive at Pittsylvania Court-House by 8 p. m.

ROUTE No. 4548.

From Pittsylvania Court-House to Danville, 20 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Anderson Arnot..... | \$900. |
| J. L. Anglin | 800. |
| A. W. Harman | 775. |
| E. R. Hughes | 775. |
| David Oliver | 600. |
| J. W. Bunton | 570. |
| David Oliver | 530. |
| J. T. Rouse | 500. |
| Robert Chambers and R. R. Steagall..... | 445. <i>Accepted March 30, 1871.</i> |

Contract made with Robert Chambers and R. R. Steagall, dated March 30, 1871, at \$445 per annum.

Leave Pittsylvania Court-House Tuesday, Thursday, and Saturday, at 6 a. m.; arrive at Danville by 12 m.

Leave Danville Tuesday, Thursday, and Saturday, after the arrival of mail from Richmond, say about 6 p. m.; arrive at Pittsylvania Court-House by 12 at night.

ROUTE No. 4549.

From Pittsylvania Court-House to Spring Garden, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| Frank McNorton..... | \$100. |
| Henry White | 99. |
| David Oliver | 97. <i>Accepted March 30, 1871.</i> |

Contract made with David Oliver, dated March 30, 1871, at \$97 per annum.

Leave Pittsylvania Court-House Friday at 8 a. m.; arrive at Spring Garden by 10.15 a. m.

Leave Spring Garden Friday at 10.45 a. m.; arrive at Pittsylvania Court-House by 1 p. m.

ROUTE No. 4550.

From Pittsylvania Court-House to Glade Hill, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Matthew Dickey | \$532. |
| Frank McNorton..... | 500. |
| Henry White | 449. |
| David Oliver | 400. |
| William B. Preas, Henry Preas, and W. H. Preas..... | 360. <i>Accepted March 30, 1871.</i> |

Contract made with William B. Preas, Henry Preas, and W. H. Preas, dated March 30, 1871, at \$360 per annum.

Leave Pittsylvania Court-House Wednesday at 7 a. m.; arrive at Glade Hill by 8 p. m.

Leave Glade Hill Thursday at 7 a. m.; arrive at Pittsylvania Court-House by 8 p. m.

ROUTE No. 4551.

From Danville to Martinsville, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Robert Chambers and R. R. Steagall | \$1,195 00. |
| J. M. Smith, jr..... | 1,190 00. |
| John Lee Anglin..... | 1,000 00. |
| David Oliver..... | 990 00. |
| John W. Bunton..... | 987 50. |
| A. W. Harman..... | 899 00. |
| Nelson Land..... | 898 00. |
| Clarke Moxley..... | 698 00. |
| J. T. Rouse..... | 650 00. |
| William B. Preas, Henry Preas, and William H. Preas..... | 600 00. <i>Accepted March 30, 1871.</i> |

Contract made with William B. Preas, Henry Preas, and William H. Preas, dated March 30, 1871, at \$650 per annum.

Leave Danville Wednesday and Saturday at 7 a. m.; arrive at Martinsville by 5 p. m.

Leave Martinsville Tuesday and Friday at 7 a. m.; arrive at Danville by 5 p. m.

ROUTE No. 4552.

From Danville to Rocky Mount, 57 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Abram T. Barbour | \$1,499 95. |
| J. T. Rouse..... | 1,350 00. |
| Robert Chambers and R. R. Steagall | 1,245 00. |
| E. R. Hughes..... | 1,240 00. |
| William E. Yeatts | 1,175 00. |

| Bidders' names. | Sum per annum. |
|---|---|
| William B. Preas, Henry Preas, and William H. Preas..... | \$1,140 00. |
| Thomas J. Dickinson..... | 1,140 00. See bid on route 4561. |
| Clark Moxley..... | 1,079 00. |
| John Stoops..... | 1,000 00. |
| John W. Bunton..... | 864 00. |
| John Lee Anglin..... | 850 00. <i>Accepted March 30, 1871.</i> |

Contract made with John Lee Anglin, dated March 30, 1871, at \$850 per annum.
Leave Danville Monday and Thursday at 6 a. m.; arrive at Rocky Mount next days by 11 a. m.
Leave Rocky Mount Tuesday and Friday at 12 m.; arrive at Danville next days by 6 p. m.

ROUTE No. 4553.

From Traylorville to Elamsville, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------------|
| Lee Baliles..... | \$146. |
| Thomas J. Lancaster..... | 104. Horseback. |
| Moses P. Jefferson..... | 93. |
| Ahirah J. Harbonty..... | 89. <i>Accepted March 30, 1871.</i> |

Contract made with Ahirah J. Harbonty, dated March 30, 1871, at \$89 per annum.
Leave Traylorville Friday at 1 p. m.; arrive at Elamsville by 7 p. m.
Leave Elamsville Friday at 6 a. m.; arrive at Traylorville by 12 m.

ROUTE No. 4554.

From Martinsville to Patrick Court-House, 31 miles and back, once a week.
Bids invited to begin at Penn's Store, omitting Martinsville and Horse Pasture.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| John Stoops..... | \$249. |
| Thomas J. Dickinson..... | 249. See bid on route 4561. |
| John Lee Anglin..... | 225. Begin at Penn's Store. |
| John Stoops..... | 125. Begin at Penn's Store. |
| Albert P. McIntosh..... | 125. Begin at Penn's Store. |
| Charles Pinkney Anglin..... | 111. Begin at Penn's Store. |
| Calvin M. McIntosh..... | 108. Begin at Penn's Store. |
| John Lee Anglin..... | 103. <i>Accepted March 30, 1871.</i> |

Contract made with John Lee Anglin, dated March 30, 1871, at \$103 per annum.
Schedule to be arranged.

ROUTE No. 4555.

From Martinsville to Patrick Court-House, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John Lee Anglin..... | \$275. |
| Lee Baliles..... | 250. Via Traylorville, horseback. |
| Thomas J. Dickenson..... | 249. See bid on route 4561. |
| John Stoops..... | 249. <i>Accepted March 30, 1871.</i> |

Contract made with John Stoops, dated March 30, 1871, at \$249 per annum.
Leave Martinsville Friday at 7 a. m.; arrive at Patrick Court-House by 6 p. m.
Leave Patrick Court-House Thursday at 7 a. m.; arrive at Martinsville by 6 p. m.

ROUTE No. 4556.

From Martinsville to Prillaman's, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| John Lee Anglin..... | \$500. |
| Lee Baliles..... | 260. Horseback. |
| Fleming L. Prillaman and Alexan- der Bryant..... | 250. |
| George C. Turner..... | 218. |
| Joshua L. Craddock..... | 208. <i>Accepted March 30, 1871.</i> |

Contract made with Joshua L. Craddock, dated March 30, 1871, at \$208 per annum.
Leave Martinsville Wednesday and Saturday at 0.30 p. m.; arrive at Prillaman's by 7.30 p. m.
Leave Prillaman's Wednesday and Saturday at 5 a. m.; arrive at Martinsville by 12 m.

ROUTE No. 4557.

From Patrick Court-House to Rock Springs, 10 miles and back, once week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| John Stoops | \$75 00. |
| Calvin M. McIntosh | 60 00. |
| William G. Roberson | 49 00. |
| John Lee Anglin | 48 50. <i>Accepted March 30, 1871.</i> |

Contract made with John Lee Anglin, dated March 30, 1871, at \$48.50 per annum.
 Leave Patrick Court-House Wednesday at 6 a. m.; arrive at Rock Springs by 9 a. m.
 Leave Rock Springs Wednesday at 10 a. m.; arrive at Patrick Court-House by 1 p. m.

ROUTE No. 4558.

From Patrick Court-House to Hillsville, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| John Lee Anglin | \$489 50. |
| Thomas M. Oglesby | 420 00. |
| Matthew Dickey | 391 00. |
| Evalina F. Williams | 384 00. |
| Clark Moxley | 379 00. |
| John Stoops | 300 00. |
| Th. J. Dickinson | 294 00. <i>See bid on 4561.</i> |
| Samuel Davis | 290 00. |
| Martha W. Moore | 275 00. |
| Edmund Marshall | 260 00. |
| David E. Conner | 244 00. |
| E. J. Hundley | 239 20. <i>Accepted March 30, 1871.</i> |

Contract made with E. J. Hundley, dated March 30, 1871, at \$239.20 per annum.
 Leave Patrick Court-House Wednesday at 6 a. m.; arrive at Hillsville by 7 p. m.
 Leave Hillsville Tuesday at 6 a. m.; arrive at Patrick Court-House by 7 p. m.

ROUTE No. 4559.

From Patrick Court-House to Floyd Court-House, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Thomas M. Oglesby | \$420. |
| Clark Moxley | 349. |
| Fielder J. Lundy | 317. |
| Thomas J. Dickinson | 259. |
| James A. Dickey | 217. |
| John Stoops | 200. |
| C. C. Ratliff | 195. |
| Thomas D. Rorrer | 174. |
| William G. Robertson | 162. |
| William R. Rorrer | 159. |
| Moses P. Jefferson | 148. <i>Accepted March 30, 1871.</i> |
| Columbus J. Wright | 147. <i>Horseback.</i> |

Contract made with Moses P. Jefferson, dated March 30, 1871, at \$148 per annum

Leave Patrick Court-House Tuesday at 7 a. m.; arrive at Floyd Court-House by 6 p. m.

Leave Floyd Court-House Wednesday at 7 a. m.; arrive at Patrick Court-House by 6 p. m.

ROUTE No. 4560.

From Patrick Court-House to Mount Airy, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---------------------------------|
| Matthew Dickey | \$384 00. |
| Thomas M. Oglesby | 374 00. |
| William R. Dickey and John M. Dickey | 288 00. |
| Thomas J. Dickinson | 249 00. <i>See bid on 4561.</i> |
| James A. Dickey | 219 00. |
| John Stoops | 200 00. |

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Albert P. McIntosh..... | \$175 00. |
| John Le Anglin..... | 174 50. |
| | 169 50. |
| Albert P. McIntosh..... | 168 00. <i>Accepted March 30, 1871.</i> |

Contract made with Albert P. McIntosh, dated March 30, 1871, at \$168 per annum.
 Leave Patrick Court-House Monday at 7 a. m.; arrive at Mount Airy by 5 p. m.
 Leave Mount Airy Tuesday at 7 a. m.; arrive at Patrick Court-House by 5 p. m.

ROUTE No. 4561.

From Nuckollsville to Elk Creek, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Fielder J. Lundy..... | \$169 00. |
| Evalina F. Williams..... | 139 00. |
| William R. Dickey and John M. Dickey..... | 119 00. |
| Thomas M. Oglesby..... | 110 00. |
| James A. Dickey..... | 108 50. |
| B. Ballard and G. Anderson..... | 103 00. |
| William R. Dickey and John M. Dickey..... | 98 50. |
| L. H. Hampton..... | 98 50. |
| George W. Henderlite..... | 98 00. |
| E. C. Fulton..... | 96 00. |
| Thomas J. Dickinson..... | 94 00. |
| Samuel Davis..... | 75 00. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Davis, dated March 30, 1871, at \$75 per annum.
 Leave Nuckollsville Friday at 6 a. m.; arrive at Elk Creek by 11 a. m.
 Leave Elk Creek Friday at 1 p. m.; arrive at Nuckollsville by 6 p. m.

ROUTE No. 4562.

From Nuckollsville to Mouth of Wilson, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Garland S. Bruce..... | \$750. |
| Fielder J. Lundy..... | 500. |
| John F. Logan..... | 483. |
| B. Ballard and G. Anderson..... | 415. |
| Thomas M. Oglesby..... | 409. |
| L. H. Hampton..... | 398. |
| William R. Dicker and John M. Dicker..... | 394. |
| Thomas J. Dickenson..... | 390. |
| Stephen Warrick..... | 389. |
| Harden Cox..... | 389. |
| E. C. Fulton..... | 384. |
| James A. Dickey..... | 381. |
| John D. Barton..... | 378. |
| William R. Dickey and John M. A. S. Y..... | 369. |
| Alex. C. Ross..... | 349. |
| Samuel Davis..... | 289. |
| Stephen Clarke..... | 248. <i>Withdrawn.</i> |
| George W. Henderlite..... | 199. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Henderlite, dated March 30, 1871, at \$199 per annum.
 Leave Nuckollsville Wednesday and Saturday at 7 a. m.; arrive at Mouth of Wilson by 5 p. m.
 Leave Mouth of Wilson Tuesday and Friday at 7 a. m.; arrive at Nuckollsville by 5 p. m.

ROUTE No. 4563.

From Nuckollsville to Lamsburgh, 15½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------|
| Fielder J. Lundy..... | \$137 00. |
| Evalina F. Williams..... | 129 00. |
| Thomas M. Oglesby..... | 109 00. |
| B. Ballard and G. Anderson..... | 102 00. |

| Bidders' names. | Sum per annum. | |
|---|----------------|--------------------------|
| William R. Dickey and John M. Dickey..... | \$99 00. | |
| Abner Williams..... | 98 90. | |
| Thomas J. Dickinson..... | 93 00. | See bid on 4561. |
| Samuel Davis..... | 74 00. | |
| George W. Henderlite..... | 63 00. | Accepted March 30, 1831. |

Contract made with George W. Henderlite, dated March 30, 1871, at \$63 per annum.
 Leave Nuckollsville Monday at 7 a. m.; arrive at Lamsburgh by 12 m.
 Leave Lamsburgh Monday at 1 p. m.; arrive at Nuckollsville by 6 p. m.

ROUTE No. 4564.

From Hillsville to Nuckollsville, 17 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|--------------------------|
| Elizabeth J. Kinser..... | \$300 00. | |
| Fielder J. Lundy..... | 299 00. | |
| William R. Dickey and John M. Dickey..... | 294 00. | |
| James A. Dickey..... | 274 00. | |
| B. Ballard and G. Anderson..... | 200 00. | |
| George W. Henderlite..... | 199 00. | |
| E. C. Fulton..... | 194 00. | |
| E. V. Branscom..... | 190 00. | |
| Martha W. Moore..... | 182 00. | |
| P. L. Franklin..... | 182 00. | |
| Samuel Davis..... | 174 95. | |
| Abner Williams..... | 174 49. | |
| Thomas J. Dickinson..... | 174 00. | |
| Logan Roberts..... | 172 50. | |
| Evalina F. Williams..... | 160 00. | |
| Thomas M. Oglesby..... | 129 00. | Accepted March 30, 1871. |



Contract made with Thomas M. Oglesby, dated March 30, 1871, at \$129 per annum.
 Leave Hillsville Wednesday and Saturday at 2 p. m.; arrive at Nuckollsville by 7 p. m.

Leave Nuckollsville Wednesday and Saturday at 7 a. m.; arrive at Hillsville by 12 m.

ROUTE No. 4565.

From Abingdon to Rye Valley, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| John F. Logan..... | \$373. | |
| J. Aker Hagy..... | 365. | |
| Matthew Dickey..... | 357. | |
| David N. Griffitts..... | 295. | |
| Thomas M. Cox..... | 295. | |
| James A. Dickey..... | 273. | |
| C. H. Lynch..... | 270. | |
| N. H. Williams..... | 250. | |
| Thomas J. Dickenson..... | 249. | See bid on 4561. |
| A. J. Williams..... | 249. | |
| Willian A. Hopkins..... | 222. | |
| Granville Griffitts..... | 219. | Accepted March 30, 1871. |

Contract made with Granville Griffitts, dated March 30, 1871, at \$219 per annum.

Leave Abingdon Saturday at 7 a. m.; arrive at Rye Valley by 7 p. m.

Leave Rye Valley Friday at 7 a. m.; arrive at Abingdon by 7 p. m.

ROUTE No. 4566.

From Abingdon to Cumberland Gap, Tennessee, 116 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Anderson Arnot..... | \$5,000. |
| J. T. Rouse..... | 3,350. |
| John F. Logan..... | 2,868. |
| Garland L. Bruce..... | 2,396. |

| Bidders' names. | Sum per annum. |
|---|---|
| Clabourne Meredith | \$2, 280. |
| Th. H. Anderson and John V. Stein | 2, 240. |
| A. P. Henderson | 2, 160. |
| D. C. Dunn | 2, 084. |
| J. Aker Hagy | 2, 075. <i>Accepted March 30, 1871.</i> |

Contract made with J. Aker Hagy, dated March 30, 1871, at \$2,075 per annum.

Leave Abingdon Monday, Wednesday, and Friday at 8 m.; arrive at Jonesville next days by 9 p. m.

Leave Jonesville Monday, Wednesday, and Friday at 8 a. m.; arrive at Cumberland Gap by 7 p. m.

Leave Cumberland Gap Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Jonesville by 7 p. m.

Leave Jonesville Monday, Wednesday, and Friday at 8 a. m.; arrive at Abingdon next days by 9 p. m.

ROUTE No. 4567.

From Abingdon to Estillville, 41½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. T. Rouse | \$680. |
| Garland S. Bruce | 398. |
| Fielder J. Lundy | 394. |
| J. Aker Hagy | 365. |
| Clabourne Meredith | 360. |
| C. H. Lynch | 320. |
| Thomas J. Dickinson | 293. See bid on 4561. |
| William F. Smith | 270. |
| D. C. Dunn | 192. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$192 per annum.

Leave Abingdon Saturday at 6 a. m.; arrive at Estillville by 7 p. m.

Leave Estillville Friday at 6 a. m.; arrive at Abingdon by 7 p. m.

ROUTE No. 4568.

From Abingdon to Tazewell Court-House, 61 miles and back, three times a week to Lebanon, and once a week the residue.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. T. Rouse | \$2, 340. |
| John F. Logan | 939. |
| James Maxwell, sr. | 793. |
| James J. Fields | 740. |
| James A. Dickey | 728. |
| C. H. Lynch | 675. |
| Garland S. Bruce | 649. |
| Ira Campbell | 625. |
| D. C. Dunn | 588. |
| Garland S. Bruce | 586. <i>Accepted March 30, 1871.</i> |

Contract made with Garland S. Bruce, dated March 30, 1871, at \$586 per annum.

Leave Abingdon Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Lebanon by 3 p. m.

Leave Lebanon Wednesday at 4 a. m.; arrive at Tazewell Court-House by 7 p. m.

Leave Tazewell Court-House Thursday at 4 a. m.; arrive at Lebanon by 9 p. m.

Leave Lebanon Monday, Wednesday, and Friday at 8 a. m.; arrive at Abingdon by 3 p. m.

ROUTE No. 4569.

From Estillville to Kingsport, Tennessee, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------------|
| Garland S. Bruce | \$90. |
| Clabourne Meredith | 80. |
| William F. Smith | 50. <i>Accepted March 30, 1871.</i> |

Contract made with William F. Smith, dated March 30, 1871, at \$50 per annum.

Leave Estillville Wednesday at 12 m.; arrive at Kingsport by 2.30 p. m.

Leave Kingsport Wednesday at 8.30 a. m.; arrive at Estillville by 11 a. m.

ROUTE No. 4570.

From Estillville to Point Truth, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Mathew Dickey | \$167. |
| Clabourne Meredith | 160. |
| Garland S. Bruce | 150. |
| William F. Smith | 105. <i>Accepted March 30, 1871.</i> |

Contract made with William F. Smith, dated March 30, 1871, at \$105 per annum.
 Leave Estillville Tuesday at 6 a. m.; arrive at Point Truth by 12 m.
 Leave Point Truth Tuesday at 1 p. m.; arrive at Estillville by 7 p. m.

ROUTE No. 4571.

From Estillville to Fort Blackimore, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------------|
| Clabourne Meredith | \$120. |
| Garland S. Bruce | 94. |
| William F. Smith | 84. <i>Accepted March 30, 1871.</i> |

Contract made with William F. Smith, dated March 30, 1871, at \$84 a year.
 Leave Estillville Monday at 8 a. m.; arrive at Fort Blackimore by 12 m.
 Leave Fort Blackimore Monday at 1 p. m.; arrive at Estillville by 5 p. m.

ROUTE No. 4572.

From Turkey Cove to Wise Court-House, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Matthew Dickey | \$295 00. |
| C. Meredith, & Henry S. Kane.. | 270 00. |
| John Dils, jr. | 250 00. |
| Garland S. Bruce | 250 00. |
| John B. F. Riddle | 249 00. |
| Thos. J. Dickinson | 247 00. See bid on 4561. |
| W. S. Wells | 223 50. |
| Creed F. Flannery | 149 00. To Gladesville, Wise C. H. <i>Accepted March 30, 1871.</i> |

Contract made with Creed F. Flannery, dated March 30, 1871, at \$149 per annum.
 Leave Turkey Cove Monday at 9 a. m.; arrive at Wise Court-House by 6 p. m.
 Leave Wise Court-House Tuesday at 7 a. m.; arrive at Turkey Cove by 4 p. m.

ROUTE No. 4573.

From Hansonville to Rock Farm, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Ruth Blizzard | \$100. |
| Charles C. Candler | 95. |
| Garland S. Bruce | 90. |
| Philip Minton | 90. Present contract. <i>Accepted March 30, 1871.</i> |

Contract made with Philip Minton, dated March 30, 1871, at \$90 per annum.
 Leave Hansonville Saturday at 1 p. m.; arrive at Rock Farm by 7 p. m.
 Leave Rock Farm Saturday at 6 a. m.; arrive at Hansonville by 12 m.

ROUTE No. 4574.

From Hansonville to Wise Court-House, 36 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| James J. Fields | \$795. |
| John Dils, jr. | 710. |
| John F. Logan | 697. |
| Matthew Dickey | 684. |
| W. S. Wells | 636. |

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Garland S. Bruce | \$600. |
| James A. Dickey | 527. |
| C. H. Lynch | 499. |
| James Maxwell, jr | 414. |
| D. C. Dunn | 394. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$394 per annum.
Leave Hansonville Tuesday and Friday at 5 a. m.; arrive at Wise Court-House by 6 p. m.

Leave Wise Court-House Wednesday and Saturday at 5 a. m.; arrive at Hansonville by 6 p. m.

ROUTE No. 4575.

From Lebanon to Pattonville, 59 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Matthew Dickey | \$584 00. |
| Nimrod Adams | 540 00. |
| Wm. N. G. Sleny | 445 50. |
| Thos. J. Dickinson | 433 00. See bid on 4561. |
| C. H. Lynch | 400 00. |
| James Maxwell, sr | 384 00. |
| Ira Campbell | 350 00. |
| Garland S. Bruce | 339 00. <i>Accepted March 30, 1871.</i> |

Contract made with Garland S. Bruce, dated March 30, 1871, at \$339 per annum.
Leave Lebanon Wednesday at 6 a. m.; arrive at Pattonville next day by 12 m.
Leave Pattonville Thursday at 1 p. m.; arrive at Lebanon next day by 7 p. m.

ROUTE No. 4576.

From Lebanon to Piketon, Kentucky, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| E. H. Baum | \$3,000. |
| Matthew Dickey | 780. |
| John Dils, jr. | 710. |
| C. H. Lynch | 690. |
| John F. Logan | 658. |
| Garland S. Bruce | 639. |
| William Phillips | 617. |
| James Maxwell, sr | 509. |
| Thomas J. Dickinson | 494. See bid on 4561. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas J. Dickinson, dated March 30, 1871, at \$494 per annum.
Leave Lebanon Tuesday at 6 a. m.; arrive at Piketon Thursday by 2 p. m.
Leave Piketon Thursday at 3 p. m.; arrive at Lebanon Saturday by 8 p. m.

ROUTE No. 4577.

From Jonesville to Turkey Cove, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Garland S. Bruce | \$250 00. |
| Creed F. Flannery | 149 00. |
| John B. F. Riddle | 148 75. |
| W. S. Wells | 139 00. |
| Thos. J. Dickinson | 119 00. See bids on 4561 and 4576. |
| D. C. Dunn | 72 00. Reversed schedule. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$72 per annum.
Leave Jonesville Wednesday at 6 a. m.; arrive at Turkey Cove by 12 m.
Leave Turkey Cove Wednesday at 1 p. m.; arrive at Jonesville by 7 p. m.

ROUTE No. 4578.

From Jonesville to Tazewell, 35½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Garland S. Bruce | \$375 00. |
| Fielder J. Lundy | 346 00. |
| John B. F. Riddle | 317 50. |
| W. S. Wells | 297 50. |
| Th. J. Dickinson | 274 00. See bids on 4561 and 4576 |
| D. C. Dunn | 194 00. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$194 per annum.
 Leave Jonesville Friday at 7 a. m.; arrive at Tazewell by 7 p. m.
 Leave Tazewell Saturday at 7 a. m.; arrive at Jonesville by 7 p. m.

ROUTE No. 4579.

From Saltville to Broadford, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| Garland S. Bruce..... | \$99. |
| C. H. Lynch..... | 60. |
| Stephen H. Scott..... | 48. <i>Accepted March 30, 1871.</i> |

Contract made with Stephen H. Scott, dated March 30, 1871, at \$48 per annum.
 Leave Saltville Thursday at 8 a. m.; arrive at Broadford Thursday by 10 a. m.
 Leave Broadford Thursday at 11 a. m.; arrive at Saltville by 1 p. m.

ROUTE No. 4580.

From Richland to Lebanon, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| Garland S. Bruce..... | \$249 00. |
| Thomas Davis..... | 217 75. |
| Th. J. Dickinson..... | 249 00. See bids on 4576 and 4561. |
| James A. Dickey..... | 207 00. |
| Samuel H. Nash..... | 195 00. |
| Stephen B. Lockhart..... | 147 00. <i>Accepted March 30, 1871.</i> |
| John Williams, (after time)..... | 159 00. |

Contract made with Stephen B. Lockhart, dated March 30, 1871, at \$147 per annum.
 Leave Richland Monday at 7 a. m.; arrive at Lebanon by 5 p. m.
 Leave Lebanon Tuesday at 7 a. m.; arrive at Richland by 5 p. m.

ROUTE No. 4581.

From Tazewell Court-House to Grundy, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Matthew Dickey..... | \$537 00. |
| Garland S. Bruce..... | 499 00. |
| John Dils, jr..... | 490 00. |
| Geo. W. Henderlite..... | 410 00. |
| Thos. J. Dickinson..... | 393 00. See bid on 4561 and 4576. |
| Revs B. Gillespie..... | 340 00. |
| James M. Kizer..... | 274 87. |
| Levi Lowe..... | 270 00. |
| Joseph Hibbetts..... | 270 00. |
| | 269 00. |
| Granville Waters..... | 265 00. |
| Shadrick W. Ratliff..... | 259 00. |
| Stephen B. Lockhart..... | 257 00. <i>Accepted March 30, 1871.</i> |

Contract made with Stephen B. Lockhart, dated March 30, 1871, at \$257 per annum.
 Leave Tazewell Court-House Monday at 7 a. m.; arrive at Grundy next day by 7 p. m.
 Leave Grundy Wednesday at 7 a. m.; arrive at Tazewell Court-House next day by 7 p. m.

ROUTE No. 4582.

From Tazewell Court-House to Marion, 28 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Elijah Repass..... | \$949. |
| Albert Witten..... | 892. |
| James P. Kelly..... | 799. |
| John Lee Auglin..... | 775. |
| John F. Logan..... | 769. |
| Freder J. Lundy..... | 747. |
| Matthew Dickey..... | 744. |
| Garland S. Bruce..... | 699. |
| James A. Dickey..... | 673. |
| Banks W. Goodall..... | 670. |

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Elijah Repass..... | \$663. |
| Thos. J. Dickinson | 648. |
| George W. Henderlite..... | 493. |
| H. Lynch | 425. <i>Accepted March 30, 1871.</i> |

Contract made with H. Lynch, dated March 30, 1871, at \$425 per annum.

Leave Tazewell Court-House Monday, Wednesday, and Friday at 8 a. m.; arrive at Marion Court-House by 4 p. m.

Leave Marion Court-House Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Tazewell Court-House by 4 p. m.

ROUTE No. 4583.

From Tazewell Court-House to Blue Stone, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| James P. Kelly..... | \$147 00. |
| Geo. W. Henderlite..... | 135 00. |
| Matthew Dickey | 134 00. |
| Garland S. Bruce..... | 124 00. |
| Elijah Repass..... | 89 99. <i>Accepted March 30, 1871.</i> |

Contract made with Elijah Repass, dated March 30, 1871, at \$89.99 per annum.

Leave Tazewell Court-House Monday at 6 a. m.; arrive at Blue Stone by 11 a. m.

Leave Blue Stone Monday at 1 p. m.; arrive at Tazewell Court-House by 6 p. m.

ROUTE No. 4584.

From Tazewell Court-House to Wytheville, 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Michael Forbatt..... | \$520. |
| Garland S. Bruce..... | 515. |
| George W. Henderlite..... | 437. |
| John F. Logan | 433. |
| James P. Kelly..... | 399. |
| Matthew Dickey | 394. |
| C. H. Lynch..... | 390. |
| John H. Gibboney..... | 390. |
| Elijah Repass | 377. |
| Albert Witten..... | 374. |
| Thomas J. Dickinson..... | 288. <i>See 4576.</i> |
| Elijah Repass..... | 286. <i>Accepted March 30, 1871.</i> |

Contract made with Elijah Repass, dated March 30, 1871, at \$286 per annum.

Leave Tazewell Court-House Thursday at 6 a. m.; arrive at Wytheville by 8 p. m.

Leave Wytheville Friday at 6 a. m.; arrive at Tazewell Court-House by 8 p. m.

ROUTE No. 4585.

From Tazewell Court-House to Oceana, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| Garland S. Bruce..... | \$699 00. |
| Matthew Dickey | 584 00. |
| Fletcher J. Lundy..... | 584 00. |
| Banks W. Goodall..... | 540 00. |
| George W. Henderlite | 495 00. |
| Thomas M. Fook | 449 50. |
| William Walker, jr..... | 449 00. |
| Daniel S. Perdew..... | 448 00. |
| Samuel Harper..... | 439 00. |
| John C. Freeman..... | 398 00. |
| Thos. J. Dickinson..... | 394 00. |
| James H. Shannon | 379 00. |
| William H. Cline..... | 374 70. |
| John Murphy..... | 374 00. |
| Henry T. Peery..... | 349 00. |
| James Harris..... | 339 00. |
| Robertson Fook..... | 337 00. |
| Moses A. Cartright..... | 315 00. <i>Accepted March 30, 1871.</i> |

Contract made with Moses A. Cartright, dated March 30, 1871, at \$315 per annum.
 Leave Tazewell Court-House Wednesday at 7 a. m.; arrive at Oceana by 6 p. m.
 Leave Oceana Monday at 7 a. m.; arrive at Tazewell Court-House next day by 6 p. m.

ROUTE No. 4586.

From Wytheville to Nuckollsville, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William D. Flaming..... | \$750. |
| John Lee Anglin..... | 700. |
| Stephen Clarke..... | 600. |
| B. Ballard and G. Anderson..... | 600. |
| Garland S. Bruce..... | 599. |
| Fielder J. Lundy..... | 589. |
| Creed Carrico..... | 499. |
| William R. Dickey and John M. Dickey..... | 490. |
| Thomas M. Oglesby..... | 485. |
| Matthew Dickey..... | 484. |
| James A. Dickey..... | 468. |
| Martha W. Moore..... | 468. |
| J. H. Larrowe..... | 460. |
| Thos J. Dickinson..... | 448. |
| Geo. W. Henderlite..... | 435. |
| H. F. Shores..... | 410. |
| E. C. Fulton..... | 383. <i>Accepted March 30, 1871.</i> |

Contract made with E. C. Fulton, dated March 30, 1871, at \$383 per annum.
 Leave Wytheville Wednesday and Saturday at 7 a. m.; arrive at Nuckollsville by
 5 p. m.
 Leave Nuckollsville Tuesday and Friday at 7 a. m.; arrive at Wytheville by 5 p. m.

ROUTE No. 4587.

From Wytheville to Independence, 34 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Evelina Francis Williams..... | \$1,248. |
| John Lee Anglin..... | 1,150. |
| William De Vlaming..... | 999. |
| Michael Corbalt..... | 970. |
| Garland S. Bruce..... | 889. |
| John F. Logan..... | 883. |
| Fielder J. Lundy..... | 797. |
| Thomas M. Oglesby..... | 797. |
| William R. Dickey and John M. Dickey..... | 740. |
| George W. Henderlite..... | 740. |
| J. J. Percival..... | 725. |
| Stephen Clarke..... | 700. |
| Alexander C. Roes..... | 685. |
| Thomas M. Cox..... | 685. |
| J. H. Larrowe..... | 675. |
| Matthew Dickey..... | 666. |
| Thomas J. Dickinson..... | 647. |
| Daniel Boyer..... | 630. |
| Matthew Dickey..... | 629. |
| E. C. Fulton..... | 600. |
| James A. Dickey..... | 593. |
| Matthew Dickey..... | 589. |
| H. F. Shores..... | 585. |
| D. C. Dunn..... | 582. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871.
 Leave Wytheville Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Independ-
 ence by 6 p. m.
 Leave Independence Monday, Wednesday, and Friday at 6 a. m.; arrive at Wythe-
 ville by 7 p. m.

ROUTE No. 4588.

From Marion to Mouth of Wilson, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Garland S. Bruce | \$398. |
| Thomas M. Oglesby | 290. |
| John F. Logan | 259. |
| C. H. Lynch | 250. |
| W. R. Dickey and John M. Dickey. | 249. |
| Fielder J. Lundy | 249. |
| Thomas J. Dickinson | 234. |
| Andrew J. Williams | 225. |
| James F. Hutton | 208. |
| H. Cox | 195. |
| Alex. C. Keys | 195. Revised schedule. |
| John D. Barton | 192. |
| N. H. Williams | 190. |
| E. C. Fulton | 189. |
| Alexander Richardson | 188. <i>Accepted March 30, 1871.</i> |

Contract made with Alexander Richardson, dated March 30, 1871, at \$188 per annum.

Leave Marion Thursday at 7 a. m.; arrive at Mouth of Wilson by 5 p. m.

Leave Mouth of Wilson Friday at 7 a. m.; arrive at Marion by 5 p. m.

ROUTE No. 4589.

From Princeton to Wytheville, 56 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| William De Vldming | \$750. |
| Garland S. Bruce | 699. |
| Wm. R. Dickey and J. M. Dickey. | 497. |
| Fielder J. Lundy | 497. |
| J. H. Larrowe | 475. |
| Anderson McNeer | 448. |
| C. H. Lynch | 400. |
| Micagha Baily | 285. <i>Accepted March 30, 1871.</i> |

Contract made with Micagha Baily, dated March 30, 1871, at \$285 per annum.

Leave Princeton Monday at 6 a. m.; arrive at Wytheville next day by 12 m.

Leave Wytheville Tuesday at 1 p. m.; arrive at Princeton next day by 6 p. m.

ROUTE No. 4590.

From Mack's Meadows to Reed Island, 14 miles and back, once a week.

| Bidders names. | Sum per annum. |
|----------------------------------|-------------------------------------|
| Evalina F. Williams | \$224. |
| B. Ballard and G. Anderson | 140. |
| Garland S. Bruce | 139. |
| Thomas M. Oglesby | 125. |
| Newton Wheeler | 125. |
| Albert P. Calfee | 90. <i>Accepted March 30, 1871.</i> |

Contract made with Albert P. Calfee, dated March 30, 1871, at \$90 per annum.

Leave Mack's Meadows Wednesday at 12 m.; arrive at Reed Island by 5 p. m.

Leave Reed Island Wednesday at 7 a. m.; arrive at Mack's Meadows by 11 a. m.

ROUTE No. 4591.

From Lovely Mount to Indian Valley, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Garland S. Bruce | \$324 00. |
| James M. Burton | 130 00. |
| Austin V. Hylton | 127 00. |
| Joseph C. Bishop | 125 25. |
| Preston Akers | 124 00. <i>Accepted March 30, 1871.</i> |

Contract made with Preston Akers, dated March 30, 1871, at \$124 per annum.
 Leave Lovely Mount Monday at 2 p. m.; arrive at Indian Valley by 8 p. m.
 Leave Indian Valley Monday at 6 a. m.; arrive at Lovely Mount by 12 m.

ROUTE No. 4592.

From Newport to Salt Sulphur Springs, 32 miles and back, six times a week from June 1 to September 30, and once a week from October 1 to May 31.

| Bidders' names. | Sum per annum. |
|--------------------------------------|----------------|
| A. W. Harman..... | \$1, 195 00. |
| George E. Lynch..... | 938 00. |
| Banks W. Goodall..... | 840 00. |
| Charles W. McClaugherty..... | 799 00. |
| Anderson McNeer..... | 797 00. |
| J. J. Trotter and A. D. Trotter..... | 790 00. |
| Daniel W. Aker..... | 789 50. |
| E. T. Starritt..... | 764 00. |
| Smith Caldwell..... | 700 00. |
| Andrew P. Huffman..... | 698 00. |
| Aaron T. Cumbee..... | 690 00. |
| W. H. Stable..... | 690 00. |
| A. J. Hoilman..... | 687 00. |
| William A. Huffman..... | 622 00. |
| George W. Porterfield..... | 591 00. |

(Not let; ruled useless; omit.)

ROUTE No. 4593.

From Poplar Hill to Bland Court-House, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------------|
| Garland S. Bruce..... | \$399. |
| Matthew Dickey..... | 348. |
| Anderson McNeer..... | 249. |
| Thomas Patton..... | 240. |
| E. F. Starritt..... | 239. |
| W. H. Rider..... | 220. Informal. Schedule revised. |
| William M. Thorne..... | 194. |
| David Laine..... | 190. |
| John C. Carr..... | 174. |
| Isaac Bland..... | 174. |
| Samuel C. Williams..... | 170. |
| Thomas Patton..... | 170. |
| Samuel C. Williams..... | 164. |
| Henry Surface..... | 160. Accepted March 30, 1871. |

Contract made with Henry Surface, dated March 30, 1871, at \$160 per annum.
 Leave Poplar Hill Wednesday at 7 a. m.; arrive at Bland Court-House by 4 p. m.
 Leave Bland Court-House Thursday at 7 a. m.; arrive at Poplar Hill by 4 p. m.

ROUTE No. 4594.

From Rocky Gap to Croftsville, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Elijah Repass..... | \$274. |
| James P. Kelly..... | 273. |
| Charles A. Bourne..... | 195. |
| Elijah Repass..... | 149. Accepted March 30, 1871. |

Contract made with Elijah Repass, dated March 30, 1871, at \$149 per annum.
 Leave Rocky Gap Friday at 7 a. m.; arrive at Croftsville by 5 p. m.
 Leave Croftsville Saturday at 7 a. m.; arrive at Rocky Gap by 5 p. m.

ROUTE No. 4595.

From Dublin to White Sulphur Springs, 84 miles and back, six times a week from June 1 to October 1, and three times a week the residue of the year.

| Bidders' names. | Sum per annum. | |
|---|----------------|--------------------------|
| T. Benton Daugherty..... | \$6,973 50. | |
| A. W. Harman | 4,300 00. | |
| Andrew P. Huffman | 4,290 00. | |
| Anderson Arnot | 4,000 00. | |
| William H. Broyles..... | 3,495 00. | Informal. |
| Floyd Brewer | 3,333 00. | |
| J. J. A. Trotter and A. D. Trotter | 2,990 00. | |
| Jesse L. Heiskell..... | 2,970 00. | |
| Charles W. McClaugherty.. | 2,795 00. | |
| George E. Lynch | 2,644 00. | |
| Daniel W. Aker | 2,589 50. | |
| Samuel B. Shannon | 2,495 00. | |
| H. W. Donnally | 2,433 00. | |
| Anderson McNeer | 2,397 00. | |
| Lewis Ballard | 2,394 00. | |
| E. F. Starritt..... | 2,093 00. | |
| William A. Huffman..... | 2,074 00. | |
| W. H. Stable..... | 1,950 00. | Accepted March 30, 1871. |

Contract made with W. H. Stable, dated *June 1 to October 1*, March 30, 1871, at \$1,950 per annum.

Leave Dublin daily, except Sunday, at 7.30 a. m.; arrive at Red Sulphur Springs by 8 p. m.

Leave Red Sulphur Springs daily, except Monday, at 5.30 a. m.; arrive at White Sulphur Springs by 6 p. m.

Leave White Sulphur Springs daily, except Sunday, at 7.30 a. m.; arrive at Red Sulphur Springs by 8 p. m.

Leave Red Sulphur Springs daily, except Monday, at 5.30 a. m.; arrive at Dublin by 6 p. m.

October 1 to June 1.

Service same hours as above, on Tuesday, Thursday, and Saturday, and Monday Wednesday, and Friday.

ROUTE No. 4596.

From White Sulphur Springs to Lewisburgh, 9 miles and back, from June 1 to September 30, and three times a week the residue of the year.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|--------------------------|
| Jos. F. Caldwell..... | \$778. | |
| Anderson Arnot | 700. | |
| Anderson McNeer..... | 697. | |
| Jesse L. Heiskell..... | 530. | Post coaches. |
| Richard B. Vandiner..... | 475. | |
| A. W. Harman | 474. | |
| William T. Worsham..... | 399. | |
| D. C. Dunn | 364. | |
| J. A. A. Trotter and A. D. Trotter. | 240. | Accepted March 30, 1871. |

Contract made with J. A. A. Trotter and A. D. Trotter, dated March 30, 1871, at \$240 per annum.

June 1 to September 30.

Leave White Sulphur Springs daily, except Sunday, at 8 p. m.; arrive at Louisburgh by 11 p. m.

Leave Louisburgh daily, except Sunday, at 8 a. m.; arrive at White Sulphur Springs next day by 5 a. m.

October 1 to May 31.

Leave White Sulphur Springs Monday, Wednesday, and Friday at 8 p. m.; arrive at Louisburgh next day by 5 a. m.

Leave Louisburgh Tuesday, Thursday, and Saturday at 8 p. m.; arrive at White Sulphur Springs next day by 5 a. m.

ROUTE No. 4597.

From Cady's Tunnel to Bath Court-House, 16 miles and back, six times a week, from June 1 to September 30, and three times a week the residue of the year.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Andrew Arnot | \$1,100. |
| Robert T. Payne..... | 750. |
| James W. Davis..... | 699. |
| Jesse L. Heiskell | 670. |
| John Darne | 665. |
| Harvey Andrews | 648. |
| Thomas J. Crizer..... | 646. |
| A. W. Harman | 645. |
| Harvey Andrews | 620. |
| John Darne | 600. |
| A. D. Trotter..... | 590. <i>Accepted March 30, 1871.</i> |

(After time.)

| | |
|-----------------------|------|
| James P. August | 640. |
| Robert T. Payne | 595. |

Contract made with A. D. Trotter, dated March 30, 1871, at \$590 per annum.
 Leave Cady's Tunnel daily, except Sunday, from June 1 to September 30, and Monday, Wednesday, and Friday from October 1 to May 31, at 6.30 p. m., or on arrival of cars from the east; arrive at Bath Court-House next day at 7 a. m.

Leave Bath Court-House daily, except Sunday, from June 1 to September 30, and Tuesday, Thursday, and Saturday from October 1 to May 31, at 2 p. m.; arrive at Cady's Tunnel by 6.30 p. m.

ROUTE No. 4598.

From Cady's Tunnel to Lexington, 25½ miles and back, six times a week from June 1 to September 30, and once a week the residue of the year.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| A. W. Harman | \$725. |
| John Darne | 680. |
| Abner Harrison..... | 670. |
| James Anderson | 649. |
| James W. Davis | 629. <i>Accepted March 30, 1871.</i> |

Contract made with James W. Davis, dated March 30, 1871, at \$629 per annum.

June 1 to September 30.

Leave Cady's Tunnel daily, except Sunday, on arrival of Richmond mail, say at 5 a. m.; arrive at Lexington by 11 a. m.

Leave Lexington daily, except Sunday, at 12 m.; arrive at Cady's Tunnel by 6 p. m.

October 1 to May 31.

Service on Friday in six hours each way.

ROUTE No. 4599.

From Buchanan to Richmond, 197 miles and back, three times a week; Beaver Dam, Goochland Court-House, Hardwickville, Norwood, and Stonewall Mills to be supplied three times a week by side mails.

| Bidder's name. | Sum per annum. |
|--|--|
| Robert Edmond, president and agent James River Canal Packet Company..... | \$7,750. <i>Accepted March 30, 1871.</i> |

Contract made with Robert Edmond, president and agent of the James River Canal Packet Company, dated March 30, 1871, at \$7,750 per annum.

Leave Buchanan Monday, Wednesday, and Friday at 6 a. m.; arrive at Lynchburgh by 6 p. m.

Leave Lynchburgh Monday, Wednesday, and Friday at 8 p. m.; arrive at Richmond by 8 a. m.

Leave Richmond Monday, Wednesday, and Friday at 6 p. m.; arrive at Lynchburgh Wednesday, Friday, and Sunday by 6 a. m.

Leave Lynchburgh Monday, Wednesday, and Friday at 7 a. m.; arrive at Buchanan by 7 p. m.

ROUTE No. 4600.

From Buchanan to Clifton Forge, 26½ miles and back, three times a week, from June 1 to September 30, and once a week the residue of the year.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| A. W. Harman | \$749. |
| John Darne | 500. |
| James S. Allen | 495. |
| John E. Curd | 490. |
| William J. Dickey | 435. |
| John J. Hyde | 390. |
| Madison McColloch | 375. |
| Jacob L. Sipes | 365. <i>Accepted March 30, 1871.</i> |

Contract made with Jacob L. Sipes, dated March 30, 1871, at \$365 per annum.

June 1 to September 30.

Leave Buchanan Monday, Wednesday, and Friday at 7 a. m.; arrive at Clifton Forge by 4 p. m.

Leave Clifton Forge Monday, Wednesday, and Friday at 6 p. m.; arrive at Buchanan next days by 11 a. m.

October 1 to May 31.

Service on Monday, same hours.

ROUTE No. 4601.

From Lexington to Amherst Court-House, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| A. W. Harman | \$775. |
| J. T. Jennings | 750. <i>Accepted March 30, 1871.</i> |

Contract made with J. T. Jennings, dated March 30, 1871, at \$750 per annum.

Leave Lexington Tuesday and Friday at 7 a. m.; arrive at Amherst Court-House by 7 p. m.

Leave Amherst Court-House Wednesday and Saturday at 7 p. m.; arrive at Lexington by 7 p. m.

ROUTE No. 4602.

From Lexington to Balcony Falls, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| A. W. Harmon | \$595. |
| R. Edmond, president and agent James River Canal and Packet Company | 475. |
| Samuel Thomas Holden | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Thomas Holden, dated March 30, 1871, at \$300 per annum.

Leave Lexington Tuesday, Thursday, and Saturday at 6.30 a. m.; arrive at Balcony Falls by 10.30 a. m.

Leave Balcony Falls Tuesday, Thursday, and Saturday at 2.30 p. m.; arrive at Lexington by 6.30 p. m.

ROUTE No. 4603.

From Lexington to Roaring Run, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| A. W. Harman | \$144. |
| Samuel Thomas Holden | 125. <i>Accepted March 30, 1871.</i> |

Contract with Samuel Thomas Holden, dated March 30, 1871, at \$125 per annum.

Leave Lexington Saturday at 6 a. m.; arrive at Roaring Run by 12 m.

Leave Roaring Run Saturday at 0.30 p. m.; arrive at Lexington by 6.30 p. m.

ROUTE No. 4604.

From Lexington to Colliertown, 11½ miles and back, twice a week. Proposals invited to extend to Clifton Forge.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| James Anderson | \$300 00. |
| S. T. Holden | 200 00. |
| A. W. Harman | 195 00. |

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Samuel Entsminger..... | \$124 87. |
| Jacob M. Potter | 124 50. |
| Isaac Potter | 122 00. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Potter, dated March 30, 1871, at \$122 per annum.
 Leave Lexington Tuesday and Saturday at 12 m.; arrive at Colliertown by 4 p. m.
 Leave Colliertown Tuesday and Saturday at 6 a. m.; arrive at Lexington by 10 a. m.

ROUTE No. 4605.

From Colliertown to Rapp's Mills, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| James Anderson | \$149 00. |
| Jacob M. Potter..... | 74 50. <i>Accepted March 30, 1871.</i> |
| Samuel Entsminger..... | 74 88. |

Contract made with Jacob M. Potter, dated March 30, 1871, at \$74.50 per annum.
 Leave Colliertown Wednesday at 10 a. m.; arrive at Rapp's Mills by 2 p. m.
 Leave Rapp's Mills Wednesday at 3 p. m.; arrive at Colliertown by 7 p. m.

ROUTE No. 4606.

From Goshen Bridge to Lexington, 22 miles and back, six times a week from June 1 to September 30, and three times a week the residue of the year.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Richard B. Vandiver | \$925. |
| A. W. Harmon | 770. |
| J. T. Rouse | 740. |
| D. C. Dunn | 588. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$588 per annum.

June 1 to September 30.

Leave Goshen Bridge daily, except Sunday, at 5 p. m., or on arrival of Richmond mail; arrive at Lexington by 11 p. m.

Leave Lexington daily, except Sunday, at 9 a. m.; arrive at Goshen Bridge by 3 p. m.

October 1 to May 31.

Leave Monday, Wednesday, and Friday same hours.

ROUTE No. 4607.

From Bath Court-House to Callaghan's, 23 miles and back, six times a week from June 1 to September 30, and once a week the residue of the year.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Anderson Arnot..... | \$900. |
| John Darne | 800. End at Covington. |
| Robert T. Payne..... | 750. |
| W. J. Cosby and E. B. Williams.. | 715. |
| John Sands, jr..... | 674. End at Covington. |
| J. A. C. Kinkaid | 670. |
| James W. Davis | 649. End at Covington. |
| Thomas J. Crizer | 628. |
| Harvey Andrews..... | 600. End at Covington. |
| John Darnes..... | 600. |
| A. D. Trotter | 794. |
| | 590. <i>Accepted March 30, 1871.</i> |

After time.

| | |
|----------------------|------------------------|
| Edward A. Guy..... | 675. |
| James A. August..... | 580. End at Covington. |

Contract made with A. D. Trotter, dated March 30, 1871, at \$590 per annum.

June 1 to September 30.

Leave Bath Court-House daily, except Monday, at 8 a. m.; arrive at Callaghan's by 5 p. m.

Leave Callaghan's daily, except Sunday, at 4 a. m.; arrive at Bath Court-House by 1 p. m.

October 1 to May 31.

Service Monday and Tuesday same hours.

ROUTE No. 4608.

From Bath Court-House to Monterey, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Thomas J. Crizer..... | \$437. |
| Robert T. Payne..... | 350. |
| R. H. McCleave..... | 349. |
| Jesse Landes..... | 269. |
| Harvey Andrews..... | 243. |
| George L. Rymer..... | 239. |
| John Landes, jr..... | 229. |
| Wm. M. Sommers..... | 224. <i>Accepted March 30, 1871.</i> |

Contract made with Wm. M. Sommers, dated March 30, 1871, at \$224 per annum.

Leave Bath Court-House Saturday at 7 a. m.; arrive at Monterey by 5 p. m.

Leave Monterey Friday at 7 a. m.; arrive at Bath Court-House by 5 p. m.

ROUTE No. 4609.

From Staunton to Dayton, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Samuel Dalhouse Jones..... | \$840. |
| | 700. |
| John Donovan..... | 696. |
| Thomas Burke..... | 690. |
| R. H. McCleave..... | 649. |
| Benjamin F. Fifer..... | 588. |
| | 575. |
| A. W. Harman..... | 549. |
| Benjamin Wooddell..... | 537. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin Wooddell, dated March 30, 1871, at \$537 per annum.

Leave Staunton Monday and Thursday at 6 a. m.; arrive at Dayton by 6 p. m.

Leave Dayton Tuesday and Friday at 6 a. m.; arrive at Staunton by 6 p. m.

ROUTE No. 4610.

From Staunton to Huttonsville, 98 miles and back, three times a week, with three additional trips per week between Staunton and Stribling Springs from June 1 to September 30.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William H. Quick..... | \$12,980. |
| Anderson Arnot..... | 5,000. |
| Thomas Burke..... | 3,390. |
| S. J. Reynolds..... | 3,000. |
| George L. Rymer..... | 2,999. |
| Samuel D. Jones..... | 2,990. |
| Frank Harlon..... | 2,975. |
| A. D. Trotter..... | 2,940. |
| William A. Sipe..... | 2,925. |
| A. W. Harman..... | 2,875. |
| John Crickard..... | 2,775. |
| Andrew Poundstone..... | 2,767. |
| John Crickard..... | 2,755. |
| Elijah M. Hart..... | 2,700. |
| William M. Sommers..... | 2,695. |
| Benjamin F. Fifer..... | 2,648. |
| Henry Mahoney..... | 2,450. |
| Benjamin F. Fifer..... | 2,400. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin F. Fifer, dated March 30, 1871, at \$2,400 per annum.

Leave Staunton Monday, Wednesday, and Friday at 6 a. m.; arrive at Monterey by 7 p. m.

Leave Monterey Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Huttonsville by 6 p. m.

Leave Huttonsville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Monterey by 5 p. m.

Leave Monterey Monday, Wednesday, and Friday at 4 a. m.; arrive at Staunton by 6 p. m.

June 1 to September 30.

Leave Staunton daily, except Sunday, at 5 p. m.; arrive at Stribling Springs by 8 p. m.
 Leave Stribling Springs daily, except Sunday, at 5 a. m.; arrive at Staunton by 8 a. m.

ROUTE No. 461I.

From Staunton to Cedar Grove Mills, 29 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| J. W. Burke | \$1,400. |
| John W. Price | 999. |
| Samuel D. Jones | 893. |
| W. T. Worsham | 872. |
| Thomas Burke | 840. |
| Stephen J. Reynolds | 800. |
| Samuel Thomas Holden | 800. |
| Bridget Bowlin | 800. |
| Benjamin F. Fifer | 748. |
| | 700. |
| A. W. Harman | 699. |
| Giles A. Jackson | 555. |
| D. C. Dunn | 494. <i>Accepted March 30, 1871.</i> |

Contract made with D. C. Dunn, dated March 30, 1871, at \$494 per annum.
 Leave Staunton Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Cedar Grove Mills by 4 p. m.
 Leave Cedar Grove Mills Monday, Wednesday, and Friday at 7 a. m.; arrive at Staunton by 4 p. m.

ROUTE No. 4612.

From Staunton to Bonsacks, 74 miles and back, three times a week to Buchanan, and six times a week the residue, with three additional weekly trips between Lexington and Buchanan, from June 1 to September 30.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| T. B. Dougherty | \$5,999. |
| Anderson Arnot | 5,000. |
| J. W. Burke | 4,370. |
| A. W. Harman | 3,895. |
| John K. Young | 3,240. |
| J. T. Rouse | 3,000. <i>Accepted March 30, 1871.</i> |

Contract made with J. T. Rouse, dated March 30, 1871, at \$3,000 per annum.
 Leave Staunton Monday, Wednesday, and Friday at 3 p. m.; arrive at Lexington by 11.30 p. m.
 Leave Lexington daily, except Monday, from June 1 to September 30, and Tuesday, Thursday, and Saturday, from October 1 to May 30, at 2.30 a. m.; arrive at Buchanan by 7.30 a. m.
 Leave Buchanan daily, except Monday, at 7.45 a. m.; arrive at Bonsacks by 11.45 a. m.
 Leave Bonsacks daily, except Sunday, at 3 a. m.; arrive at Buchanan by 7 a. m.
 Leave Buchanan daily, except Sunday, from June 1 to September 30, and Monday, Wednesday, and Friday, from October 1 to May 31, at 8 a. m.; arrive at Lexington by 1 p. m.
 Leave Lexington Tuesday, Thursday, and Saturday at 9 p. m.; arrive at Staunton next days by 6 a. m.

ROUTE No. 4613.

From Fisherville to Sherando, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| John Donovan | \$396. |
| John N. Lockridge | 220. <i>Accepted March 30, 1871.</i> |

Contract made with John N. Lockridge, dated March 30, 1871, at \$220 per annum.
 Leave Fisherville Wednesday and Saturday at 1 p. m.; arrive at Sherando by 5 p. m.
 Leave Sherando Wednesday and Saturday at 8 a. m.; arrive at Fisherville by 12 m.

ROUTE No. 4614.

From Lovington to Montreal, 4 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William Harness..... | \$274. |
| Jacob H. Deitreck..... | 250. |
| William H. Harness..... | 224. |
| Jefferson L. Wills..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Jefferson L. Wills, dated March 30, 1871, at \$200 per annum.
 Leave Lovington daily, except Sunday, at 1.10 p. m.; arrive at Montreal by 2.25 p. m.
 Leave Montreal daily, except Sunday, at 3.05 p. m.; arrive at Lovington by 4.30 p. m.

ROUTE No. 4615.

From Montreal to Norwood, 10½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| John H. Matthews..... | \$600. |
| John H. Pamplin..... | 418. |
| Arthur Hopkins Taliaferro..... | 384. |
| William D. Cabell..... | 199. |
| | 195. <i>Accepted March 30, 1871.</i> |

Contract made with William D. Cabell, dated March 30, 1871, at \$195 per annum.
 Leave Montreal daily, except Sunday, at 4.15 p. m.; arrive at Norwood by 7.45 p. m.
 Leave Norwood daily, except Sunday, at 6 a. m.; arrive at Montreal by 9.30 a. m.

ROUTE No. 4616.

From Afton to Nelly's Ford, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| F. F. Powell..... | \$195. |
| J. R. Goodloe..... | 185. |
| Thomas A. Foster..... | 180. |
| Elizabeth Critzer..... | 175. |
| George W. Critzer..... | 170. |
| James A. Pugh..... | 160. |
| Hugh N. Hall..... | 145. <i>Accepted March 30, 1871.</i> |

Contract made with Hugh N. Hall, dated March 30, 1871, at \$145 per annum.
 Leave Afton Wednesday and Saturday at 8 a. m.; arrive at Nelly's Ford by 12 m.
 Leave Nelly's Ford Wednesday and Saturday at 1 p. m.; arrive at Afton by 5 p. m.

ROUTE No. 4617.

From Arrington to Massie's Mills, 11 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Lucy Arrington..... | \$200. |
| Robert P. Camp..... | 199. |
| William H. Thacker..... | 165. <i>Accepted March 30, 1871.</i> |

Contract made with William H. Thacker, dated March 30, 1871, at \$165 per annum.
 Leave Arrington Tuesday and Saturday at 10 a. m.; arrive at Massie's Mills by 1 p. m.
 Leave Massie's Mills Tuesday and Saturday at 1.30 p. m.; arrive at Arrington by 4 p. m.

ROUTE No. 4618.

From Mechum's River to Brown's Cove, 10 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------------|--|
| Margaret J. Slater..... | \$100. <i>Accepted March 30, 1871.</i> |

Contract made with Margaret J. Slater, dated March 30, 1871, at \$100 a year.
 Leave Mechum's River Saturday at 2 p. m.; arrive at Brown's Cove by 5 p. m.
 Leave Brown's Cove Saturday at 9 a. m.; arrive at Mechum's River by 12 m.

ROUTE No. 4619.

From Earlsville to Mechum's River, 16 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------------|--|
| Thomas J. Fulcher..... | \$225. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas J. Fulcher, dated March 30, 1871, at \$225 per annum.
 Leave Earlysville Tuesday and Friday at 1 p. m.; arrive at Mechum's River by 6 p. m.
 Leave Mechum's River Tuesday and Friday at 7 a. m.; arrive at Earlysville by 12 m.

ROUTE No. 4620.

From North Garden to Scottsville, 18 miles and back, three times a week.

| Bidder's names. | Sum per annum. |
|------------------------|--------------------------------------|
| John M. Page..... | \$550. |
| Thomas S. Heath..... | 500. |
| George W. Dawson..... | 440. |
| Peter L. Anderson..... | 397. |
| John L. Dawson..... | 360. <i>Accepted March 30, 1871.</i> |

Contract made John L. Dawson, dated March 30, 1871, at \$360 per annum.
 Leave North Garden Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Scottsville by 6 p. m.
 Leave Scottsville Tuesday, Thursday, and Saturday at 4 a. m.; arrive at North Garden by 8 a. m.

ROUTE No. 4621.

From Batesville to Greenwood Depot, 5 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Lewellyn C. Vid..... | \$100 <i>Accepted March 30, 1871.</i> |
| Henry Thacker, (<i>after time</i>)..... | 90 (<i>Received March 21, 1871.</i>) |

Contract made with Lewellyn C. Vid, dated March 30, 1871, at \$100 a year.
 Leave Batesville Wednesday and Saturday at 12.30 p. m.; arrive at Greenwood Depot by 2 p. m.
 Leave Greenwood Depot Wednesday and Saturday at 3 p. m.; arrive at Batesville by 4.30 p. m.

ROUTE No. 4622.

From New Glasgow to Mason's Depot, 3 miles and back, three times a week.
 (No bid; not let.)

ROUTE No. 4623.

From Columbia to Keswick's Depot, 33 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| David J. King..... | \$617. End at Palmyra. |
| | 469. End at Hunter's Lodge. |
| C. B. Perkins..... | 449. <i>Accepted March 30, 1871.</i> |

Contract made with C. B. Perkins, dated March 30, 1871, at \$449 per annum.
 Leave Columbia Tuesday, Thursday, and Saturday at 12 m.; arrive at Palmyra by 4 p. m.
 Leave Palmyra Monday, Wednesday, and Friday at 5 a. m.; arrive at Keswick's Depot by 11 a. m.
 Leave Keswick's Depot Monday, Wednesday, and Friday at 2 p. m.; arrive at Palmyra by 8 p. m.
 Leave Palmyra Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Columbia by 11 a. m.

ROUTE No. 4624.

From Cobham to Stony Point, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| James Freddy..... | \$100. |
| Alanson Dowell..... | 75. <i>Accepted March 30, 1871.</i> |
| James D. Smith..... | 72. No certificate. |

Contract made with Alanson Dowell dated March 30, 1871, at \$75 per annum.
 Leave Cobham Tuesday and Friday at 1.30 p. m.; arrive at Stony Point by 4 p. m.
 Leave Stony Point Tuesday and Friday at 8 a. m.; arrive at Cobham by 11.30 a. m.

ROUTE No. 4625.

From Ruckersville to Seville, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---|
| Osmond Bradford | \$99. | Three times a week for proposed increase. |
| Elizabeth A. Stockdell | 90. | Three times a week for schedule proposed. |
| Mordecai Buckner | 63. | Accepted June 2, 1871. |
| Elizabeth A. Stockdell | 60. | Ineligible, being a married woman. |

Contract made with Mordecai Buckner, dated June 2, 1871, at \$63 per annum.
Leave Ruckersville Monday and Friday after arrival of mail from Gordonsville.
say at 4 p. m.; arrive at Seville by 6 p. m.

Leave Seville Monday and Friday at 6.15 p. m.; arrive at Ruckersville by 8 p. m.

ROUTE No. 4626.

From Madison Court-House to Madison Court-House, equal to 13 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|--------------------------|
| Elizabeth A. Stockdell | \$176 00. | Twice a week. |
| Osmond Bradford | 169 00. | |
| John Richards | 150 00. | |
| Richard B. Sullivan | 140 00. | |
| Osmond Bradford | 97 50. | |
| | 169 00. | Twice a week. |
| | 84 50. | Accepted March 30, 1871. |

Contract made with Osmond Bradford, dated March 30, 1871, at \$84.50 a year.
Leave Madison Court-House Wednesday at 7 a. m.; arrive at Madison Court-House by 6 p. m.

ROUTE No. 4627.

From Gordonsville to Stanardsville, 19½ miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|--------------------------|
| T. Benton Daugherty | \$1,549. | |
| A. W. Harman | 695. | |
| J. W. Burke | 598. | |
| John L. Hall | 587. | Schedule changed. |
| Elizabeth A. Stockdell | 366. | |
| B. F. Weaver | 360. | |
| Moses Hume | 344. | |
| W. S. T. Craven | 327. | |
| B. F. Weaver | 280. | Accepted March 30, 1871. |

Contract made with B. F. Weaver dated March 30, 1871, at \$280 per annum.
Leave Gordonsville Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Stanardsville by 8 p. m.

Leave Stanardsville Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Gordonsville by 11 a. m.

ROUTE No. 4628.

From Gordonsville to Madison Court-House, 20 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|------------------------------------|
| B. F. Weaver | \$695 00. | Six times a week. |
| J. W. Burke | 580 00. | |
| A. W. Harman | 495 00. | |
| John L. Hall | 487 00. | Schedule proposed. |
| B. F. Weaver | 365 00. | |
| W. S. T. Craven | 333 33. | |
| B. F. Weaver | 320 00. | Accepted June 2, 1871. |
| Elizabeth A. Stockdell | 192 00. | Ineligible, being a married woman. |

Contract made with B. F. Weaver, dated June 2, 1871, at \$320 per annum.
Leave Gordonsville Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Madison Court-House, by 7 p. m.

Leave Madison Court-House, Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Gordonsville by 11 a. m.

ROUTE No. 4629.

From Orange Court-House to Oak Park, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| H. P. Tanner..... | \$250. |
| Elizabeth A. Stockdell..... | 249. |
| Osmond Bradford..... | 239. |
| John J. Jennings..... | 200. |
| Richard B. Sullivan..... | 150. <i>Accepted March 30, 1871.</i> |
| | 150. |
| H. P. Tanner, (<i>after time.</i>)..... | 175. |

Contract made with Richard B. Sullivan, dated March 30, 1871, at \$150 per annum.
 Leave Orange Court-House Tuesday and Saturday at 1 p. m.; arrive at Oak Park by 4.30 p. m.
 Leave Oak Park Tuesday and Saturday at 6.30 a. m.; arrive at Orange Court-House by 10 a. m.

ROUTE No. 4630.

From Frederick's Hall to Ashland, 45 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Edmund Johnson..... | \$875 00. |
| Clinton G. Townsley..... | 875 00. |
| Lancelot Partlow..... | 832 00. |
| | 798 00. |
| John R. Chick..... | 775 00. |
| Manlius T. Goodwin..... | 649 00. |
| Lucien M. Sims..... | 640 00. |
| T. J. Buchanan..... | 545 00. |
| John R. Chick..... | 544 00. |
| William J. Parsons..... | 499 99. |
| John R. Chick..... | 474 00. |
| Charles H. Day..... | 460 00. |
| John M. Williams..... | 440 00. |
| E. C. Taylor..... | 390 00. <i>Accepted March 30, 1871.</i> |

Contract made with E. C. Taylor, dated March 30, 1871, at \$390 per annum.
 Leave Frederick's Hall Wednesday and Saturday at 1.30 p. m.; arrive at Ashland Tuesday and Friday by 11 a. m.
 Leave Ashland Tuesday and Friday at 12 m.; arrive at Frederick's Hall Wednesday and Saturday by 1 p. m.

ROUTE No. 4631.

For Tolersville to Pemberton, 35 miles and back, six times a week to Cuckoo, and three times a week the residuc.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| James C. Halsall..... | \$650. |
| C. B. Perkins..... | 750. |
| John Trice Seargent..... | 750. |
| James L. Talley..... | 748. |
| Virginia A. Parrish..... | 745. |
| M. S. Christinas..... | 725. |
| Edmund Johnson..... | 635. |
| Vivian G. Hendley..... | 624. <i>Accepted March 30, 1871.</i> |

Contract made with Vivian G. Hendley, dated March 30, 1871, at \$624 per annum.
 Leave Tolersville daily, except Sunday, at 1.30 p. m., or on arrival of mail from Richmond; arrive at Cuckoo by 3 p. m.
 Leave Cuckoo daily, except Sunday, at 12 m.; arrive at Tolersville by 1.30 p. m.
 Leave Cuckoo Monday, Wednesday, and Friday at 4 p. m.; arrive at Pemberton next day by 12 m.
 Leave Pemberton Tuesday, Thursday, and Saturday at 1.30 p. m.; arrive at Cuckoo next day by 11 a. m.

ROUTE No. 4632.

From Ruther Glen to Brokenburgh, 30 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|---|--|
| Lancelot Partlow..... | \$520. <i>Accepted March 30, 1871.</i> |
| Contract made with Lancelot Partlow, dated March 30, 1871, at \$520 per annum. Leave Ruther Glen Wednesday and Saturday at 12 m.; arrive at Brokenburgh by 7.30 p. m. Leave Brokenburgh Wednesday and Saturday at 5 a. m.; arrive at Ruther Glen by 11.30 a. m. | |

ROUTE No. 4633.

From Central Plains to Seven Islands, 6 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|---|--|
| Howell L. Herndon..... | \$120. <i>Accepted March 30, 1871.</i> |
| Contract made with Howell L. Herndon, dated March 30, 1871, at \$120 per annum. Leave Central Plains Tuesday, Thursday, and Saturday at 8.30 a. m.; arrive at Seven Islands by 10 a. m. Leave Seven Islands Tuesday, Thursday, and Saturday at 10.30 a. m.; arrive at Central Plains by 12 m. | |

ROUTE No. 4634.

From Boston to Slate Mills, 4 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|-------------------------------------|
| Henry J. Smith..... | \$74. |
| La Fayette W. Smith..... | 49. <i>Accepted March 30, 1871.</i> |
| Contract made with La Fayette W. Smith, dated March 30, 1871, at \$49 per annum. Leave Boston Tuesday, Thursday, and Saturday at 5.10 p. m.; arrive at Slate Mills by 6.10 p. m. Leave Slate Mills Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Boston by 5 p. m. | |

ROUTE No. 4635.

From Culpeper to Front Royal, 42 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William H. Eggborn..... | \$900. |
| John H. Settle..... | 890. |
| James Kinsey..... | 869. |
| B. B. Baggerly..... | 805. |
| J. W. Burke..... | 790. |
| Richard F. S. Carr..... | 730. |
| Robert H. McCleave..... | 699. |
| Willie R. Brown..... | 640. |
| Perry Broyles..... | 559. <i>Accepted March 30, 1871.</i> |

Contract made with Perry Broyles, dated March 30, 1871, at \$559 per annum.
Leaves Culpeper Wednesday and Saturday at 3 p. m.; arrive at Front Royal next days by 6 p. m.
Leave Front Royal Tuesday and Friday at 7 a. m.; arrive at Culpeper next days by 9 a. m.

August 11, 1871. Perry Broyles having failed, contract with Samuel W. Summers, of Culpeper Court-House, to carry mails on this route at \$900 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, the failing bidder being liable for the difference.

ROUTE No. 4636.

From Culpeper to New Market, 50 miles and back, three times a week.
Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| John H. Settle..... | \$2,800. |
| P. Dinon..... | 1,650. |
| J. W. Burke..... | 3,100. Six times a week. |
| | 1,500. |
| | 2,800. Six times a week. |
| Anderson Arnot..... | 1,300. |
| A. W. Harman..... | 1,195. |
| Perry Broyles..... | 540. Six times a week. |
| | 990. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to Perry Broyles, dated March 30, 1871, at \$990 per annum, for six times a week service, but contract was not executed.

Leave Culpeper Tuesday, Thursday, and Saturday at 2.15 p. m.; arrive at New Market next days by 12 m.

Leave New Market Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Culpeper Monday, Wednesday, and Friday by 8 p. m.

ROUTE No. 4637.

From Culpeper to Leon, 14 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------|--|
| C. B. Shotwell | \$109. <i>Accepted March 30, 1871.</i> |

Contract made with C. B. Shotwell, dated March 30, 1871, at \$109 per annum.

Leave Culpeper Saturday at 3 p. m.; arrive at Leon by 6.30 p. m.

Leave Leon Saturday at 7 a. m.; arrive at Culpeper by 10.30 a. m.

ROUTE No. 4638.

From Culpeper to Rixeyville, 9 miles and back, three times a week.

Proposals invited to extend to Homeland.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| George D. Coons | \$285. Extend to Homeland. |
| James A. Harlow | 170. |
| John Brown | 160. Extend to Homeland. <i>Accepted March 30, 1871.</i> |
| Willie R. Brown | 147. |
| | 247. Extend to Homeland. |

Contract made with John Brown, dated March 30, 1871, at \$160 a year, service extended to Homeland.

Leave Culpeper Monday, Wednesday, and Friday at 12 m.; arrive at Homeland by 5 p. m.

Leave Homeland Monday, Wednesday, and Friday at 6 a. m.; arrive at Culpeper by 11 a. m.

ROUTE No. 4639.

From Stevensburgh to Richardsville, 12 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|--------------------|--|
| A. E. Taylor | \$125. <i>Accepted March 30, 1871.</i> |

Contract made with A. E. Taylor, dated March 30, 1871, at \$125 per annum.

Leave Stevensburgh Monday and Friday at 1 p. m.; arrive at Richardsville by 5 p. m.

Leave Richardsville Monday and Friday at 8 a. m.; arrive at Stevensburgh by 12 m.

ROUTE No. 4640.

From Brandy Station to Stevensburgh, 7 miles and back, six times a week

| Bidder's name. | Sum per annum. |
|---------------------|---|
| Joel T. Brown | \$500, to Raccoon Ford. 200, six times a week. <i>Accepted March 30, 1871.</i> 160, three times a week. No certificate. |

Contract made with Joel T. Brown, dated March 30, 1871, at \$200 a year.

Leave Brandy Station Tuesday, Thursday, and Saturday at 12 m.; arrive at Stevensburgh by 2 p. m.

Leave Stevensburgh Tuesday, Thursday and Saturday at 7.30 a. m.; arrive at Brandy Station by 9.30 p. m.

ROUTE No. 4641.

From Mitchell's Station to Raccoon Ford, 8 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| J. W. Barry | \$150. <i>Accepted April 5, 1871.</i> |
| William Yager | 140. Postmaster Mitchell's Station certifies that bidder is a minor. |

Contract made with J. W. Barry, dated April 5, 1871, at \$150 per annum.

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Leave Mitchell's Station Tuesday and Saturday at 12 m.; arrive at Raccoon Ford by 2 p. m.

Leave Raccoon Ford Tuesday and Saturday at 7 a. m.; arrive at Mitchell's Station by 9 a. m.

ROUTE No. 4642.

From Warrenton, by Fauquier White Sulphur Springs to Jeffersonton, 10 miles and back, three times a week, with three additional trips per week, to Fauquier White Sulphur Springs, from June 1 to September 30.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Moses Hume | \$594. |
| Willie R. Brown | 397. |
| James Doyle..... | 319. |
| Dennis Kelley..... | 300. |
| George D. Coons..... | 284. |
| John Brown | 200. <i>Accepted March 30, 1871.</i> |

Contract made with John Brown, dated March 30, 1871, at \$200 per annum.

Leave Warrenton Tuesday, Thursday, and Saturday at 11.30 a. m.; arrive at Jeffersonton by 3 p. m.

Leave Jeffersonton Tuesday, Thursday, and Saturday at 7.30 a. m.; arrive at Warrenton by 11 a. m.

June 1 to September 30.

Leave Warrenton daily, except Sunday, at 11.30 a. m.; arrive at Fauquier White Sulphur Springs by 1.30 p. m.

Leave Fauquier White Sulphur Springs daily, except Sunday, at 9 a. m.; arrive at Warrenton by 11 a. m.

ROUTE No. 4643.

From Warrenton, by Waterloo, to Washington, 25 miles and back, three times a week.

Proposals to extend to Sperryville invited.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| T. Benton Dougherty..... | \$2,500. |
| A. W. Harmon..... | 999. <i>Extend to Sperryville at pro rata.</i> |
| J. W. Burke..... | 880. |
| | 600. <i>Supply Washington from Sperryville twice a week, and once a week Washington to Warrenton.</i> |
| John H. Settle..... | 748. |
| | 1,048. <i>Extend to Sperryville.</i> |
| B. B. Baggerley..... | 718. |
| James Herald..... | 699. |
| George D. Coons | 685. <i>Extend to Sperryville.</i> |
| William F. Dent | 675. |
| | 843. <i>Extend to Sperryville.</i> |
| John Brown | 580. |
| | 670. <i>Extend to Sperryville.</i> |
| Willie R. Brown | 419. |
| | 503. <i>Extend to Sperryville. Accepted March 30, 1871.</i> |

Contract made with Willie R. Brown, dated March 30, 1871, at \$503; service extended to Sperryville.

Leave Warrenton Monday, Wednesday, and Friday at 1 p. m.; arrive at Washington by 9 p. m.

Leave Washington Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Warrenton by 2.30 p. m.

ROUTE No. 4644.

From Amissville to Orlean, 8 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------|---------------------------------------|
| B. S. Fleming..... | \$90. <i>Accepted March 30, 1871.</i> |

Contract made with B. S. Fleming, dated March 30, 1871, at \$90 per annum.

Leave Amissville Tuesday and Saturday at 4.15 p. m.; arrive at Orlean by 6.45 p. m.

Leave Orlean Tuesday and Saturday at 1.45 p. m.; arrive at Amissville by 3.45 p. m.

ROUTE No. 4645.

From Gainesville to New Baltimore, 6½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|-------------------------------|
| Moses Hume | \$449. |
| Arthur Toler and Philip Toler... | 300. |
| Matthew Davis, jr..... | 190. |
| John R. Shirley | 175. Informal. |
| | 175. |
| Charles H. Meeks | 140. Accepted March 30, 1871. |

Contract made with Charles H. Meeks, dated March 30, 1871, at \$140 per annum.
 Leave Gainesville Tuesday, Thursday, and Saturday at 12 m.; arrive at New Baltimore by 2 p. m.
 Leave New Baltimore Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Gainesville by 11 a. m.

ROUTE No. 4646.

From Bristoe Station to Brentsville, 3 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|---------------------------------|
| Thomas K. Davis..... | \$250. Accepted March 30, 1871. |

Contract made with Thomas K. Davis, dated March 30, 1871, at \$250 per annum.
 Leave Bristoe Station daily, except Sunday, at 10 a. m.; arrive at Brentsville by 11 a. m.
 Leave Brentsville daily, except Sunday, at 8.30 a. m.; arrive at Bristoe Station by 9.30 a. m.

ROUTE No. 4647.

From Catlett to Somerville, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| Robert H. McCleave | \$249. |
| Theodore Benedict | 160. |
| Horace Weaver | 124. Accepted March 30, 1871. |

Contract made with Horace Weaver, dated March 30, 1871, at \$124 per annum.
 Leave Catlett Tuesday and Saturday at 9 a. m.; arrive at Somerville by 1 p. m.
 Leave Somerville Tuesday and Saturday at 1.15 p. m.; arrive at Catlett by 5 p. m.

ROUTE No. 4648.

From Dumfries to Alexandria, 26 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| Anderson Arnot | \$900. |
| William Cleaveland | 700. |
| John T. Hunter | 620. Accepted March 30, 1871. |

Contract made with John T. Hunter, dated March 30, 1871, at \$620 per annum.
 Leave Dumfries Tuesday, Thursday, and Saturday at 6.30 a. m.; arrive at Alexandria by 3 p. m.
 Leave Alexandria Monday, Wednesday, and Friday at 8 a. m.; arrive at Dumfries by 4.30 p. m.

ROUTE No. 4649.

From Brentsville to Bellfair Mills, 13½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---------------------------------|
| Robert H. McCleave..... | \$249. Accepted March 30, 1871. |
| Andrew J. Davis, (after time).... | 170. |

Contract made with Robert H. McCleave, dated March 30, 1871, at \$249 per annum.
 Leave Brentsville Wednesday and Saturday at 1.30 p. m.; arrive at Bellfair Mills by 4 p. m.
 Leave Bellfair Mills Wednesday and Saturday at 8 a. m.; arrive at Brentsville by 12 m.

ROUTE No. 4650.

Brom Bealton to Bealton, equal to 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Charles O. Embrey | \$290. |
| O. A. Weaver | 240. |
| Benj. W. Allan | 200. Informal. |
| Wm. B. Groves | 194. |
| Douglass W. Emmons..... | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Douglass W. Emmons, dated March 30, 1871, at \$190 per annum.

Leave Bealton Tuesday and Thursday at 10 a. m., or after arrival of cars from Alexandria; arrive at Bealton by 9 p. m.

ROUTE No. 4651.

From Clifton Station to Centreville, 6½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| G. P. Wright | \$104. |
| William A. Crouch | 88. |
| Daniel Taylor | 74. |
| Richard A. Burke | 73. <i>Accepted March 30, 1871.</i> |

Contract made with Richard A. Burke, dated March 30, 1871, at \$73 per annum.

Leave Clifton Station Tuesday and Saturday at 9 a. m.; arrive at Centreville by 10.30 a. m.

Leave Centreville Tuesday and Saturday at 12 m.; arrive at Clifton Station by 1.30 p. m.

ROUTE No. 4652.

From Fairfax Station to Fairfax Court-House, 3½ miles and back, daily.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Anderson Arnot | \$400. |
| Robert L. Sisson | 200. |
| | 250, twice daily. <i>Accepted March 30, 1871.</i> |

Contract made with Robert L. Sisson, dated March 30, 1871, at \$250 per annum, for twice-daily service.

Leave Fairfax Station twice daily, after arrival of Alexandria mail, say at 8.15 a. m.; arrive at Fairfax Court-House by 9.15 a. m.

Leave Fairfax Court-House twice daily at 6.30 a. m.; arrive at Fairfax Station by 7.30 a. m.

ROUTE No. 4653.

From Guilford Station to Spring Vale, 12 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| P. Dinan | \$460. |
| Robert H. McCleave..... | 347. |
| James W. Smith..... | 312. |
| William Thomas Reid..... | 224. |
| Anna Sackett..... | 220. |
| | 330. Guilford Station to Prospect Hill. <i>Accepted March 30, 1871.</i> |

Contract made with Anna Sackett, dated March 30, 1871, at \$330 per annum, extended to Prospect Hill.

Leave Guilford Station Tuesday, Thursday, and Saturday at 10.30 a. m.; arrive at Prospect Hill by 3 p. m.

Leave Prospect Hill Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at Spring Vale by 5 p. m.

Leave Spring Vale Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Guilford Station by 10 a. m.

ROUTE No. 4654.

From Vienna to Prospect Hill, 14 miles and back, twice a week.
Proposals invited to end at Lewensville.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------------|
| James D. Faulkner..... | \$700, three times a week. |
| | 500. |
| Richard J. Faulkner..... | 300. |
| William Swink..... | 240. |

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| Henry M. Faulkner..... | \$200. | 298, three times a week. <i>Accepted March 30, 1871.</i> |
| Benjamin Kenyon..... | 149. | End at Lewensville. Schedule proposed. |
| William Swink..... | 136. | End at Langley. |
| Richard J. Faulkner..... | 128. | End at Lewensville. |
| William Swink..... | 72. | End at Lewensville. |

Contract made with Henry M. Faulkner, dated March 30, 1871, at \$298 per annum. Service three times a week.

Leave Vienna Wednesday and Saturday at 1 p. m., or on arrival of mail from Alexandria; arrive at Prospect Hill by 5 p. m.

Leave Prospect Hill Wednesday and Saturday at 8 a. m.; arrive at Vienna by 12 m.

ROUTE No. 4655.

From Theological Seminary to Alexandria, 3 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------------|
| Anderson Arnot..... | \$300. | |
| D. M. W. Waller..... | 295. | |
| John T. Hunter..... | 205. | |
| William Cleavland..... | 200. | <i>Accepted March 30, 1871.</i> |

Contract made with William Cleavland, dated March 30, 1871, at \$200 per annum.

Leave Theological Seminary daily, except Sunday, at 3.30 p. m.; arrive at Alexandria by 4.30 p. m.

Leave Alexandria daily, except Sunday, at 4.30 p. m.; arrive at Theological Seminary by 5.30 p. m.

ROUTE No. 4656.

From Leesburgh to Middleburgh, 17 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| P. Dinan..... | \$1,224. | |
| Michael Coughlin..... | 1,000. | |
| James Redner..... | 597. | <i>Accepted March 30, 1871.</i> |

Contract made with James Redner, dated March 30, 1871, at \$597 per annum.

Leave Leesburgh daily, except Sunday, at 12 m.; arrive at Middleburgh by 4.30 p. m.

Leave Middleburgh daily, except Sunday, at 7.30 a. m.; arrive at Leesburgh by 11.30 a. m.

ROUTE No. 4657.

From Leesburgh to Leesburgh, equal to 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------------|
| P. Dinan..... | \$468. | |
| Michael Coughlin..... | 399. | |
| Robert McCleave..... | 397. | |
| Joseph A. Shugars..... | 300. | <i>Accepted March 30, 1871.</i> |

Contract made with Joseph A. Shugars, dated March 30, 1871, at \$300 per annum.

Leave Leesburgh Wednesday and Saturday at 6 a. m.; arrive at Union by 12 m.

Leave Union Wednesday and Saturday at 1 p. m.; arrive at Leesburgh by 7 p. m.

ROUTE No. 4658.

From Leesburgh to Point of Rocks, Maryland, 12 miles and back, three times a week.

Proposals invited to end at Govesville.

| Bidder's name. | Sum per annum. | |
|------------------|----------------|---------------------------------|
| Edgar Janis..... | \$299. | <i>Accepted March 30, 1871.</i> |

Contract made with Edgar Janis, dated March 30, 1871, at \$299 per annum.

Leave Leesburgh Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Point of Rocks by 11 a. m.

Leave Point of Rocks Tuesday, Thursday, and Saturday at 12 m.; arrive at Leesburgh by 4 p. m.

ROUTE No. 4659.

From Hamilton to Winchester, 28 miles and back, six times a week.

| Bidders' names. | Sum per annum |
|---------------------|--|
| Anderson Arnot..... | \$2,000. |
| P. Dinan..... | 1,999. |
| James H. Kemp..... | 1,600. |
| A. W. Harman..... | 1,274. <i>Accepted March 30, 1871.</i> |

Contract made with A. W. Harman, dated March 30, 1871, at \$1,274 per annum.
 Leave Hamilton daily, except Sunday, at 11 a. m.; arrive at Winchester by 8 p. m.
 Leave Winchester daily, except Sunday, at 4 a. m.; arrive at Hamilton by 12 m.

ROUTE No. 4660.

From Hamilton to Point of Rocks, Maryland, 15 miles and back, six times a week to Waterford, and three the residue.

| Bidder's name. | Sum per annum. |
|------------------------|---------------------------------------|
| Charles W. Rinker..... | \$493. Clark's Gap to Point of Rocks. |

Contract made with Charles W. Rinker, dated March 30, 1871, at \$493 per annum.
 Clark's Gap to Point of Rocks.

Leave Clark's Gap daily, except Sunday, at 11 a. m.; arrive at Waterford by 12.30 p. m.

Leave Waterford daily, except Sunday, at 9 a. m.; arrive at Clark's Gap by 10.30 a. m.

Leave Waterford Tuesday, Thursday, and Saturday at 7.30 a. m.; arrive at Point of Rocks by 11 a. m.

Leave Point of Rocks Tuesday, Thursday, and Saturday at 12 m.; arrive at Waterford by 3.30 p. m.

ROUTE No. 4661.

From Waterford to Neersville, 14 miles and back, three times a week to Hillsborough, and once a week the residue.

| Bidder's name. | Sum per annum. |
|----------------------|--|
| Rodney Matthews..... | \$400. <i>Accepted March 30, 1871.</i> |

Contract made with Rodney Matthews, dated March 30, 1871, at \$400 per annum.
 Leave Waterford Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Hillsborough by 3.30 p. m.

Leave Hillsborough Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Waterford by 8.30 a. m.

Leave Hillsborough Saturday at 4 p. m.; arrive at Neersville by 5.30 p. m.

Leave Neersville Saturday at 6 p. m.; arrive at Hillsborough by 7.30 p. m.

ROUTE No. 4662.

From Wheatland to Barry, Maryland, 11 miles and back, three times a week.
 Proposals to end at Lovettsville invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Avery Dulaney..... | \$248. |
| William Brislan..... | 245. Revised schedule. |
| David A. Dinges..... | 245. Schedule proposed. |
| Robert W. Shumaker..... | 239. |
| Robert M. Hoee..... | 229. |
| James A. Hamilton..... | 228. <i>Accepted March 30, 1871.</i> |
| John W. Edmich..... | 224. End at Lovettsville. |
| Michael Brislin..... | 150. End at Lovettsville. Revised schedule. |

Contract with James A. Hamilton, dated March 30, 1871, at \$228 per annum.

Leave Wheatland Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Barry by 11 a. m.

Leave Barry Tuesday, Thursday, and Saturday at 2.30 p. m.; arrive at Wheatland by 5.30 p. m.

ROUTE No. 4663.

From Lincoln to Hamilton, 3 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| J. T. Hirst | \$199 98, six times a week. |
| H. F. Davis | 195 00. |
| James B. Strother | 149 00. |
| J. T. Hirst | 100 00. |
| H. F. Davis | 80 00. <i>Accepted March 30, 1871.</i> |

Contract made with H. F. Davis, dated March 30, 1871, at \$80 per annum.
 Leave Lincoln Wednesday and Saturday at 7 a. m. ; arrive at Hamilton by 8 a. m.
 Leave Hamilton Wednesday and Saturday at 9 a. m. ; arrive at Lincoln by 10 a. m.

ROUTE No. 4664.

From Millwood to Summit Point, 12½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Emily C. Sprint | \$740. |
| M. H. Dordan | 675. |
| James H. Neville | 650. |
| Magnes S. Thompson | 600. |
| Michael Coughlin | 499. <i>Accepted March 30, 1871.</i> |

Contract with Michael Coughlin, dated March 30, 1871, at \$499 a year.
 Leave Millwood daily, except Sunday, at 7 a. m. ; arrive at Summit Point by 10 a. m.
 Leave Summit Point daily, except Sunday, at 3.30 p. m. ; arrive at Millwood by 6.30 p. m.

ROUTE No. 4665.

From Paris to Piedmont Station, 10 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Michael Coughlin | \$500. |
| Isaiah L. Morgan | 496. |
| W. W. Green | 450. |
| Joseph Campbell | 400. |
| C. H. Bradfield | 350. <i>Accepted March 30, 1871.</i> |

Contract made with C. H. Bradfield, dated March 30, 1871, at \$350 per annum.
 Leave Paris daily, except Sunday, at 8.30 a. m. ; arrive at Piedmont Station by 11.30 a. m.
 Leave Piedmont Station daily, except Sunday, at 12.40 p. m. ; arrive at Paris by 3.30 p. m.

ROUTE No. 4666.

From Fairfax Court-House to Arcola, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| John T. Bloxham | \$1,100. Alexandria to Aldie, three times a week. |
| James Townsend | 450. |
| John G. Viall | 395. Schedule revised. |
| John F. Ledman | 375. |
| Robert L. Sisson | 375. |
| Thomas Moss | 350. |
| Darwin Sunderlin | 345. |
| John W. Graham | 290. |
| William Mills | 265. <i>Accepted March 30, 1871.</i> |

Contract made with William Mills, dated March 30, 1871, at \$265 per annum.
 Leave Fairfax Court-House Tuesday, Thursday, and Saturday at 9.30 a. m. ; arrive at Arcola by 2 p. m.
 Leave Arcola Tuesday, Thursday, and Saturday at 3 p. m. ; arrive at Fairfax Court-House by 7.30 p. m.

ROUTE No. 4667.

From Winchester to White Hall, 8 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---|
| Robert Orrick | \$130 00. |
| William D. Trimble | 124 50. Revised schedule. |
| William Brown | 115 00. |
| Martin Pool & Adam Albert | 109 00. <i>Accepted March 30, 1871.</i> |

Contract made with Martin Pool & Adam Albert, dated March 30, 1871, at \$109 per annum.

Leave Winchester Monday and Thursday at 2 p. m.; arrive at White Hall by 4.30 p. m.

Leave White Hall Monday and Thursday at 5 p. m.; arrive at Winchester by 7.30 p. m.

ROUTE No. 4668.

From Winchester to Paw-Paw, 34½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Robert Orrick | \$650. |
| William Brown | 560. |
| Martin Pool & Adam Albert | 498. <i>Accepted March 30, 1871.</i> |

Contract made with Martin Pool & Adam Albert, dated March 30, 1871, at \$498 per annum.

Leave Winchester Tuesday and Friday at 7 a. m.; arrive at Paw-Paw by 6 p. m.

Leave Paw-Paw Wednesday and Saturday at 7 a. m.; arrive at Winchester by 6 p. m.

ROUTE No. 4669.

From Winchester to Mountain Falls, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------------|
| Robert Orrick | \$225. |
| Martin Pool & Adam Albert | 94. <i>Accepted March 30, 1871.</i> |

Contract made with Martin Pool & Adam Albert, dated March 30, 1871, at \$94 per annum.

Leave Winchester Thursday at 6 a. m.; arrive at Mountain Falls by 10 a. m.

Leave Mountain Falls Thursday at 11 a. m.; arrive at Winchester by 3 p. m.

ROUTE No. 4670.

From Winchester to Romney, 43 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| A. W. Harman | \$1,390. |
| Robert H. McCleare | 899. |
| Robert Orrick | 835. |
| Meredith Copper | 748. <i>Accepted March 30, 1871.</i> |

Contract made with Meredith Copper, dated March 30, 1871, at \$748 per annum.

Leave Winchester Monday, Wednesday, and Friday at 6 a. m.; arrive at Romney by 5.30 p. m.

Leave Romney Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Winchester by 6.30 p. m.

ROUTE No. 4671.

From Capon Road Station to Capon Springs, West Virginia, 15 miles and back, six times a week, from June 15 to September 15 in each year, and twice a week the residue of the year.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| John E. Hawkins | \$1,000 00. Extra to Moorefield. |
| J. W. Burke | 880 00. |
| James Harvey Orndoff | 823 00. Extra to Moorefield. |
| | 748 00. Extra to Moorefield. |
| William H. Woodward | 400 00. Two-horse wagon. |
| A. W. Harman | 395 00. |
| Zachariah T. Pugh | 348 50. |
| Davis Farmer | 344 00. |
| George W. Hottel | 265 00. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Hottel, dated March 30, 1871, at \$265 per annum.

June 15 to September 15.

Leave Capon Road Station daily, except Sunday, at 12 m.; arrive at Capon Springs by 4 p. m.

Leave Capon Springs daily, except Sunday, at 5 a. m.; arrive at Capon Road Station by 9 a. m.

September 15 to June 15.

Service on Tuesday and Saturday—same hours.

ROUTE No. 4672.

From Van Buren Furnace to Gravel Spring, 11 miles and back, once a week.

Bidder's name. Sum per annum.

Snoden Whitaker, (after time) \$137. Accepted March 30, 1871.

Contract made with Snoden Whitaker, dated March 30, 1871, at \$137 per annum.
 Leave Van Buren Furnace Saturday at 3 p. m.; arrive at Gravel Spring by 7 p. m.
 Leave Gravel Spring Saturday at 10 a. m.; arrive at Van Buren Furnace by 2 p. m.

ROUTE No. 4673.

From Bowman's Mills to Broadway, 3 miles and back, three times a week.
 (No bids; not necessary.)

ROUTE No. 4674.

From White Post to Riverton, 16½ miles and back, three times a week.

Bidder's name. Sum per annum.

R. H. McCleave, (after time) \$390. (Received March 30, 1871.) No guarantor and informal. Accepted March 30, 1871.

Contract made with R. H. McCleave, dated March 30, 1871, at \$390 per annum.
 Leave White Post Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Riverton by 11 a. m.
 Leave Riverton Tuesday, Thursday, and Saturday at 1 p. m.; arrive at White Post by 6 p. m.

ROUTE No. 4675.

From Back Creek Valley to Yellow Springs, 13 miles and back, twice a week.

Bidders' names. Sum per annum.

William G. Ridgeway \$195.
 Martin Pool & Adam Albert 124.
 Martin Pool 104.
 Martin Pool 97. Accepted March 30, 1871.

Contract made with Martin Pool, dated March 30, 1871, at \$97 per annum.
 Leave Back Creek Valley Wednesday and Saturday at 9 a. m., or after arrival of mail from Winchester; arrive at Yellow Springs Wednesday and Saturday at 1 p. m.
 Leave Yellow Springs Wednesday and Saturday at 2 p. m.; arrive at Back Creek Valley by 6 p. m.

ROUTE No. 4676.

From Luray to Hambaugh's, 18 miles and back, twice a week.

Bidders' names. Sum per annum.

A. T. Burke \$349.
 R. H. McCleave 348.
 Perry Broyles 299. Accepted March 30, 1871.

Contract made with Perry Broyles, dated March 30, 1871, at \$299 per annum.
 Leave Luray Wednesday and Saturday at 1 p. m.; arrive at Hambaugh's by 6 p. m.
 Leave Hambaugh's Wednesday and Saturday at 7 a. m.; arrive at Luray by 12 m.

ROUTE No. 4677.

From Luray to Marksville, 11 miles and back, twice a week.

Bidders' names. Sum per annum.

J. W. Burke \$219 00.
 Isaac H. Reid 94 00.
 Morgan M. Price 93 60.
 Isaac Middleton 90 00.
 Isaac H. Reid 82 00.
 Thomas J. Miller 79 00.
 Andrew J. Broyles 75 00. Accepted March 30, 1871.

Contract made with Andrew J. Broyles, dated March 30, 1871, at \$75 per annum.
 Leave Luray Monday and Thursday at 8 a. m.; arrive at Marksville by 12 m.
 Leave Marksville Monday and Thursday at 1 p. m.; arrive at Luray by 5 p. m.

ROUTE No. 4678.

From Luray to Shenandoah Iron Works, 15 miles and back, three times a week.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Elizabeth Stockdell..... | \$1,000. |
| Banks W. Goodall..... | 925, six times a week. |
| A. W. Harman..... | 650. |
| George L. Kite..... | 990, six times a week. <i>Accepted March 30, 1871.</i> |
| Banks W. Goodall..... | 470. |
| R. H. McCleave..... | 390. |
| Russell Jenkins..... | 349. |
| | 550, six times a week. |
| George L. Kite..... | 289. |
| Andrew J. Broyles..... | 274. |

Contract made with George L. Kite, dated March 30, 1871, at \$520 per annum. for six times a week service.

Leave Luray daily, except Sunday, at 1 p. m.; arrive at Shenandoah Iron Works by 6 p. m.

Leave Shenandoah Iron Works daily, except Sunday, at 7 a. m.; arrive at Luray by 12 m.

ROUTE No. 4679.

From Cedar Creek to Strasburgh, 9½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| William H. Woodward..... | \$175. Buggy. |
| Isaac Painter..... | 96. Horseback. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Painter, dated March 30, 1871, at \$96 per annum.

Leave Cedar Creek Wednesday and Saturday at 4 p. m.; arrive at Strasburgh by 7 p. m.

Leave Strasburgh Wednesday and Saturday at 1.15 p. m.; arrive at Cedar Creek by 4 p. m.

ROUTE No. 4680.

From Water Lick to Seven Fountains, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| William H. Woodward..... | \$180 00. |
| John D. Combs..... | 177 50, commence at Woodstock. |
| David T. Knisley..... | 148 00. |
| John D. Combs..... | 147 50. |
| Jacob Munch..... | 144 00. <i>Accepted March 30, 1871.</i> |
| David T. Knisley..... | 119 00, commence at Woodstock. |
| Jacob Munch..... | 114 00, commence at Woodstock. |

Contract made with Daniel Munch, dated March 30, 1871, at \$144 per annum.

Leave Water Lick Tuesday and Saturday at 10 a. m.; arrive at Seven Fountains by 2 p. m.

Leave Seven Fountains Tuesday and Saturday at 5 a. m.; arrive at Water Lick by 9 a. m.

ROUTE No. 4681.

From Woodstock to Mount Olive, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| James W. Funkhouser..... | \$130 00. |
| Noah G. Feller..... | 124 37. |
| Groover & Funkhouser..... | 115 00. Present contractors. <i>Accepted March 30, 1871.</i> |
| Ezra Spiker..... | 115 00. |

Contract made with Groover & Funkhouser, dated March 30, 1871, at \$115 per annum.

Leave Woodstock Monday and Friday at 1 p. m.; arrive at Mount Olive by 4 p. m.

Leave Mount Olive Monday and Friday at 9 a. m.; arrive at Woodstock by 11.45 a. m.

ROUTE No. 4682.

From Woodstock to Moorefield, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------|----------------|---------------------------------|
| John E. Hawkins | \$1,000 00. | |
| Abraham Landis | 973 00. | Horseback. |
| | 947 00. | |
| | 873 00. | |
| Jesse Landis | 870 00. | |
| James Harvey Orndorff | 748 00. | |
| | 692 00. | |
| Zachariah T. Pugh | 648 50. | |
| R. H. McCleave | 597 00. | <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$597 per annum.
 Leave Woodstock Monday and Thursday at 1 p. m.; arrive at Wardensville by 8 p. m.
 Leave Wardensville Monday and Thursday at 5 a. m.; arrive at Woodstock by 12 m.
 Leave Wardensville Tuesday and Friday at 7 a. m.; arrive at Moorefield by 5 p. m.
 Leave Moorefield Wednesday and Saturday at 7 a. m.; arrive at Wardensville by 5 p. m.

ROUTE No. 4683.

From Edenburgh to Edenburgh, 9½ miles and back, twice a week.
 Bids for three times a week service invited.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------------|
| John W. Reoser | \$147. | |
| Alexander Hollar | 145. | To Hamburgh. |
| David D. Evans | 139. | <i>Accepted March 30, 1871.</i> |

Contract made with David D. Evans, dated March 30, 1871, at \$139 per annum.
 Leave Edenburgh Tuesday and Saturday at 5 p. m.; arrive at Edenburgh by 2 p. m.

ROUTE No. 4684.

From Mount Jackson to Moore's Store, 7 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|----------------------------|----------------|---------------------------------|
| Samuel H. Funkhouser | \$250. | |
| D. Orebaugh | 110. | <i>Accepted March 30, 1871.</i> |

Contract made with D. Orebaugh, dated March 30, 1871, at \$110 per annum.
 Leave Mount Jackson Wednesday and Saturday at 8 a. m.; arrive at Moore's Store by 10 a. m.
 Leave Moore's Store Wednesday and Saturday at 10.30 a. m.; arrive at Mount Jackson by 12.30 p. m.

ROUTE No. 4685.

From Mount Jackson to Orkney Springs, 14 miles and back, six times a week, from June 15 to September 15, and once a week the residue of the year.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|---------------------------------|
| William N. Gray | \$475. | |
| J. W. Burke | 199. | |
| Jacob H. Funkhouser | 165. | |
| Simon Hepner | 160. | |
| Leonard Walters | 158. | |
| Henry Hepner | 150. | <i>Accepted March 30, 1871.</i> |

Contract made with Henry Hepner, dated March 30, 1871, at \$150 per annum.

June 15 to September 15.

Leave Mount Jackson daily, except Sunday, at 7 a. m.; arrive at Orkney Springs by 12 m.
 Leave Orkney Springs daily, except Sunday, at 2 p. m.; arrive at Mount Jackson by 7 p. m.

September 15 to June 15.

Leave on Saturday, same hour.

ROUTE No. 4686.

From Harrisonburgh to Staunton, 25 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| T. Benton Daugherty | \$2,273. |
| P. Dinan | 1,985. |
| Thomas Burke | 1,900. |
| Benjamin F. Fifer | 1,488. |
| | 1,400. |
| John K. Young | 1,248. |
| Anderson Arnot | 1,200. |
| J. W. Burke | 999. |
| Samuel W. Cummins | 950. |
| A. D. Trotter | 740. |
| A. W. Harman | 449. <i>Accepted March 30, 1871.</i> |

Contract made with A. W. Harman, dated March 30, 1871, at \$449 per annum.

Leave Harrisonburgh daily, except Sunday, at 7 p. m.; arrive at Staunton next day by 1 a. m.

Leave Staunton daily, except Sunday, at 12 night; arrive at Harrisonburgh by 6 a. m.

ROUTE No. 4687.

From Harrisonburgh to Parnassus, 18 miles and back, six times a week to Bridgewater, and twice a week the residue.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--------------------------------------|
| P. Dinan | \$1,188. |
| J. W. Burke | 900. |
| Samuel D. Jones | 800. |
| A. W. Harman | 595. |
| John H. McLeod | 583. |
| Thomas Burke | 540. |
| A. D. Trotter | 540. |
| Samuel W. Cummins | 525. |
| William N. Gay & Samuel H. Gay | 472. <i>Accepted March 30, 1871.</i> |

Contract made with William N. Gay and Samuel H. Gay, dated March 30, 1871, at \$472 per annum.

Leave Harrisonburgh daily, except Sunday, at 1 p. m.; arrive at Bridgewater by 3 p. m.

Leave Bridgewater daily, except Sunday, at 10 a. m.; arrive at Harrisonburgh by 12 m.

Leave Bridgewater Wednesday and Saturday at 7 a. m.; arrive at Parnassus by 10 a. m.

Leave Parnassus Wednesday and Saturday at 11 a. m.; arrive at Bridgewater by 2 p. m.

ROUTE No. 4688.

From Harrisonburgh to Shenandoah Iron Works, 25 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--------------------------------------|
| T. Benton Daugherty | \$1,191. |
| P. Dinan | 1,200. |
| | 1,800, daily. |
| J. W. Burke | 700. |
| | 1,400, six times a week. |
| William N. Gay & Samuel H. Gay | 600. |
| | 1,200, six times a week. |
| Samuel W. Cummins | 600. |
| | 1,000, six times a week. |
| A. W. Harman | 599. <i>Accepted March 30, 1871.</i> |
| | 1,199, six times a week. |

Contract made with A. W. Harman, dated March 30, 1871, at \$599 per annum.

Leave Harrisonburgh Monday, Wednesday, and Friday at 6 a. m.; arrive at Shenandoah Iron Works by 12 m.

Leave Shenandoah Iron Works Monday, Wednesday, and Friday at 1 p. m.; arrive at Harrisonburgh by 7 p. m.

ROUTE No. 4689.

From Harrisonburgh to Coote's Store, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------------|
| P. Dinan | \$702. |
| A. W. Harman | 599. |
| John Kelley | 550. |
| Samuel W. Cummins..... | 450. |
| John Kelley | 424. |
| K. H. McCleave..... | 397. |
| William N. Gay & Samuel H. Gay..... | 348. |
| Joseph Ritter..... | 330. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Ritter, dated March 30, 1871, at \$330 per annum.
 Leave Harrisonburgh Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Coote's Store by 6 p. m.
 Leave Coote's Store Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Harrisonburgh by 12 m.

ROUTE No. 4690.

From Harrisonburgh to Mount Vernon Forge, 17 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| T. Benton Daugherty..... | \$2,533. |
| William B. Gallaher and S. H. Hunt..... | 1,400. To Waynesborough. |
| P. Dinan..... | 1,326. |
| Edwin M. Nuckolls..... | 1,000. |
| Samuel Dalhouse Jones..... | 897. |
| A. W. Harman..... | 799. |
| Samuel W. Cummins..... | 775. |
| Terrance Sullivan..... | 770. |
| William N. Gay & Samuel H. Gay..... | 724. |
| J. W. Burke..... | 700. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Burke, dated March 30, 1871, at \$700 per annum.
 Leave Harrisonburgh daily, except Sunday, at 12 m.; arrive at Mount Vernon Forge by 4.30 p. m.
 Leave Mount Vernon Forge daily, except Sunday, at 6 a. m.; arrive at Harrisonburgh by 10.30 a. m.

ROUTE No. 4691.

From Harrisonburgh to Mount Clinton, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|---|
| A. W. Harman | \$399. |
| J. W. Burke | 319. Schedule proposed. |
| George W. Airy..... | 300. |
| P. Dinan | 299. |
| J. W. Burke | 299. Schedule proposed. |
| A. D. Trotter | 290. |
| Samuel B. Goods..... | 280, to Rawley Springs. |
| George W. Airy..... | 280, to Rawley Springs. |
| William N. Gay & Samuel H. Gay..... | 270, to Rawley Springs. <i>Accepted March 30, 1871.</i> |

Contract made with Messrs. William N. Gay & Samuel H. Gay, dated March 30, 1871, at \$270 per annum. Service to Rawley Springs and back.
 Leave Harrisonburgh Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Mount Clinton by 2.30 p. m.
 Leave Mount Clinton Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Harrisonburgh by 12.30.

ROUTE No. 4692.

From Harrisonburgh to Tenth Legion, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| P. Dinan..... | \$695. |
| A. W. Harman..... | 599. |
| Samuel Dalhouse Jones..... | 500. |
| J. I. A. Trotter & A. B. Trotter.. | 450. |
| J. W. Burke | 380. |

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------------|
| John Kelley | \$350. |
| Samuel W. Cummins..... | 265. |
| William N. Gay & Samuel H. Gay..... | 240. <i>Accepted March 30, 1871.</i> |

Contract made with William N. Gay & Samuel H. Gay, dated March 30, 1871, at \$240 per annum.

Leave Harrisonburgh Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Tenth Legion by 12 m.

Leave Tenth Legion Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Harrisonburgh by 6 p. m.

ROUTE No. 4693.

From Waynesborough to Mount Meridian, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Samuel D. Jones..... | \$500. |
| John Donovan..... | 796. |
| Edwin M. Nuckolls..... | 500. |
| Robert H. McCleave..... | 397. <i>Accepted March 30, 1871.</i> |

Contract made with Robert H. McCleave, dated March 30, 1871, at \$397 per annum.

Leave Waynesborough Tuesday, Thursday, and Saturday at 12.30 p. m.; arrive at Mount Meridian by 5 p. m.

Leave Mount Meridian Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Waynesborough by 11 a. m.

ROUTE No. 4694.

From Bath Alum to Deerfield, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------------|
| Frank Harlow..... | \$599. |
| John Landis, jr..... | 456. |
| R. H. McCleave..... | 419. |
| William N. Gay & Samuel H. Gay..... | 340. |
| Samuel Paxton..... | 297. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Paxton, dated March 30, 1871, at \$297 per annum.

Leave Bath Alum Wednesday and Saturday at 1 p. m.; arrive at Deerfield by 7 p. m.

Leave Deerfield Wednesday and Saturday at 7 a. m.; arrive at Bath Alum by 12 m.

ROUTE No. 4695.

From McDowell to Oak Flat, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| Andrew Rexroad..... | \$325. |
| William M. Sommers..... | 324. |
| Nathaniel Bangoy..... | 300. |
| Stephen J. Reynolds..... | 300. |
| Isaac Barron..... | 239. |
| Jesse Landes..... | 234. |
| Henson Judy and Martin Landis..... | 219. <i>Accepted March 30, 1871.</i> |

Contract made with Henson Judy and Martin Landis, at \$219 per annum.

Leave McDowell Thursday at 1 p. m.; arrive at Oak Flat next day by 12 m.

Leave Oak Flat Friday at 1 p. m.; arrive at McDowell next day by 12 m.

ROUTE No. 4696.

From Oak Flat, West Virginia, to Luney's Creek, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Robert H. McCleave..... | \$319. |
| Solomon Borrer..... | 259. |
| Nathaniel Bangoy..... | 243. |
| Jesse Landis..... | 228. |
| Isaac Barron..... | 219. |
| Martin Landis..... | 197. |
| | 196. <i>Accepted March 30, 1871.</i> |

Contract made with Martin Landis, dated March 30, 1871, at \$196 per annum.
 Leave Oak Flat Friday at 6 a. m.; arrive at Luney's Creek by 6 p. m.
 Leave Luney's Creek Saturday at 6 a. m.; arrive at Oak Flat by 6 p. m.

ROUTE No. 4697.

From Monterey to Franklin, West Virginia, 29 miles and back, once a week.
 Proposals for twice a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Jesse Landis | \$470, twice a week. |
| Isaac Borrer | 439, twice a week. |
| William A. Sipe | 400, twice a week. |
| George F. Rymer | 399. |
| John Landis, jr. | 398. |
| William M. Sommers | 385. |
| Robert H. McCleave | 297. |
| | 450, twice a week. |
| George S. Rymer | 225. |
| Isaac Borrer | 217. |
| W. M. Sommers | 195. <i>Accepted March 30, 1871.</i> |

Contract made with W. M. Sommers, dated March 30, 1871, at \$195 per annum.
 Leave Monterey Thursday at 8 a. m.; arrive at Franklin by 6 p. m.
 Leave Franklin Friday at 6 a. m.; arrive at Monterey by 4 p. m.

ROUTE No. 4698.

From Monterey to Mountain Grove, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Robert H. McCleave | \$348. |
| Andrew Rexroad | 275. |
| Jesse Landis | 270. |
| George L. Rymer | 230. |
| John Landis, jr. | 219. |
| W. M. Sommers | 218. <i>Accepted March 30, 1871.</i> |

Contract made with W. M. Sommers, dated March 30, 1871, at \$218 per annum.
 Leave Monterey Tuesday at 5 a. m.; arrive at Mountain Grove by 3 p. m.
 Leave Mountain Grove Wednesday at 5 a. m.; arrive at Monterey by 3 p. m.

ROUTE No. 4699.

From McDowell to Green Valley, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| George L. Rymer | \$300. |
| Robert H. McCleave | 297. |
| Jesse Landis | 270. |
| Stephen J. Reynolds | 250. |
| Isaac Borrer | 233. |
| John Landis, jr. | 229. |
| W. M. Sommers | 224. <i>Accepted March 30, 1871.</i> |

Contract made with W. M. Sommers, dated March 30, 1871, at \$224 per annum.
 Leave McDowell Friday at 10 a. m.; arrive at Green Valley by 6 p. m.
 Leave Green Valley Saturday at 7 a. m.; arrive at McDowell by 3 p. m.

NORTH CAROLINA.

ROUTE No. 5001.

From Raleigh Court-House to Weldon, 97 miles and back, by railroad, daily, or as much oftener as trains may run if required.

Contract made with Raleigh and Gaston Railroad Company, at \$7,275 per annum.

ROUTE No. 5002.

From Weldon to Wilmington, 162½ miles and back, by railroad, daily, or as much oftener as trains may run if required, with branch from Rocky Mount, by Kingsborough, to Tarborough Court-House, 26 miles and back, daily.

Contract made with Wilmington and Weldon Railroad Company, at \$24,945.50 per annum.

ROUTE No. 5003.

From Wilmington to Wadesborough, 138½ miles and back, by railroad, daily, or as much oftener as trains may run if required.

Contract ordered with Wilmington, Charlotte and Rutherford Railroad Company, at \$7,050 per annum.

ROUTE No. 5004.

From Goldsborough to Charlotte, 223 miles and back, by railroad, daily, or as much oftener as trains may run if required.

Contract ordered with Richmond and Danville Railroad Company, at \$22,300 per annum.

ROUTE No. 5005.

From Goldsborough to Morehead City, 95 miles and back, by railroad, six times a week, or daily, if cars so run.

| Bidder's name. | Sum per annum. |
|---|----------------|
| Atlantic and North Carolina Railroad Company..... | \$4,750. |
| Contract ordered with Atlantic and North Carolina Railroad Company, at \$5,225 per annum. | |

ROUTE No. 5006.

From Salisbury (court-house) to Old Fort, 114 miles and back, daily, by railroad, six times a week, or daily if the cars so run.

Contract made with Western North Carolina Railroad Company, at \$5,700 per annum.

ROUTE No. 5007.

From Charlotte to Cherryville, 45½ miles and back, by railroad, three times a week.

| Bidder's name. | Sum per annum. |
|--|----------------|
| Harrison S. Wilson..... | \$500. |
| Contract ordered with western division of the Wilmington, Charlotte and Rutherford Railroad Company, at \$1,365 per annum. | |

ROUTE No. 5008.

From Fayetteville to Egypt Depot, 45 miles and back, twice a week, by railroad. Discontinued. Superseded by route No. 5216.

ROUTE No. 5009.

From Enfield to Hamilton, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| L. E. Rice..... | \$1,149. |
| John F. Logan..... | 1,168. |
| O. C. Stallings..... | 997. |
| George B. Curtis..... | 800. <i>Accepted March 30, 1871.</i> |

Contract made with George B. Curtis, dated March 30, 1871, at \$800 per annum. By an order made June 14, 1871, increase service to three times a week, and allow \$400 per annum for the extra trip from July 1, 1871.

Leave Enfield Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Hamilton by 10 p. m.

Leave Hamilton Monday, Wednesday, and Friday at 8 a. m.; arrive at Enfield by 4 p. m.

ROUTE No. 5010.

From Enfield to Enfield, equal to 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| James W. Schenck, jr..... | \$299. <i>Accepted March 30, 1871.</i> |
| George B. Curtis..... | 300. |

Contract ordered with James W. Schenck, jr., dated March 30, 1871, at \$299 per annum.

Leave Enfield Tuesday at 6 a. m.; arrive at Enfield by 6 p. m.

ROUTE No. 5011.

From Rocky Mount to Louisburgh, 47 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$1, 174. |
| James W. Schenck, jr..... | 999. |
| John F. Logan | 989. |
| J. M. Stallings..... | 820. |
| John H. Upperman..... | 799. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Upperman, dated March 30, 1871, at \$799 per annum.

Leave Rocky Mount Tuesday and Saturday at 5 p. m.; arrive at Louisburgh by 8 p. m.

Leave Louisburgh Monday and Friday at 5 a. m.; arrive at Rocky Mount by 8 p. m.

ROUTE No. 5012.

From Wilson to Speight's Bridge, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------------|
| James W. Schenck, jr..... | \$300. |
| John T. Croom..... | 99. |
| William McKeel, sr..... | 95. <i>Accepted March 30, 1871.</i> |
| L. Dixon..... | 104. |

Contract made with William McKeel, sr., dated March 30, 1871, at \$95 per annum.

Leave Wilson Monday at 1 p. m.; arrive at Speight's Bridge by 7 p. m.

Leave Speight's Bridge Monday at 6 a. m.; arrive at Wilson by 12 m.

ROUTE No. 5013.

From Kinston to Hookerstown, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| James W. Schenck, jr..... | \$349. |
| James G. Stanley..... | 310. <i>Accepted March 30, 1871.</i> |
| W. G. Harper..... | 299. <i>End at Snow Hill.</i> |

Contract made with James G. Stanley, dated March 30, 1871, at \$310 per annum.

Leave Kinston Tuesday and Friday at 6 a. m.; arrive at Hookerstown by 1 p. m.

Leave Hookerstown Tuesday and Friday at 2.30 p. m.; arrive at Kinston by 8 p. m.

ROUTE No. 5014.

From Hookerstown to Greenville, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---------------------------------------|
| William H. Smith..... | \$500. |
| James W. Schenck, jr..... | 299. <i>Accepted March 30, 1871.</i> |
| Charles I. Johnson..... | 399. <i>No guarantor.</i> |
| Purnal Patrick, (after time)..... | 450. <i>(Received March 3, 1871.)</i> |

Contract ordered with James W. Schenck, jr., dated March 30, 1871, at \$299 per annum.

Leave Hookerstown Saturday at 7 a. m.; arrive at Greenville by 7 p. m.

Leave Greenville Friday at 7 a. m.; arrive at Hookerstown by 7 p. m.

ROUTE No. 5015.

From New Berne to Trenton, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$749. |
| James W. Schenck, jr..... | 445. |
| Joseph K. Smith..... | 424. |
| Caswell Askew..... | 419. |
| William Andrews..... | 400. <i>Sulky.</i> |
| Johu C. Blocker..... | 495. |
| James H. C. Bryan..... | 408. <i>Accepted March 30, 1871.</i> |

Contract made with James H. C. Bryan, dated March 30, 1871, at \$408 per annum. Leave New Berne Wednesday and Saturday at 7 a. m.; arrive at Trenton by 3 p. m. Leave Trenton Tuesday and Friday at 8.30 a. m.; arrive at New Berne by 4.30 p. m.

ROUTE No. 5016.

From New Berne to Vandemere, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| F. B. Miller..... | \$390. Extend to Vandemere. |
| Josiah Tingle and G. W. C. Tindel..... | 900. Extend to Vandemere. |
| James W. Schenck, jr..... | 299. |
| John C. Blocker..... | 215. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Blocker, dated March 30, 1871, at \$215 per annum. By an order made June 20, 1871, increase to three times a week, and allow \$430 per annum for the two extra trips. Extend also tri-weekly service to Vandemere, and allow \$205.24 per annum for the seven miles increase in distance from July 1, 1871.

ROUTE No. 5017.

From Beaufort to Portsmouth, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| James W. Schenck, jr..... | \$600. |
| James Mayo..... | 550. |
| James W. Howard..... | 390. <i>Accepted March 30, 1871.</i> |
| George Rose, (<i>after time</i>)..... | 300. (<i>Received March 6, 1871.</i>) |

Contract made with James W. Howard, dated March 30, 1871, at \$390 per annum. Leave Beaufort Thursday at 8 a. m.; arrive at Portsmouth next day by 2 p. m. Leave Portsmouth Tuesday at 8 a. m.; arrive at Beaufort next day by 2 p. m.

ROUTE No. 5018.

From Newport to Peletier's Mills, 23 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|---|---|
| James W. Schenck, jr..... | \$275. |
| J. Watson..... | 190. |
| Thomas Dudley..... | 175. |
| Jeremiah Watson..... | 149. |
| M. C. Parker..... | 135. |
| Cornelius C. Bell..... | 124. <i>Accepted March 30, 1871.</i> |
| Daniel F. Weeks, (<i>after time</i>)..... | 110. (<i>Received March 3, 1871.</i>) |

Contract ordered with Cornelius C. Bell, dated March 30, 1871, at \$124 per annum. Leave Newport Saturday at 1 p. m.; arrive at Peletier's Mills by 7 p. m. Leave Peletier's Mills Saturday at 6 a. m.; arrive at Newport by 12 m.

ROUTE No. 5019.

From Pollocksville to Swansborough, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons..... | \$798. |
| E. S. McLean..... | 550. |
| E. W. Haywood..... | 349. |
| James W. Schenck, jr..... | 324. <i>Accepted March 30, 1871.</i> |

Contract ordered with James W. Schenck, jr., dated March 30, 1871, at \$324 per annum.

Leave Pollocksville Saturday and Wednesday at 11.30 a. m.; arrive at Swansborough by 8 p. m.

Leave Swansborough Tuesday and Saturday at 4 a. m.; arrive at Pollocksville by 11.30 a. m.

ROUTE No. 5020.

From Magnolia to Kenansville, 7 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons..... | \$549. |
| James W. Schenck, jr..... | 399. |
| Frank E. Register..... | 325. |
| E. O. Scarborough..... | 275. |
| Alfred Hollingsworth..... | 350. |
| John C. Blocker..... | 395. |
| George A. Southall..... | 234. <i>Accepted March 30, 1871.</i> |

Contract made with George A. Southall, dated March 30, 1871, at \$234 per annum.
 Leave Magnolia daily, except Sunday, at 9.15 a. m.; arrive at Kenansville by 12 m.
 Leave Kenansville daily, except Sunday, at 6 a. m.; arrive at Magnolia by 9 a. m.

ROUTE No. 5021.

From Magnolia to Magnolia, equal to 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| James W. Schenck, jr..... | \$349. |
| Wells Mathias..... | 250. |
| Margaret E. Maxwell..... | 225. |
| Kilby Hollingsworth..... | 208. |
| Abner Robinson..... | 185. <i>Accepted March 30, 1871.</i> |
| A. Hollingsworth..... | 300. |
| Willie Johnson..... | 240. |

Contract made with Abner Robinson, dated March 30, 1871, at \$185 per annum.
 Leave Magnolia Friday at 9 a. m.; arrive at Magnolia Saturday by 6 p. m.

ROUTE No. 5022.

From Kenansville to Onslow Court-House, 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| John F. Logan..... | \$548. |
| James W. Schenck, jr..... | 545. |
| E. O. Scarborough..... | 449. |
| Thomas S. Watson..... | 434. |
| Margaret E. Maxwell..... | 425. <i>Accepted March 30, 1871.</i> |
| E. T. Clemmons..... | 649. |
| A. Hollingsworth..... | 500. |
| Willie Johnson..... | 470. |

Contract made with Margaret E. Maxwell, dated March 30, 1871, at \$425 per annum.
 Leave Kenansville Monday at 6 a. m.; arrive at Onslow Court-House by 8 p. m.
 Leave Onslow Court-House Tuesday at 6 a. m.; arrive at Kenansville by 8 p. m.

ROUTE No. 5023.

From Kenansville to Kenansville, equal to 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| James W. Schenck, jr..... | \$249 50. |
| E. O. Scarborough..... | 249 00. |
| Thomas S. Watson..... | 244 00. <i>Accepted March 30, 1871.</i> |
| Willie Johnson..... | 230 00. To Branch's Store. |
| A. Hollingsworth..... | 250 00. |

Contract made with Thomas S. Watson, dated March 30, 1871, at \$244 per annum.
 Leave Kenansville Friday at 1 p. m.; arrive at Kenansville Saturday by 5 p. m.

ROUTE No. 5024.

From Rocky Point to Black River Chapel, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| A. Hollingsworth..... | \$400 00. |
| A. R. Black..... | 394 00. |
| George Henry..... | 390 00. |
| John F. Logan..... | 380 00. |
| R. T. Bivenbark..... | 325 00. |
| Seymour Wagstaff..... | 290 00. |
| James W. Schenck, jr..... | 289 96. <i>Accepted March 30, 1871.</i> |
| James W. Corbett..... | 319 00. |

Contract made with James W. Schenck, jr., dated March 30, 1871, at \$289.96 per annum.

Leave Rocky Point Friday at 7 a. m.; arrive at Black River Chapel by 6 p. m.
Leave Black River Chapel Thursday at 7 a. m.; arrive at Rocky Point by 6 p. m.

ROUTE No. 5025.

From Wilmington to Fayetteville, 110 miles and back, by steamboat, twice a week. Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| James W. Schenck, jr..... | \$1,950. |
| O. H. Blocker..... | 1,745. <i>Accepted March 30, 1871.</i> |

Contract made with O. H. Blocker, dated March 30, 1871, at \$1,745 per annum.

Leave Wilmington Tuesday and Friday at 2 p. m.; arrive at Fayetteville Wednesday and Saturday by 4 p. m.

Leave Fayetteville Monday and Thursday at 7 a. m.; arrive at Wilmington Tuesday and Friday by 8 a. m.

ROUTE No. 5026.

From Wilmington to Onslow Court-House, 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| L. E. Rice | \$599. <i>Accepted March 30, 1871.</i> |
| E. T. Clemmons..... | 974. |
| John C. Blocker..... | 700. |
| Henry Jarmon, (<i>after time</i>)..... | 699. (Received March 18, 1871.) |

Contract made with L. E. Rice, dated March 30, 1871, at \$599 per annum.

Leave Wilmington Friday at 6 a. m.; arrive at Onslow Court-House Saturday by 1 p. m.

Leave Onslow Court-House Wednesday at 1 p. m.; arrive at Wilmington Thursday by 6 p. m.

ROUTE No. 5027.

From Wilmington to Smithville, 30 miles and back, twice a week, by steamboat.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| W. J. Potter | \$1,190 00. |
| James T. Harper..... | 550 00. |
| James W. Schenck, jr..... | 549 50. <i>Accepted March 30, 1871.</i> |

Contract ordered with James W. Schenck, jr., dated March 30, 1871, at \$549.50 per annum.

Leave Wilmington Tuesday and Saturday at 3 p. m.; arrive at Smithville by 7 p. m.
Leave Smithville Monday and Friday at 6 a. m.; arrive at Wilmington by 12 m.

ROUTE No. 5028.

From Smithville to Little River, South Carolina, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| W. J. Gove | \$600 00. |
| James W. Schenck, jr..... | 599 50. |
| J. W. Potter..... | 594 00. |
| John F. Logan..... | 568 00. |
| John H. Dixon..... | 468 00. |
| W. J. McKeithan | 420 00. <i>Accepted March 30, 1871.</i> |

Contract made with W. J. McKeithan, dated March 30, 1871, at \$420 per annum.

Leave Smithville Tuesday at 2 p. m.; arrive at Little River next day by 6 p. m.
Leave Little River Monday at 6 a. m.; arrive at Smithville next day by 10 a. m.

ROUTE No. 5029.

From Whitesville to Little River, South Carolina, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| W. J. Gove..... | \$500 00. |
| James W. Schenck, jr..... | 499 50. |
| John F. Logan..... | 468 00. |
| John H. Dixon..... | 468 00. <i>Accepted March 30, 1871.</i> |
| W. Q. Maultsby, (<i>after time</i>)..... | 450 00. (Received March 6, 1871.) |

Contract made with John H. Dixon, dated March 30, 1871, at \$468 per annum.
 Leave Whitesville Friday at 6 a. m. ; arrive at Little River by 8 p. m.
 Leave Little River Saturday at 6 a. m. ; arrive at Whitesville by 8 p. m.

ROUTE No. 5030.

From Fair Bluff to Bull Creek, 53 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| James W. Schenck, jr..... | \$1,750. |
| John F. Logan..... | 1,748. |
| Jos. Thornton..... | 1,675. |
| Z. W. Dusenbury, jr..... | 1,500. |
| A. H. Galbraith..... | 1,440. |
| Stanley D. Barnhill..... | 1,349. |
| John R. Taylor..... | 1,200. |
| E. T. Clemmons..... | 1,974. |
| Z. W. Dusenbury, jr..... | 1,590. |
| John W. Upperman..... | 1,500. |
| M. Smith..... | 1,050. <i>Accepted March 30, 1871.</i> |

Contract made with M. Smith, dated March 30, 1871, at \$1,050 per annum.
 Leave Fair Bluff Tuesday, Thursday, and Saturday at 7 a. m. ; arrive at Bull Creek Wednesday, Friday, and Sunday by 12 m.
 Leave Bull Creek Wednesday, Friday, and Sunday at 3.30 p. m. ; arrive at Fair Bluff Monday, Wednesday, and Friday by 6 p. m.

ROUTE No. 5031.

From Lumberton to Fair Bluff, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Nelson Smith..... | \$1,200 00. No guarantee. |
| John H. Dixon..... | 438 00. |
| James W. Schenck, jr..... | 249 50. <i>Accepted March 31, 1871.</i> |
| E. T. Clemmons..... | 374 00. |

Contract ordered with James W. Schenck, jr., dated March 30, 1871, at \$249.50 per annum.

Leave Lumberton Friday at 7 a. m. ; arrive at Fair Bluff by 5 p. m.
 Leave Fair Bluff Saturday at 7 a. m. ; arrive at Lumberton by 5 p. m.

ROUTE No. 5032.

From Tarborough, (court-house,) to Greenville, (court-house,) 26 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| William Haight..... | \$900. |
| Howard Wiswall..... | 900. Omitting Winona. |
| James W. Schenck, jr..... | 850. |
| John F. Logan..... | 848. |
| Allen Tucker..... | 800. |
| E. T. Clemmons..... | 779. |
| Hussey, Bros. & Co..... | 1,440. |
| John C. Blocker..... | 750. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Blocker, dated March 30, 1871, at \$750 per annum.
 Leave Tarborough Tuesday, Thursday, and Saturday at 5 a. m. ; arrive at Greenville by 12 m.
 Leave Greenville Monday, Wednesday, and Friday at 0.30 p. m. ; arrive at Tarborough by 7 p. m.

ROUTE No. 5033.

From Greenville to Washington, 25 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Howard Wiswall..... | \$900. |
| Enos J. Pennypacker..... | 850. |
| John F. Logan..... | 845. |
| George B. Colbert..... | 844. |
| Oscar F. Adams..... | 800. <i>Accepted March 30, 1871.</i> |
| E. T. Clemmons..... | 874. |

Contract made with Oscar F. Adams, dated March 30, 1871, at \$800 per annum.
 Leave Greenville Tuesday, Thursday, and Saturday at 0.30 p. m.; arrive at Washington by 7 p. m.
 Leave Washington Monday, Wednesday, and Friday at 5 a. m.; arrive at Greenville by 12 m.

ROUTE No. 5034.

From Greenville to Bethel, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$294. |
| Enos J. Pennypacker..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$200 per annum.
 Leave Greenville Thursday at 2 p. m.; arrive at Bethel by 6 p. m.
 Leave Bethel Thursday at 7 a. m.; arrive at Greenville by 11 a. m.

ROUTE No. 5035.

From Washington to New Berne, 36 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$1,398. |
| Howard Wiswall..... | 1,296. |
| Octavius H. Blocker..... | 1,045. |
| William Haight..... | 1,000. |
| Enos J. Pennypacker..... | 999. <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$999 per annum.
 Leave Washington Monday, Wednesday, and Friday at 6 a. m.; arrive at New Berne by 4 p. m.
 Leave New Berne Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Washington by 4 p. m.

ROUTE No. 5036.

From Washington to Fairfield, 117½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| E. T. Clemmons..... | \$1,749. |
| James F. Latham, jr. | 1,245. <i>Accepted March 30, 1871.</i> |
| Enos J. Pennypacker..... | 1 250. |

Contract made with James F. Latham, jr., dated March 30, 1871, at \$1,245 per annum.

Leave Washington Wednesday at 6 a. m.; arrive at Fairfield Friday by 12 m.
 Leave Fairfield Saturday at 6 a. m.; arrive at Washington Tuesday by 7 p. m.

ROUTE No. 5037.

From Plymouth to Franklin Depot, Virginia, 106 miles and back, by steamboat, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| James Brandt, jr..... | \$4,000. |
| Enos J. Pennypacker..... | 1,999. <i>Accepted March 30, 1871.</i> |

Contract ordered with Enos J. Pennypacker, dated March 30, 1871, at \$1,999 per annum.

Leave Plymouth Monday, Wednesday, and Friday at 8 p. m.; arrive at Franklin Depot next days by 8 a. m.

Leave Franklin Depot Monday, Wednesday, and Friday at 9 a. m., or after arrival of mail from Norfolk; arrive at Plymouth by 6 p. m.

ROUTE No. 5038.

From Plymouth to Washington, 35 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Josiah H. Wynn..... | \$950. |
| Oscar F. Adams..... | 850. |
| William Hall..... | 795. |
| James Skittletharp and James Chesson..... | 780. |

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------------|
| Enos J. Pennypacker..... | \$699. | <i>Accepted March 30, 1871.</i> |
| L. Cotlen & Bro., Thomas J. Pugh, and T. W. Thompson... | 1,700. | No guarantor. |
| E. T. Clemmons..... | 1,398. | |
| Martin Jackson, (<i>after time</i>).... | 750. | (Received March 22, 1871.) |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$699 per annum.
Leave Plymouth Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Washington by 6 p. m.

Leave Washington Monday, Wednesday, and Friday at 7 a. m.; arrive at Plymouth by 6 p. m.

ROUTE No. 5039.

From Plymouth to Seaboard, 68 miles and back, twice a week to Jackson, and six times a week the residue.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------------|
| E. T. Clemmons..... | \$2,298. | |
| Henry C. Fager..... | 1,806. | |
| Samuel W. Latham..... | 1,790. | |
| Jesse H. Hoggard..... | 1,650. | |
| George R. Parker..... | 1,625. | |
| Docton Williams..... | 1,600. | |
| Enos J. Pennypacker..... | 1,595. | <i>Accepted March 30, 1871.</i> |
| James N. Bazemore and George R. Parker..... | 1,850. | |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$1,595 per annum.

Leave Plymouth Monday and Friday at 9 p. m.; arrive at Jackson Tuesday and Saturday by 7 p. m.

Leave Jackson daily, except Sunday, at 1 p. m.; arrive at Seaboard by 3 p. m.

Leave Seaboard at 10 a. m.; arrive at Jackson daily, except Sunday, by 12 m.

Leave Jackson Sunday and Wednesday at 4 a. m.; arrive at Plymouth Monday by 8 p. m.

ROUTE No. 5040.

From Plymouth to Columbia, 34 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---------------------------------|
| E. T. Clemmons..... | \$998. | |
| Joseph S. Chesson..... | 600. | |
| Wilson Ambrose..... | 595. | |
| Enos J. Pennypacker..... | 575. | <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$575 per annum.

Leave Plymouth Tuesday and Saturday at 7 a. m.; arrive at Columbia by 5 p. m.

Leave Columbia Monday and Wednesday at 8 a. m.; arrive at Plymouth by 6 p. m.

ROUTE No. 5041.

From Plymouth to Hamilton, 35 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---------------------------------|
| Enos J. Pennypacker..... | \$999. | |
| John F. Logan..... | 898. | |
| William Haight..... | 850. | |
| John B. Hooker..... | 800. | |
| Joseph Skittletharp..... | 700. | |
| Joseph S. Chesson..... | 600. | |
| Benjamin Tetterton..... | 595. | |
| John B. Hooker..... | 590. | |
| Joseph Skittletharp..... | 525. | <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Skittletharp, dated March 30, 1871, at \$525 per annum.

Leave Plymouth Tuesday and Saturday at 7 a. m.; arrive at Hamilton by 7 p. m.

Leave Hamilton Monday and Wednesday at 7 a. m.; arrive at Plymouth by 7 p. m.

ROUTE No. 5042.

From Columbia to Fort Landing, (N. O.,) 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| Enos J. Pennypacker..... | \$250. | |
| (Suspended.) | | |

ROUTE No. 5043.

From Edenton to Norfolk, 79 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| James L. M. Sitson..... | \$3,700. |
| W. A. Harney..... | 3,500. |
| James A. Stott..... | 3,497, six times a week. |
| E. T. Clemmons..... | 2,998. |
| W. D. Chaddick..... | 2,987. |
| Enos J. Pennypacker..... | 2,950. |
| John F. Logan..... | 2,883. |
| Daniel McLindsey..... | 2,690. |
| James A. Stott..... | 2,099. |
| | 1,935. <i>Accepted March 30, 1871.</i> |

Contract ordered with James A. Stott, dated March 30, 1871, at \$1,935 per annum.

By an order made June 5, 1871, contract with W. A. Harney, (James A. Stott agreeing to the change,) at the same rate of pay; also increase service between Norfolk and Elizabeth City to six times a week, and allow \$1,151.50 per annum additional pay for the 47 miles distance.

ROUTE No. 5044.

From Elizabeth City to Manteo, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| W. A. Harney..... | \$1,150. |
| Willett Mott..... | 1,000. |
| Alfred Bliven..... | 800. |
| John F. Logan..... | 595. |
| Enos J. Pennypacker..... | 575. |
| J. Chaney Meekin..... | 475. |
| William T. Brinkley..... | 450. <i>Accepted March 30, 1871.</i> |
| E. D. Cadugan, (after time)..... | 750 |

Contract ordered with William T. Brinkley, dated March 30, 1871, at \$450 per annum.

Leave Elizabeth City Friday at 2 p. m.; arrive at Manteo next day by 6 p. m.

Leave Manteo Thursday at 6 a. m.; arrive at Elizabeth City next day by 11 a. m.

ROUTE No. 5045.

From Elizabeth City to Currituck Court-House, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| William A. Harney..... | \$500 00. |
| Enos J. Pennypacker..... | 499 00. |
| John F. Logan..... | 448 00. |
| James L. Smithson..... | 425 00. |
| Daniel McLindsay..... | 390 00. |
| W. D. Chaddick..... | 389 00. |
| James A. Stott..... | 224 00. |
| | 223 50. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Stott, dated March 30, 1871, at \$223.50 per annum.

Leave Elizabeth City Friday at 8 a. m.; arrive at Currituck Court-House by 5 p. m.

Leave Currituck Court-House Saturday at 11 a. m.; arrive at Elizabeth City by 5 p. m.

ROUTE No. 5046.

From Elizabeth City to Rosedale, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| William A. Harney..... | \$260. |
| Enos J. Pennypacker..... | 250. |
| James A. Stott..... | 200. |
| William E. Foster..... | 174. |
| Joseph T. Spencer..... | 150. |
| James E. Radford..... | 148. <i>Accepted March 30, 1871.</i> |

Contract made with James E. Radford, dated March 30, 1871, at \$148 per annum.

Leave Elizabeth City Monday at 6 a. m.; arrive at Rosedale by 12 m.

Leave Rosedale Monday at 1 p. m.; arrive at Elizabeth City by 7 p. m.

ROUTE No. 5047.

From Currituck Court-House to Powell's Point, 25½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Daniel McLindsey..... | \$380. |
| James A. Stott..... | 347. |
| James A. Stott..... | 300. |
| Enos J. Pennypacker..... | 275. |
| W. D. Chaddick..... | 275. <i>Accepted March 30, 1871.</i> |

Contract ordered with W. D. Chaddick, dated March 30, 1871, at \$275 per annum.
 Leave Currituck Court-House Saturday at 5 a. m.; arrive at Powell's Point by 11 a. m.
 Leave Powell's Point Saturday at 12 m.; arrive at Currituck Court-House by 6 p. m.

ROUTE No. 5048.

From Woodsville to Durant's Neck, 6 miles and back, once a week.
 (No bids; not let.)

ROUTE No. 5049.

From Gatesville to Gates's Ferry, 3 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|---|--|
| E. J. Brady, (<i>after time</i>)..... | \$100. (Received March 7, 1871.) <i>Accepted March 30, 1871.</i> |

Contract ordered with E. J. Brady, dated March 30, 1871, at \$100 per annum.
 Leave Gatesville Monday and Friday at 12 m.; arrive at Gates's Ferry by 1 p. m.
 Leave Gates's Ferry Monday and Friday, after arrival of mail from Franklin Depot, say at 4 p. m.; arrive at Gatesville by 5 p. m.

ROUTE No. 5050.

From Gatesville to Sunbury, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Enos J. Pennypacker..... | \$225. |
| Seth R. Norfleet..... | 110. <i>Accepted March 30, 1871.</i> |

Contract ordered with Seth R. Norfleet, dated March 30, 1871, at \$110 per annum.
 Leave Gatesville Saturday at 1 p. m.; arrive at Sunbury by 4 p. m.
 Leave Sunbury Saturday at 9 a. m.; arrive at Gatesville by 12 m.

ROUTE No. 5051.

From Gatesville to Reynoldson, 11 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------------|--|
| Margaret P. Goodman..... | \$110. <i>Accepted March 30, 1871.</i> |

Contract made with Margaret P. Goodman, dated March 30, 1871, at \$110 per annum.
 Leave Gatesville Friday at 2 p. m.; arrive at Reynoldson by 5 p. m.
 Leave Reynoldson Friday at 8 a. m.; arrive at Gatesville by 11 a. m.

ROUTE No. 5052.

From Murfreesborough to Boykin's Depot, Virginia, 13 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Joseph P. Newman..... | \$800. |
| Enos J. Pennypacker..... | 650. |
| George W. Spencer..... | 500. <i>Accepted March 30, 1871.</i> |

Contract ordered with George W. Spencer, dated March 30, 1871, at \$500 per annum.
 Leave Murfreesborough daily, except Sunday, at 6 a. m.; arrive at Boykin's Depot by 8.30 a. m.
 Leave Boykin's Depot daily, except Sunday, at 2.30 p. m.; arrive at Murfreesborough by 5 p. m.

ROUTE No. 5053.

From Murfreesborough to Roxobel, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Jacob Holloman | \$340. |
| Enos J. Pennypacker | 299. |
| David A. Best | 200. <i>Accepted March 30, 1871.</i> |

Contract made with David A. Best, dated March 30, 1871, at \$200 per annum.
 Leave Murfreesborough Thursday at 6 a. m.; arrive at Roxobel by 4 p. m.
 Leave Roxobel Friday at 11 a. m.; arrive at Murfreesborough by 9 p. m.

ROUTE No. 5054.

From Raleigh to Wilson, 51½ miles and back, twice a week to Eagle Rock, and once a week the residue.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$798. |
| J. R. Nowell | 693. |
| Enos J. Pennypacker | 599, to Eagle Rock. |
| W. A. Rhodes | 550. |
| B. G. Rogers | 545. |
| Allison High | 520. <i>Accepted March 30, 1871.</i> |

Contract made with Allison High, dated March 30, 1871, at \$520 per annum.
 Leave Raleigh Monday and Thursday at 2 p. m.; arrive at Eagle Rock by 6 p. m.
 Leave Eagle Rock Friday at 6 a. m.; arrive at Wilson by 7 p. m.
 Leave Wilson Saturday at 6 a. m.; arrive at Eagle Rock by 7 p. m.
 Leave Eagle Rock Monday and Thursday at 8 a. m.; arrive at Raleigh by 12 m.

ROUTE No. 5055.

From Raleigh to Roxborough, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$799. |
| W. Overby | 650. |
| J. B. Pleasant | 549. |
| B. G. Rogers | 500. |
| S. W. Young | 494. |
| Enos J. Pennypacker | 470. <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$470 per annum.
 Leave Raleigh Wednesday at 2 p. m.; arrive at Roxborough next day by 7 p. m.
 Leave Roxborough Tuesday at 6 a. m.; arrive at Raleigh next day by 12 m.

ROUTE No. 5056.

From Raleigh to Leechburgh, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| L. E. Rice | \$200. |
| E. T. Clemmons | 149. |
| (Not needed.) | |

ROUTE No. 5057.

From Forestville to Oxford, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$549. |
| Enos J. Pennypacker | 374. |
| William R. White | 350. <i>Accepted March 30, 1871.</i> |
| W. Byram | 300. No guarantors. |

Contract made with William R. White, dated March 30, 1871, at \$350 per annum.
 Leave Forestville Wednesday at 6 a. m.; arrive at Oxford by 7 p. m.
 Leave Oxford Thursday at 6 a. m.; arrive at Forestville by 7 p. m.

ROUTE No. 5058.

From Franklinton to Louisburgh, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------|
| Henry C. Jones | \$450, six times a week. |
| John M. Stallings | 450. |
| John H. Watson | 440. |

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| E. T. Clemmons..... | \$349, conditional. |
| John H. Upperman..... | 345. |
| Henry C. Jones..... | 300. |
| L. E. Rice..... | 289. <i>Accepted March 30, 1871.</i> |

Contract made with L. E. Rice, dated March 30, 1871, at \$289 per annum.
 Leave Franklinton Monday, Wednesday, and Friday at 3 p. m.; arrive at Louis-
 burgh by 6 p. m.

Leave Louisburgh Monday, Wednesday, and Friday at 7 a. m.; arrive at Franklin-
 ton in time to connect with mail train going north, say at 10 a. m.

ROUTE No. 5059.

From Henderson to Oxford, 12 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John W. Burton..... | \$765. |
| E. T. Clemmons..... | 698. |
| John H. Watson..... | 540. |
| Charles Ledbetter..... | 400. |
| Enos J. Pennypacker..... | 399. |
| William H. Reavis..... | 375. |
| William T. Gooch..... | 375. |
| Robert S. Barnett..... | 349. |
| Alexander Crews..... | 348. |
| Lotan W. Curran..... | 325. |
| A. F. Spencer..... | 290. <i>Accepted March 30, 1871.</i> |

Contract made with A. F. Spencer, dated March 30, 1871, at \$290 per annum.

Leave Henderson daily, except Sunday, at 2 p. m.; arrive at Oxford by 5 p. m.

Leave Oxford daily, except Sunday, at 8.30 a. m.; arrive at Henderson by 11.30 a. m.

ROUTE No. 5060.

From Oxford to Dutchville, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$449. |
| Charles F. Burnett..... | 400. |
| Enos J. Pennypacker..... | 389. |
| A. F. Spencer..... | 350. |
| William T. Gooch..... | 350. |
| S. Dorsey..... | 324. No guarantor. |
| Wesley Y. Jones..... | 300. |
| A. Crews..... | 300. |
| F. Knott..... | 294. |
| James T. Stark..... | 240. <i>Accepted March 30, 1871.</i> |

Contract made with James T. Stark, dated March 30, 1871, at \$240 per annum.

Leave Oxford Tuesday and Saturday at 6 a. m.; arrive at Dutchville by 12 m.

Leave Dutchville Tuesday and Saturday at 1 p. m.; arrive at Oxford by 6 p. m.

ROUTE No. 5061.

From Oxford to Oxford, equal to 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Warren Overbey..... | \$305, to include New Hope Mills. |
| L. W. Currin..... | 300. |
| Enos J. Pennypacker..... | 299. |
| W. Overbey..... | 265. <i>Accepted March 30, 1871.</i> |

Contract made with W. Overbey, dated March 30, 1871, at \$265 per annum.

Leave Oxford Friday at 6 a. m.; arriving at Oxford Saturday by 6 p. m.

ROUTE No. 5062.

From Manson to Clarksville, Virginia, 25 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| A. King..... | \$990. |
| E. T. Clemmons..... | 874. |
| Stephen D. Tucker..... | 780. |
| Warren Overbey..... | 780. |
| Richard S. Watkins..... | 770. No guarantor. |
| Enos J. Pennypacker..... | 640. <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$640 per annum.
 Leave Manson Monday, Wednesday, and Friday at 1.30 p. m.; arrive at Clarksville
 by 8 p. m.
 Leave Clarksville Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Manson
 by 2 p. m.

ROUTE No. 5063.

From Ridgeway to Ridgeway, equal to 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Stephen D. Tucker..... | \$190 00. |
| Joseph C. Gohlson..... | 149 50. |
| C. D. Paythress..... | 145 00. <i>Accepted March 30, 1871.</i> |

Contract made with C. D. Paythress, dated March 30, 1871, at \$145 per annum.
 Leave Ridgeway Wednesday at 7 a. m.; arrive at Ridgeway by 7 p. m.

ROUTE No. 5064.

From Leaksville to Penn's Store, Virginia, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| Edwin R. Hughes..... | \$520. |
| E. T. Clemmons..... | 294. <i>Accepted March 30, 1871.</i> |
| W. C. Styles, (after time)..... | 414. (<i>Received March 10, 1871.</i>) |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$294 per annum.
 Leave Leaksville Wednesday at 1 p. m.; arrive at Penn's Store by 9 p. m.
 Leave Penn's Store Wednesday at 4 a. m.; arrive at Leaksville by 12 m.

ROUTE No. 5065.

From Warrenton to Laurel, (N. O.,) 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| E. T. Clemmons..... | \$234. |

(Suspended.)

ROUTE No. 5066.

From Littleton to Ransom's Bridge, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---|
| R. G. Newsom, (after time)..... | \$250. (<i>Received March 7, 1871.</i>) <i>Accepted March 30, 1871.</i> |

Contract made with R. G. Newsom, dated March 30, 1871, at \$250 per annum.
 Leave Littleton Saturday at 6 a. m.; arrive at Ransom's Bridge by 12 m.
 Leave Ransom's Bridge Saturday at 1 p. m.; arrive at Littleton by 7 p. m.

ROUTE No. 5067.

From Selma to Smithfield, 3½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| L. E. Rice..... | \$145. |
| John B. Alford..... | 75. |
| Churchill Harris..... | 50. <i>Accepted March 30, 1871.</i> |

Contract made with Churchill Harris, dated March 30, 1871, at \$50, per annum.
 Leave Selma daily, except Sunday, at 5 p. m.; arrive at Smithfield by 6 p. m.
 Leave Smithfield daily, except Sunday, at 2.30 p. m.; arrive at Selma by 3.30 p. m.

ROUTE No. 5068.

From Smithfield to Hinant's Mills, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| W. L. Hookaday..... | \$150. |
| L. E. Rice..... | 149. <i>Accepted March 30, 1871.</i> |

Contract made with L. E. Rice, dated March 30, 1871, at \$100 per annum.
 Leave Smithfield Friday at 11 a. m.; arrive at Hinant's Mills by 3 p. m.
 Leave Hinant's Mills Friday at 4 p. m.; arrive at Smithfield by 8 p. m.

ROUTE No. 5069.

From Fayetteville to Warsaw, 49 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---|--|
| J. B. Daugherty | \$5,993. |
| E. T. Clemmons | 3,429. |
| Enos J. Pennypacker | 2,949. |
| O. H. Blocker | 2,899. |
| John F. Logan | 2,893. <i>Accepted March 30, 1871.</i> |
| T. J. H. Peterson, (<i>after time</i>)..... | 2,689. (<i>Received March 11, 1871.</i>) |

Contract made with John F. Logan, dated March 30, 1871, at \$2,893 per annum.

Leave Fayetteville daily, except Sunday, at 5 p. m.; arrive at Warsaw next day by 7 a. m.

Leave Warsaw daily, except Sunday, at 4 p. m.; arrive at Fayetteville next day by 7 a. m.

ROUTE No. 5070.

From Fayetteville to Clark's Mills, 46½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$439. |
| John C. Blocker | 425. |
| M. G. McKenzie | 400. |
| William M. Stewart | 395. |
| Enos J. Pennypacker | 374. <i>Accepted March 30, 1871.</i> |

Contract made with Enos J. Pennypacker, dated March 30, 1871, at \$374 per annum.

Leave Fayetteville Friday at 7 a. m.; arrive at Clark's Mills next day by 10 a. m.

Leave Clark's Mills Saturday at 11 a. m.; arrive at Fayetteville next day by 6 p. m.

ROUTE No. 5071.

From Fayetteville to Shoe Heel, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Enos J. Pennypacker | \$399. |
| John C. Blocker | 395. |
| John F. Logan | 393. |
| E. T. Clemmons | 389. <i>Accepted March 30, 1871.</i> |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$389 per annum.

Leave Fayetteville Monday at 7 a. m.; arrive at Shoe Heel by 8 p. m.

Leave Shoe Heel Tuesday at 7 a. m.; arrive at Fayetteville by 8 p. m.

ROUTE No. 5072.

From Fayetteville to Lumberton, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Hector McNeill | \$525. |
| Enos J. Pennypacker | 494. |
| John F. Logan | 468. |
| E. T. Clemmons | 329. |
| John C. Blocker | 320. <i>Accepted March 30, 1871.</i> |
| T. B. Newbury, (<i>after time</i>)..... | 550, one time a week. No guarantor or certificate. |
| | 850, two times a week. No guarantor or certificate. |
| | 474. No guarantor or certificate. |

Contract made with John C. Blocker, dated March 30, 1871, at \$320 per annum.

Leave Fayetteville Wednesday at 7 a. m.; arrive at Lumberton by 6 p. m.

Leave Lumberton Thursday at 7 a. m.; arrive at Fayetteville by 6 p. m.

ROUTE No. 5073.

From Fayetteville to Harnett Court-House, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------|
| James McBryde | \$400, conditional. |
| Enos J. Pennypacker | 374. |
| James McBryde | 363. |

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John F. Logan | \$368. |
| E. T. Clemmons | 349. |
| John C. Blocker | 320. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Blocker, dated March 30, 1871, at \$320 per annum.
 Leave Fayetteville Friday at 7 a. m.; arrive at Harnett Court-House by 6 p. m.
 Leave Harnett Court-House Saturday at 7 a. m.; arrive at Fayetteville by 6 p. m.

ROUTE No. 5074.

From Jonesborough to High Point, 77 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Burrell Wood | \$2,349. |
| William H. Moring | 1,600. |
| J. G. Veach | 1,587. |
| O. H. Blocker | 1,500. |
| Enos J. Pennypacker | 1,499. |
| E. T. Clemmons | 1,469. |
| John F. Logan | 1,468. |
| James E. Macon | 1,445. |
| William H. Moring | 1,400. |
| Barnabas Burras | 1,395. |
| C. L. Allred | 1,375. |
| Barnabas Burras | 1,300. <i>Accepted March 30, 1871.</i> |
| J. J. Hamlin, (<i>after time</i>) | 1,195. <i>Received March 3, 1871.</i> |

Contract made with Barnabas Burras, dated March 30, 1871, at \$1,300 per annum.
 Leave Jonesborough Tuesday and Saturday at 6 a. m.; arrive at High Point next days by 6 p. m.
 Leave High Point Thursday and Monday at 5 a. m.; arrive at Jonesborough next days by 5 a. m.

ROUTE No. 5075.

From Jonesborough to Harnett Court-House, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Enos J. Pennypacker | \$300. |
| E. T. Clemmons | 239. <i>Accepted March 30, 1871.</i> |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$239 per annum.
 Leave Jonesborough Tuesday at 11 a. m.; arrive at Harnett Court-House by 6 p. m.
 Leave Harnett Court-House Wednesday at 7 a. m.; arrive at Jonesborough by 2 p. m.

ROUTE No. 5076.

From Haywood to Harnett Court-House and back, by Norval and Glenaloon to Haywood, equal to 26½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| R. H. Faucett | \$329. |
| Enos J. Pennypacker | 325. |
| James A. Parham | 299, to Harnett Court-House. |
| E. T. Clemmons | 279. |
| Elbert Windham | 229. <i>Accepted March 30, 1871.</i> |

Contract made with Elbert Windham, dated March 30, 1871, at \$229 per annum.
 Leave Haywood Friday at 7 a. m.; arrive at Harnett Court-House by 4 p. m.
 Leave Harnett Court-House Saturday at 7 a. m.; arrive at Haywood by 4 p. m.

ROUTE No. 5077.

From Haywood to New Hill, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| R. H. Faucett | \$98. |
| Robert J. Brown | 80. |
| John I. Walden | 74. |
| James A. Parham | 74. |
| Nathan G. Gunter | 54. <i>Accepted March 30, 1871.</i> |

Contract made with Nathan G. Gunter, dated March 30, 1871, at \$58 per annum.
 Leave Haywood Thursday at 7 a. m.; arrive at New Hill by 10 a. m.
 Leave New Hill Thursday at 11 a. m.; arrive at Haywood by 2 p. m.

ROUTE No. 5078.

From Morrisville to Pittsborough, 23 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| W. A. Ellington | \$3,000. | Reversed. |
| John H. Watson | 1,140. | |
| H. C. Horton | 800. | |
| James R. Gatlis | 700. | |
| R. G. Eubanks | 650. | |
| Enos J. Pennypacker | 599. | |
| E. T. Clemmons | 549. | Accepted March 30, 1871. |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$549 per annum.
 Leave Morrisville Monday, Wednesday, and Friday at 8 a. m.; arrive at Pittsborough by 4 p. m.
 Leave Pittsborough Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Morrisville by 3 p. m.

ROUTE No. 5079.

From Pittsborough to Haywood, 11 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| W. A. Ellington | \$996. | |
| T. H. Foosee | 450. | |
| John H. Watson | 440. | |
| E. Holleman | 400. | |
| Enos J. Pennypacker | 324. | |
| J. H. Sauls | 300. | |
| E. T. Clemmons | 249. | |
| James A. Parham | 234. | |
| R. G. Eubank | 225. | Accepted March 30, 1871. |

Contract made with R. G. Eubanks, dated March 30, 1871, at \$225 per annum.
 Leave Pittsborough Monday, Wednesday, and Friday at 10.30 a. m.; arrive at Haywood by 3 p. m.
 Leave Haywood Monday, Wednesday, and Friday at 7 a. m.; arrive at Pittsborough by 10 a. m.

ROUTE No. 5080.

From Pittsborough to Egypt Depot, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| R. G. Eubanks | \$500. | |
| Enos J. Pennypacker | 400. | |
| Milo Moffitt | 349. | |
| E. T. Clemmons | 289. | Accepted March 30, 1871. |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$289 per annum.
 Leave Pittsborough Monday and Thursday at 6 a. m.; arrive at Egypt Depot by 12 m.
 Leave Egypt Depot Monday and Thursday at 1 p. m.; arrive at Pittsborough by 7 p. m.

ROUTE No. 5081.

From Pittsborough to Saint Lawrence, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--------------------------|
| A. P. Thompson | \$212 50. | |
| E. T. Clemmons | 124 00. | |
| Lemuel Dixon | 60 00. | Accepted March 30, 1871. |

Contract made with Lemuel Dixon, dated March 30, 1871, at \$60 per annum.
 Leave Pittsborough Friday at 0.30 p. m.; arrive at Saint Lawrence by 4 p. m.
 Leave Saint Lawrence Friday at 8 a. m.; arrive at Pittsborough by 12 m.

ROUTE No. 5082.

From Clinton to Clinton, 40½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| James W. Schenck, jr. | \$395. |
| John F. Logan | 393. |
| E. T. Clemmons | 349. |
| William C. Goodwin..... | 249. <i>Accepted March 30, 1871.</i> |
| David W. O'Quinn, (<i>after time</i>) .. | 350. Sulky. (<i>Received March 11, 1871.</i>) |

Contract made with William C. Goodwin, dated March 30, 1871, at \$249 per annum.
 Leave Clinton Thursday at 6 a. m. ; arrive at Averbsborough by 8 p. m.
 Leave Averbsborough Wednesday at 6 a. m. ; arrive at Clinton by 8 p. m.

ROUTE No. 5083.

From Carthage to Norwood, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Benjamin F. Snuggs..... | \$595. |
| J. W. Swaringar | 590. |
| H. M. Marks..... | 498. |
| E. T. Clemons..... | 449. |
| Enos J. Pennypacker..... | 437. |
| J. R. Scarborough..... | 390. |
| M. G. McKenzie..... | 370. |
| J. R. Scarborough..... | 348. |
| John A. McKenzie..... | 345. <i>To Edinborough.</i> <i>Accepted March 30, 1871.</i> |

Contract made with John A. McKenzie, dated March 30, 1871, at \$345 per annum.
 Leave Carthage Thursday at 6 a. m. ; arrive at Norwood next day by 10 a. m.
 Leave Norwood Friday at 11 a. m. ; arrive at Carthage next day by 7 p. m.

ROUTE No. 5084.

From Red Creek to Carthage, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| William W. Macon..... | \$216 50. |
| W. P. Maffitt..... | 199 75. |
| John R. Moffitt..... | 195 00. |
| C. W. Welch..... | 194 50. |
| James A. Cole..... | 189 00. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Cole, dated March 30, 1871, at \$189 per annum.
 Leave Red Creek Friday at 7 a. m. ; arrive at Carthage by 6 p. m.
 Leave Carthage Saturday at 7 a. m. ; arrive at Red Creek by 6 p. m.

ROUTE No. 5085.

From Troy to Brower's Mills, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Enos J. Pennypacker..... | \$275. |
| H. M. Scarborough..... | 260. |
| Larkin Brewer..... | 214. |
| James M. Wright..... | 200. |
| D. Denton..... | 199. |
| David Allen..... | 192. <i>Accepted March 30, 1871.</i> |
| M. M. Leach, (<i>after time</i>)..... | 200. <i>No guarantor or certificate. (Received March 6, 1871.)</i> |
| D. Denton, (<i>after time</i>)..... | 180. (<i>Received March 6, 1871.</i>) |

Contract made with David Allen, dated March 30, 1871, at \$192 per annum.
 Leave Troy Monday at 8 a. m. ; arrive at Brower's Mills by 5 p. m.
 Leave Brower's Mills Tuesday at 6 a. m. ; arrive at Troy by 4 p. m.

ROUTE No. 5086.

From Bostick's Mills to Troy, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| B. L. Allen..... | \$375. |
| H. M. Scarborough..... | 300. |
| E. W. Covington..... | 290. |
| Daniel Parsons..... | 275. |
| E. T. Clemmons..... | 239. |
| Enos J. Pennypacker..... | 234. |
| Larkin Brewer..... | 209. <i>Accepted March 30, 1871.</i> |

Contract made with Larkin Brewer, dated March 30, 1871, at \$209 per annum.
 Leave Bostick's Mills Friday at 12 m.; arrive at Troy by 8 p. m.
 Leave Troy Saturday at 6 a. m.; arrive at Bostick's Mills by 2 p. m.

ROUTE No. 5037.

From Bostick's Mills to Albemarle, 44 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$879. |
| L. D. Andrews..... | 795. |
| Enos J. Pennypacker..... | 789. |
| J. R. Scarborough..... | 666. |
| H. W. Scarborough..... | 648. <i>Accepted March 30, 1871.</i> |

Contract made with H. W. Scarborough, dated March 30, 1871, at \$648 per annum.
 Leave Bostick's Mills Monday and Friday at 1 p. m.; arrive at Albemarle Tuesday and Saturday by 12 m.

Leave Albemarle Tuesday and Saturday at 12.15 p. m.; arrive at Bostick's Mills Monday and Friday by 12 m.

ROUTE No. 5088.

From Hillsborough to South Boston Depot, 49 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$1,198. |
| Enos J. Pennypacker..... | 1,149. |
| John F. Logan..... | 1,093. |
| James M. Burton..... | 1,000. |
| W. Oyerbey..... | 950. |
| Thomas P. Bruce..... | 940. |
| Isaac A. Spencer..... | 940. |
| William D. Cotes..... | 900. |
| William J. Morris..... | 895. |
| Anderson Toler..... | 895. |
| W. G. Turventine..... | 889. |
| John Jordan..... | 850, to South Boston. |
| James Gattis..... | 840. |
| John Rogers..... | 840. |
| W. C. Satterfield..... | 840. |
| Wiley Thomas..... | 821. |
| J. J. Hill..... | 820. |
| Thomas E. Owen..... | 815. |
| Francis Day..... | 775, to South Boston. |
| C. E. Parish..... | 720. |
| John Easley..... | 720. |
| John W. Buntun..... | 679. |
| C. M. Conklin..... | 449. <i>Accepted March 30, 1871.</i> |

Contract made with C. M. Conklin, dated March 30, 1871, at \$449 per annum.

Leave Hillsborough Monday and Thursday at 6 a. m.; arrive at South Boston Depot next days by 12 m.

Leave South Boston Depot Tuesday and Friday at 2 p. m.; arrive at Hillsborough next days by 6 p. m.

ROUTE No. 5089.

From Hillsborough to Snow Camp, 30 miles and back, twice a week to Oaks, and once a week the residue.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| L. E. Rice..... | \$450. |
| A. C. McDaniel..... | 250. |
| L. Pugh..... | 225. |
| Abner Conklin..... | 220. <i>Accepted March 30, 1871.</i> |
| G. W. Teer, (after time)..... | 300. No guarantor or certificate. |

Contract made with Abner Conklin, dated March 30, 1871, at \$220 per annum.
 Leave Hillsborough Monday and Thursday at 2 p. m.; arrive at Oaks by 5.30 p. m.
 Leave Oaks Friday at 7 a. m.; arrive at Snow Camp by 12 m.
 Leave Snow Camp Friday at 12.30 p. m.; arrive at Oaks by 5.30 p. m.
 Leave Oaks Monday and Thursday at 7.30 a. m.; arrive at Hillsborough by 11.30 a. m.

ROUTE No. 5090.

From Hillsborough to Milton, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| E. T. Clemmons | \$949 00. |
| William O. B. Turner | 975 00. |
| Enos J. Pennypacker | 749 00. |
| John F. Logan | 743 00. |
| Charles J. Allen | 680 00. |
| John W. Burton | 634 00. |
| John Jordan | 600 00. |
| James R. Gattis | 595 00. |
| James S. Mavis | 595 00. |
| D. Davis & John P. Forrest | 590 00. |
| Samuel P. Kirkpatrick | 590 00. |
| William G. Turventine | 589 00. |
| Calvin E. Parish | 550 00. |
| James R. Gattis | 549 00. |
| William D. Cotes | 500 00. |
| K. B. Duke | 497 00. |
| Cave M. Conklin | 349 00. |
| Abner Conklin | 299 50. <i>Accepted March 30, 1871.</i> |

Contract made with Abner Conklin, dated March 30, 1871, at \$299.50 per annum.
 Leave Hillsborough Monday and Thursday at 7 a. m.; arrive at Milton by 7 p. m.
 Leave Milton Tuesday and Friday at 6 a. m.; arrive at Hillsborough by 7 p. m.

ROUTE No. 5091.

From Durham to Chapel Hill, 12 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------------|
| Thomas S. Vickers | \$1,000. No guarantor or certificate. |
| Bennett C. Hopkins | 1,000. |
| E. T. Clemmons | 800. |
| J. H. Watson | 720. |
| J. H. Watson | 690. |
| William N. Harris | 597. |
| James R. Gattis | 590. |
| Enos J. Pennypacker | 419. |
| Cave M. Conklin | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Cave M. Conklin, dated March 30, 1871, at \$300 per annum.
 Leave Durham daily, except Sunday, at 6 a. m.; arrive at Chapel Hill by 9.30 a. m.
 Leave Chapel Hill daily, except Sunday, at 1 p. m.; arrive at Durham by 4.30 p. m.

ROUTE No. 5092.

From Durham to South Lowell, 25½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Enos J. Pennypacker | \$349. |
| William Mangum | 290. |
| Moses H. Turner | 290, end at Flat River. |
| Willie H. Mangum | 275. |
| Joseph W. Garrard | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph W. Garrard, dated March 30, 1871, at \$200 per annum.
 Leave Durham Wednesday at 11 a. m.; arrive at South Lowell by 8 p. m.
 Leave South Lowell Tuesday at 6.30 a. m.; arrive at Durham by 2 p. m.

ROUTE No. 5093.

From Chapel Hill to Chapel Hill, equal to 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| H. C. Horton..... | \$275, to Snipe's Store. |
| John H. Watson..... | 260. |
| Enos J. Pennypacker..... | 219. |
| John H. Watson..... | 174. |
| Turner King..... | 125. <i>Accepted March 30, 1871.</i> |

Contract made with Turner King, dated March 30, 1871, at \$125 per annum.
 Leave Chapel Hill Saturday at 6 a. m.; arrive at Chapel Hill by 8 p. m.

ROUTE No. 5094.

From Leasburgh to Roxborough, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------------|
| Iverson B. Pleasant..... | \$157. |
| James Hamlin..... | 156. |
| W. W. Wrenn..... | 104. |
| John A. B. Walters..... | 90. |
| John O. Bryant..... | 88. <i>Accepted March 30, 1871.</i> |

Contract made with John O. Bryan, dated March 30, 1871, at \$38 per annum.
 Leave Leasburgh Saturday at 1 p. m.; arrive at Roxborough by 8 p. m.
 Leave Roxborough Saturday at 5 a. m.; arrive at Leasburgh by 12 m.

ROUTE No. 5095.

From Roxborough to Centre Grove, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|-------------------------------------|
| W. Overbey..... | \$200. |
| James Hamlin..... | 104. |
| Henry Barton..... | 90. <i>Accepted March 30, 1871.</i> |

Contract made with Henry Barton, dated March 30, 1871, at \$90 per annum.
 Leave Roxborough Saturday at 8 a. m.; arrive at Centre Grove by 12 m.
 Leave Centre Grove Saturday at 1 p. m.; arrive at Roxborough by 5 p. m.

ROUTE No. 5096.

From Milton to Whitlock, Virginia, 9 miles and-back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| Otto Sabzman..... | \$335 00. |
| Robert C. Phelps..... | 300 00. |
| John W. Burton..... | 280 50. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Burton, dated March 30, 1871, at \$280.50 per annum.
 Leave Milton Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Whitlock by 5.30 a. m.
 Leave Whitlock Tuesday, Thursday, and Saturday at 2.30 p. m.; arrive at Milton by 5 p. m.

ROUTE No. 5097.

From Mebauesville to Pleasant Grove, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| Louis Cousins..... | \$100, twice a week. |
| L. E. Rice..... | 99. |
| R. S. Barnwell..... | 91. No certificate. |
| Louis Cousins..... | 65. <i>Accepted March 30, 1871.</i> |

Contract made with Louis Cousins, dated March 30, 1871, at \$65 per annum.
 Leave Mebauesville Wednesday at 1 p. m.; arrive at Pleasant Grove by 3.15 p. m.
 Leave Pleasant Grove Wednesday at 8.30 a. m.; arrive at Mebauesville by 11 a. m.

ROUTE No. 5098.

From Graham to Ashborough, 56 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| A. J. Buras | \$400. |
| Enos J. Pennypacker | 397. |
| James J. Turner | 389. |
| Caleb Dixon | 375. |
| Isaac A. Crabtree | 374. |
| J. C. Bain | 373. |
| Robert M. Pyle | 369. |
| J. P. Albright | 358. <i>Accepted March 30, 1871.</i> |
| Daniel McCook, (<i>after time</i>) | 374. (<i>Received March 18, 1871.</i>) |

Contract made with J. P. Albright, dated March 20, 1871, at \$358 per annum.
 Leave Graham Wednesday at 7 a. m.; arrive at Ashborough next day by 11 a. m.
 Leave Ashborough Thursday at 1 p. m.; arrive at Graham by 5 p. m.

ROUTE No. 5099.

From Company's Shop to Danville, Virginia, 43 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons | \$849. |
| L. E. Rice | 745. |
| J. P. Bradshaw | 719. |
| William Dickey | 669. <i>Accepted March 30, 1871.</i> |

Contract made with William Dickey, dated March 30, 1871, at \$669 per annum.
 Leave Company's Shop Tuesday and Friday at 7 a. m.; arrive at Danville by 7 p. m.
 Leave Danville Wednesday and Saturday at 7 a. m.; arrive at Company's Shop by 7 p. m.

ROUTE No. 5100.

From Company's Shop to Lenox Castle, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--|
| William Dickey | \$149 50. <i>Accepted March 30, 1871.</i> |
| L. E. Rice | 300 00. |
| A. M. Pyles | 179 00. |
| J. P. Bradshaw | 179 00. |
| B McCray, (<i>after time</i>) | 149 00. (<i>Received March 3, 1871.</i>) |

Contract made with William Dickey, dated March 30, 1871, at \$149.50 per annum.
 Leave Company's Shop Saturday at 7 a. m.; arrive at Lenox Castle by 12 a. m.
 Leave Lenox Castle Saturday at 1 p. m.; arrive at Company's Shop by 5 p. m.

ROUTE No. 5101.

From Greensborough to Yanceyville, 41 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William Dickey | \$729. |
| John W. Wiley | 875. |
| H. L. Carfield | 880. |
| E. T. Clemmons | 824. |
| Mathew Dickey | 819. |
| L. E. Rice | 774. |
| John Stoops | 750. |
| William W. White | 656. <i>Accepted March 20, 1871.</i> |

Contract made with William W. White, dated March 30, 1871, at \$656 per annum.
 Leave Greensborough Monday and Thursday at 6 a. m.; arrive at Yanceyville by 7 p. m.
 Leave Yanceyville Tuesday and Friday at 6 a. m.; arrive at Greensborough by 7 p. m.

ROUTE No. 5102.

From Greensborough to Pittsborough, 61 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John W. Wiley | \$649. |
| T. J. Dickerson | 619. |
| E. T. Clemmons | 587. |
| A. C. Coble | 579. |

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| F. D. Lindley | \$535. |
| William Pickett | 445. |
| Caleb Dixon | 440. |
| L. T. Teague | 440. |
| L. E. Rice | 394. |
| D. H. McMath | 390. No guarantee. |
| J. C. Bain | 373. |
| J. P. Albright | 348. <i>Accepted March 30, 1871.</i> |

Contract made with J. P. Albright, dated March 30, 1871, at \$348 per annum.
 Leave Greensborough Monday at 6 a. m.; arrive at Pittsborough next day by 6 p. m.
 Leave Pittsborough Wednesday at 6 a. m.; arrive at Greensborough next day by 6 p. m.

ROUTE No. 5103.

From Greensborough to Ashborough, 30½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| J. G. Gamble | \$300 00. |
| William H. Moring | 300 00. |
| J. W. Wiley | 296 00. |
| C. T. Balsley | 294 00. |
| T. J. Dickerson | 293 00. |
| L. E. Rice | 289 00. |
| E. T. Clemmons | 287 00. |
| John F. Logan | 283 00. |
| A. M. Diffie | 247 00. |
| William W. White | 224 00. |
| William L. Byrns | 146 95. <i>Accepted March 30, 1871.</i> |
| J. J. Hamlin, (after time) | 239 00. (Received March 3, 1871.) |

Contract made with William L. Byrns, dated March 30, 1871, at \$146.95 per annum.
 Leave Greensborough Saturday at 9 a. m.; arrive at Ashborough by 6 p. m.
 Leave Ashborough Friday at 9 a. m.; arrive at Greensborough by 6 p. m.

ROUTE No. 5104.

From Greensborough to Salem, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Thomas J. Dickerson | \$374. |
| J. W. Wiley | 290. |
| L. E. Rice | 269. |
| J. F. Logan | 268. |
| S. G. Veach | 247. |
| E. T. Clemmons | 224. <i>Accepted March 30, 1871.</i> |
| Solomon Chitty | 224. |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$224 per annum.
 Leave Greensborough Saturday at 7 a. m.; arrive at Salem by 4 p. m.
 Leave Salem Friday at 7 a. m.; arrive at Greensborough by 4 p. m.

ROUTE No. 5105.

From Ashborough to Hill's Store, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| L. E. Rice | \$140 00. |
| William F. McRary | 134 00. Change schedule. |
| A. H. McDaniel | 124 00. |
| A. A. Steed | 123 00. |
| Zebedee Rush | 120 00. |
| J. W. Ridge | 100 00. |
| William H. Moring | 100 00. |
| Z. F. Rush | 99 00. |
| J. W. Ridge | 98 00. |
| A. O. Hill | 85 00. |
| John M. Cox | 84 50. <i>Accepted March 30, 1871.</i> |

Contract made with John M. Cox, dated March 30, 1871, at \$84.50 per annum.
 Leave Ashborough Saturday at 7 a. m.; arrive at Hill's Store by 12 m.
 Leave Hill's Store Saturday at 1 p. m.; arrive at Ashborough by 6 p. m.

ROUTE No. 5106.

From Reidsville to Leakesville, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| E. R. Hughes..... | \$520. |
| George H. Holderly..... | 220. |
| L. E. Rice..... | 219. <i>Accepted March 30, 1871.</i> |

Contract made with L. E. Rice, dated March 30, 1871, at \$219 per annum.

Leave Reidsville Wednesday and Saturday at 7 a. m.; arrive at Leakesville by 11 a. m.

Leave Leakesville Wednesday and Saturday at 12 m.; arrive at Reidsville by 5 p. m.

ROUTE No. 5107.

From Reidsville to Hillsdale, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Lawson E. Rice..... | \$334. |
| George H. Holderly..... | 170. <i>Accepted March 30, 1871.</i> |

Contract made with George H. Holderly, dated March 30, 1871, at \$170 per annum.

Leave Reidsville Tuesday at 7 a. m.; arrive at Hillsdale by 12 m.

Leave Hillsdale Tuesday at 1 p. m.; arrive at Reidsville by 7 p. m.

ROUTE No. 5108.

From Reidsville to Lawsonville, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| L. E. Rice..... | \$129. |
| George H. Holderly..... | 70. <i>Accepted March 30, 1871.</i> |

Contract made with George H. Holderly, dated March 30, 1871, at \$70 per annum.

Leave Reidsville Saturday at 7 a. m.; arrive at Lawsonville by 12 m.

Leave Lawsonville Saturday at 1 p. m.; arrive at Reidsville by 6 p. m.

ROUTE No 5109.

From Madison to Mount Airy, 54 miles and back, once a week.

| Bidders names | Sum per annum. |
|------------------------|--------------------------------------|
| John Stoops..... | \$500. |
| E. T. Clemons..... | 449. |
| Thomas Haynes..... | 424. |
| William P. Wall..... | 399. |
| L. E. Rice..... | 349. |
| J. G. Penn..... | 350. |
| Robert Childrees..... | 349. |
| H. T. Haymore..... | 340. |
| W. P. Wall..... | 330. |
| James P. Williams..... | 295. <i>Accepted March 30, 1871.</i> |

Contract made with James P. Williams, dated March 30, 1871, at \$295 per annum.

Leave Madison Tuesday at 1 p. m.; arrive at Mount Airy next day by 6 p. m.

Leave Mount Airy Monday at 7 a. m.; arrive at Madison next day by 12 m.

ROUTE No. 5110.

From Madison to Martinsville, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| T. J. Dickerson..... | \$273. |
| William J. Robertson..... | 270. |
| John Stoops..... | 250. |
| Benjamin F. Foy..... | 225. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin F. Foy, dated March 30, 1871, at \$225 per annum.

Leave Madison Friday at 8 a. m.; arrive at Martinsville by 4.30 p. m.

Leave Martinsville Saturday at 8 a. m.; arrive at Madison by 4.30 p. m.

ROUTE No. 5111.

From Germantown to Patrick Court-House, Virginia, 46 miles and back, once a week, supplying Snow Creek on returning.

| Bidders' names. | Sum per annum. |
|---|---|
| John Stoops | \$500. |
| E. T. Clemmons | 449. |
| J. Golding | 400. |
| T. J. Dickerson | 393. |
| L. H. Hill | 345. |
| William E. Bolejack | 270. |
| James P. Williams | 260. |
| N. G. Westmoreland | 234. <i>Accepted March 30, 1871.</i> |
| L. E. Rice, (<i>after time</i>) | 700. (<i>Received March 3, 1871.</i>) |

Contract made with N. G. Westmoreland, dated March 30, 1871, at \$234 per annum. Leave Germantown Friday at 6 a. m.; arrive at Patrick Court-House by 8 p. m. Leave Patrick Court-House Saturday at 6 a. m.; arrive at Germantown by 2 p. m.

ROUTE No. 5112.

From Mount Airy to Dobson, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| C. H. Lynch | \$270. |
| E. T. Clemmons | 229. |
| T. Haynes | 224. |
| J. G. Bowers | 200. |
| W. R. & J. M. Dickey | 189. |
| T. J. Dickerson | 174. |
| G. M. & D. J. Parker | 155. |
| Robert Childers | 124. |
| C. P. Gillaspie | 120. <i>Accepted March 30, 1871.</i> |
| R. J. Hamlin, (<i>after time</i>) | 200. (<i>Received March 6, 1871.</i>) |

Contract made with C. P. Gillaspie, dated March 30, 1871, at \$120 per annum. Leave Mount Airy Tuesday and Saturday at 12 m.; arrive at Dobson by 4 p. m. Leave Dobson Tuesday and Saturday at 7 a. m.; arrive at Mount Airy by 11 a. m.

ROUTE No. 5113.

From Mount Airy to Cherry Lane, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| T. M. Oglesby | \$305 |
| C. Lynch | 295 |
| F. G. Lundy | 287 |
| William R. & J. M. Dickey | 284. |
| E. T. Clemmons | 274. |
| T. J. Dickenson | 249. |
| Hobart Childers | 249. |
| G. M. & D. J. Parker | 245. |
| Aaron Woodruff | 239. |
| William Woodruff | 230. |
| William M. Woodruff | 195. <i>Accepted March 30, 1871.</i> |
| Moses Woodruff, (<i>after time</i>) | 199. <i>No certificate.</i> |

Contract made with William M. Woodruff, dated March 30, 1871, at \$195 per annum.

Leave Mount Airy Thursday at 7 a. m.; arrive at Cherry Lane by 6 p. m. Leave Cherry Lane Wednesday at 6 a. m.; arrive at Mount Airy by 5 p. m.

ROUTE No. 5114.

From Dobson to Nuckolsville, 30 miles and back, once a week. Bids to begin service at Rockford invited, (twelve miles farther.)

| Bidders' names. | Sum per annum. |
|------------------------------|-------------------------------------|
| B. Payne & J. G. Davis | \$475. <i>Commence at Rockford.</i> |
| John Golding | 400. |
| John C. Cooper | 364. |
| J. F. Burrus | 350. |

| Bidders' names. | Sum per annum. |
|---|---|
| Eli Bingman | 320. |
| Wiley Riggs | 350. |
| J. G. Burrus | 325. |
| John G. Bowers | 310. |
| John F. Logan | 293. |
| F. J. Lundy | 273. |
| F. M. Oglesby | 270. |
| William R. & J. M. Dickey | 269. |
| Thomas J. Dickenson | 248. |
| E. T. Clemmons | 247. |
| G. M. & D. J. Parker | 205. |
| J. F. Burrus | 190. |
| John G. Burrus | 188. <i>Accepted March 30, 1871.</i> |
| L. E. Rice, (<i>after time</i>) | 549. (<i>Received March 6, 1871.</i>) |

Contract made with John G. Burrus, dated March 30, 1871, at \$188 per annum.

Leave Dobson Wednesday at 7 a. m.; arrive at Nuckolsville by 6 p. m.

Leave Nuckolsville Thursday at 7 a. m.; arrive at Dobson by 6 p. m.

ROUTE No. 5115.

From Richmond Hill to Yadkinville, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| F. J. Kennedy | \$125 00. |
| F. J. Lundy | 123 00. |
| Thomas Haynes | 103 00. |
| John T. Hinshaw | 100 00. |
| Lewis B. Holcomb | 95 00. |
| George M. Parker | 85 00. |
| John G. Burrus | 78 00. |
| Drury D. Tiller | 77 90. |
| T. L. Blackwell | 75 00. |
| Lewis Godbery | 70 00. |
| J. F. Burrus | 69 00. |
| John G. Burrus | 67 00. <i>Accepted March 30, 1871.</i> |

Contract made with John G. Burrus, dated March 30, 1871, at \$67 per annum.

Leave Richmond Hill Wednesday at 8 a. m.; arrive at Yadkinville by 12 m.

Leave Yadkinville Wednesday at 2 p. m.; arrive at Richmond Hill by 4 p. m.

ROUTE No. 5116.

From High Point to Salem, 13 miles and back, daily.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| C. H. Lynch | \$1,090. |
| E. T. Clemmons | 606. |
| J. G. Veach | 575. |
| L. E. Rice | 499. <i>Accepted March 30, 1871.</i> |

Contract made with L. E. Rice, dated March 30, 1871, at \$499 per annum.

Leave High Point daily at 4.20 a. m.; arrive at Salem by 8.30 a. m.

Leave Salem daily at 3.30 p. m.; arrive at High Point by 7.30 p. m.

ROUTE No. 5117.

From High Point to Trinity College, 5 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William R. Frazer | \$319. |
| ..... | 250. |
| L. E. Rice | 249. |
| E. T. Clemmons | 239. |
| Noah C. Jarrell | 199. <i>Accepted March 30, 1871.</i> |

Contract made with Noah C. Jarrell, dated March 30, 1871, at \$199 per annum.

Leave High Point daily, except Sunday, at 7 a. m.; arrive at Trinity College by 8.15 a. m.

Leave Trinity College daily, except Sunday, at 8.30 a. m.; arrive at High Point by 10 a. m.

ROUTE No. 5118.

From Trinity College to Trinity College, equal to twelve miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons | \$119. |
| M. S. Leach | 100. <i>Accepted March 30, 1871.</i> |

Contract made with M. S. Leach, dated March 30, 1871, at \$100 per annum.
 Leave Trinity College Wednesday at 8.30 a. m.; arrive at New Market by 11 a. m.
 Leave New Market Wednesday at 12 m.; arrive at Trinity College by 6 p. m.

ROUTE No. 5119.

From Salem to Wytheville, 95 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| John F. Logan | \$2,743. |
| H. F. Shores | 2,510. |
| Thomas W. Prather | 2,460. |
| E. T. Clemmons | 1,979. |
| Lawson E. Rice | 1,680. |
| D. C. Dunn | 1,609. |
| C. H. Lynch | 1,500. <i>Accepted March 30, 1871.</i> |

Contract made with C. H. Lynch, dated March 30, 1871, at \$1,500 per annum.
 Leave Salem Monday, Wednesday, and Friday at 12 m.; arrive at Wytheville Tuesday, Thursday, and Saturday by 9 p. m.
 Leave Wytheville Monday, Wednesday, and Friday at 3 a. m.; arrive at Salem Tuesday, Thursday, and Saturday by 1 p. m.

ROUTE No. 5120.

From Salem to Reidsville, 57 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| T. B. Dougherty | \$3,975. |
| John F. Logan | 1,643. |
| L. H. Hill | 1,571. |
| George H. Holderly | 1,484. |
| William R. & J. W. Dickey | 1,450. |
| L. C. Rice | 1,450. |
| J. G. Veach | 1,443. |
| E. T. Clemmons | 1,399. |
| William J. Robinson | 1,360. |
| Benjamin F. Foy | 1,275. |
| Joseph M. Vaughn | 1,250. |
| Thomas J. Dickerson | 1,250. |
| B. F. Foy | 1,240. <i>Accepted March 30, 1871.</i> |

Contract made with B. F. Foy, dated March 30, 1871, at \$1,240 per annum.
 Leave Salem Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Reidsville by 4 p. m.
 Leave Reidsville Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Salem by 3 p. m.

ROUTE No. 5121.

From Salem to Jonesville, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| John G. Burrus | \$438 00. |
| Mathews Dickey | 417 00. |
| L. E. Rice | 390 00. |
| William R. & J. M. Dickey | 389 00. |
| John F. Logan | 383 00. |
| Thomas Haynes | 374 00. |
| Thomas J. Dickerson | 369 00. |
| E. T. Clemmons | 362 00. |
| Philip H. Pfaff | 360 00. |
| L. A. Hartman | 350 00. |
| James Crim | 345 00. |
| A. Horn & H. D. Poindexter | 312 00. |
| Daniel Grubb | 299 00. |
| A. Ireland | 298 50. |
| G. M. & D. J. Parker | 285 00. |
| A. R. Poindexter | 274 00. <i>Accepted March 30, 1871.</i> |

Contract made with A. R. Poindexter, dated March 30, 1871, at \$274 per annum.
 Leave Salem Saturday at 6 a. m.; arrive at Jonesville by 7 p. m.
 Leave Jonesville Friday at 6 a. m.; arrive at Salem by 7 p. m.

ROUTE No. 5122.

From Salem to Jerusalem, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|---|
| W. A. Hitman | \$399 00. |
| F. J. Lundy | 347 00. |
| William R. & J. M. Dickey..... | 339 00. |
| Thomas Haynes..... | 324 00. |
| Thomas J. Dickerson | 319 00. |
| L. E. Rice | 300 00. |
| Solomon Chitty..... | 276 95. |
| E. T. Clemmons..... | 274 00. <i>Accepted March 30, 1871.</i> |
| E. Bruer, (after time) | 255 00. (Received March 23, 1871.) |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$274 per annum.
 Leave Salem Monday at 7 a. m.; arrive at Jerusalem by 6 p. m.
 Leave Jerusalem Tuesday at 8 a. m.; arrive at Salem by 7 p. m.

ROUTE No. 5123.

From Salem to Walnut Cove, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$219. |
| James B. Bodenhamer..... | 200. <i>Accepted March 30, 1871.</i> |
| David White | 90. No guarantee or certificate. |

Contract made with James B. Bodenhamer, dated March 30, 1871, at \$200 per annum.
 Leave Salem Friday at 5 p. m.; arrive at Walnut Cove Saturday by 11 a. m.
 Leave Walnut Cove Saturday at 12 m.; arrive at Salem by 7 p. m.

ROUTE No. 5124.

From Salem to Panther Creek, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Lawson E. Rice..... | \$250. |
| E. T. Clemmons..... | 144. |
| J. B. Bodenhamer..... | 144. |
| Frank Spaugh | 132. |
| Solomon Chitty..... | 124. <i>Accepted March 30, 1871.</i> |

Contract made with Solomon Chitty, dated March 30, 1871, at \$124 per annum.
 Leave Salem Saturday at 6 a. m.; arrive at Panther Creek by 12 m.
 Leave Panther Creek Saturday at 2 p. m.; arrive at Salem by 8 p. m.

ROUTE No. 5125.

From Thomasville to Troy, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| E. T. Clemmons..... | \$494. |
| Collett & Hines..... | 400. |
| John H. Allen..... | 375. |
| E. Wilberne | 365. |
| Canaan Myers | 350. |
| W. T. Moore..... | 345. <i>Accepted March 30, 1871.</i> |
| L. E. Rice, (after time)..... | 650. |

Contract made with W. T. Moore, dated March 30, 1871, at \$345 per annum.
 Leave Thomasville Tuesday at 7 a. m.; arrive at Troy next day by 12 m.
 Leave Troy Wednesday at 1 p. m.; arrive at Thomasville next day by 6 p. m.

ROUTE No. 5126.

From Jamestown Depot to Deep River, 7½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| Harmon Bundy..... | \$65. |
| George W. Williams..... | 55. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Williams, dated March 30, 1871, at \$55 per annum.
 Leave Jamestown Depot Saturday at 11 a. m.; arrive at Deep River by 2 p. m.
 Leave Deep River Saturday at 2.30 p. m.; arrive at Jamestown Depot by 5.30 p. m.

ROUTE No. 5127.

From Lexington to Statesville, 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|---|
| E. T. Clemmons..... | \$446 00. |
| J. J. Mott | 400 00. |
| Wm. F. McRay & J. F. Leonard.. | 394 50. |
| J. F. Leonard..... | 349 00. |
| W. A. Heitman..... | 340 00. <i>Accepted March 30, 1871.</i> |

Contract made with W. A. Heitman, dated March 30, 1871, at \$340 per annum.
 Leave Lexington Monday at 7 a. m.; arrive at Mocksville by 1 p. m. and Statesville next day by 12 m.
 Leave Statesville Tuesday at 1 p. m.; arrive at Lexington next day by 6 p. m.

ROUTE No. 5128.

From Lexington to Ashborough, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| E. T. Clemmons..... | \$298. |
| J. J. Mott | 220. |
| J. R. Lopp | 219. |
| W. A. Heitman | 208. |
| George Fritts..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with George Fritts, dated March 30, 1871, at \$200 per annum.
 Leave Lexington Friday at 7 a. m.; arrive at Ashborough by 7 p. m.
 Leave Ashborough Saturday at 7 a. m.; arrive at Lexington by 7 p. m.

ROUTE No. 5129.

From Lexington to Arcadia, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--|
| E. T. Clemmons..... | \$119 00. |
| Collett & Hines | 104 00. |
| James J. Mott | 100 00. |
| W. F. McRay & J. F. Leonard.. | 69 75. |
| W. A. Heitman | 60 00. |
| J. F. Leonard..... | 49 00. <i>Accepted March 30, 1871.</i> |

Contract made with J. F. Leonard, dated March 30, 1871, at \$49 per annum.
 Leave Lexington Saturday at 9.30 a. m.; arrive at Arcadia by 12 m.
 Leave Arcadia Saturday at 0.30 p. m.; arrive at Lexington by 3.30 p. m.

ROUTE No 5130.

From Lexington to Milledgeville and back, once a week, bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| George Fritts..... | \$200 00. Schedule proposed. |
| Jacob R. Lopp..... | 272 00. |
| A. G. Newsum | 249 50. Schedule proposed. |
| W. A. Heitman | 208 00. Schedule proposed. |
| R. S. Adderton..... | 199 00. <i>Accepted March 30, 1871.</i> Schedule proposed. |

Contract made with R. S. Adderton, dated March 30, 1871, at \$199 per annum.
 Leave Lexington Monday at 7 a. m.; arrive at Milledgeville by 6 p. m.
 Leave Milledgeville Tuesday at 7 a. m.; arrive at Lexington by 6 p. m.

ROUTE No. 5131.

From Salisbury to Huntsville, 35 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Thomas Haynes | \$1,249. |
| J. G. Veach | 983. |
| William R. & J. M. Dickey | 884. |
| L. E. Rice | 860. |
| E. T. Clemmons | 857. |
| John F. Logan | 838. |
| David McLean | 797. |
| Thomas J. Dickey | 793. |
| John G. Burrus | 750. |
| William W. Long | 724. <i>Accepted March 30, 1871.</i> |

Contract made with William W. Long, dated March 30, 1871, at \$724 per annum.
 Leave Salisbury Tuesday, Thursday, and Saturday at 8.30 a. m.; arrive at Huntsville by 7.30 p. m.
 Leave Huntsville Monday, Wednesday, and Friday at 6 a. m.; arrive at Salisbury by 5 p. m.

ROUTE No. 5132.

From Salisbury to Cheraw, South Carolina, 85 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| Daniel N. Bennet | \$1,950. |
| Ellis D. Gaddy | 1,945. |
| C. C. Foreman | 1,900. |
| J. R. Scarborough | 1,750. |
| James F. Parker | 1,899. |
| L. D. Andrews | 1,898. |
| E. T. Gaddy | 1,700. |
| William J. Patrick | 1,680. |
| Joseph M. Hinson | 1,600. <i>No guarantee.</i> |
| William R. & J. M. Dickey | 1,598. |
| E. T. Clemmons | 1,588. |
| L. E. Rice | 1,499. |
| John F. Logan | 1,493. |
| John M. Ross | 1,475. |
| David McLean | 1,447. <i>Accepted March 30, 1871.</i> |

Contract made with David McLean, dated March 30, 1871, at \$1,447 per annum.
 Leave Salisbury Monday and Thursday at 7 a. m.; arrive at Cheraw Tuesday and Friday by 7 p. m.
 Leave Cheraw Monday and Thursday at 7 a. m.; arrive at Salisbury next days by 7 p. m.

ROUTE No. 5133.

From Salisbury to Milledgeville, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| L. E. Rice | \$299. |
| E. T. Clemmons | 288. |
| John F. Logan | 288. |
| Albert G. Newsom | 274. |
| David McLean | 273. <i>Accepted July 28, 1871.</i> |

Contract made with D. McLean, dated July 28, 1871, at \$273 per annum; service to begin August 1, 1871.

ROUTE No. 5134.

From Albemarle to Albemarle, equal to 26½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John H. Dixon | \$398. |
| John A. Colley | 170. <i>Accepted March 30, 1871.</i> |

Contract made with John A. Colley, dated March 30, 1871, at \$170 per annum.
 Leave Albemarle Thursday at 7 a. m.; arrive at Albemarle Friday by 6 p. m.

ROUTE No. 5135.

From Concord to Concord, equal to 15½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Robert W. White | \$208. |
| John H. Dixon | 172. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$172 per annum.
Leave Concord Tuesday at 8 a. m.; arrive at Concord by 8 p. m.

ROUTE No. 5136.

From Concord to Mount Pleasant, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John H. Dixon | \$328. |
| John F. Logan | 299. |
| Nicholas Lefter | 280. <i>Accepted March 30, 1871.</i> |

Contract made with Nicholas Lefter, dated March 30, 1871, at \$280 per annum.
Leave Concord Tuesday and Saturday at 1 p. m.; arrive at Mount Pleasant by 7 p. m.
Leave Mount Pleasant Tuesday and Saturday at 6 a. m.; arrive at Concord by 12 m.

ROUTE No. 5137.

From Harris Depot to Harris Depot, equal to 17½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| A. N. Harris | \$192. <i>Accepted March 30, 1871.</i> |
| John H. Dixon | 198. |

Contract made with A. N. Harris, dated March 30, 1871, at \$192 per annum.
Leave Harris Depot Wednesday at 7 a. m.; arrive at Harris Depot by 8 p. m.

ROUTE No. 5138.

From Charlotte to Mount Mourne, 24 miles and back, three times a week to Davidson College, and once a week the residue.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons | \$694. |
| J. Lyons | 600. No guarantee. |
| John F. Logan | 575. |
| James J. Mott | 530. <i>Accepted March 30, 1871.</i> |

Contract ordered with James J. Mott, dated March 30, 1871, at \$530 per annum.
By an order made June 29, 1871, recall acceptance and discontinue service, the route being superseded by railroad on No. 5213.

ROUTE No. 5139.

From Charlotte to Beattie's Ford, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| J. J. Mott | \$300. |
| J. S. Mundy | 275. |
| John Thompson | 260. |
| John F. Logan | 250. |
| Frank Caldwell | 249. |
| Robert Barkley | 190. <i>Accepted March 30, 1871.</i> |
| M. O. Caldwell | 247. |

Contract made with Robert Barkley, dated March 30, 1871, at \$190 per annum.
Leave Charlotte Monday at 8 a. m.; arrive at Beattie's Ford by 5 p. m.
Leave Beattie's Ford Tuesday at 8 a. m.; arrive at Charlotte by 5 p. m.

ROUTE No. 5140.

From Beattie's Ford to Catawba Station, and back by Mountain Creek to Beattie's Ford, equal to 22 miles and back once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| J. J. Mott | \$290. |
| Frank Caldwell | 215, to Catawba Station. |
| John Thompson | 170. |
| Robert Barkley | 155, to Catawba Station. |
| Jackson S. Mundy | 150. |
| Marcellus O. Caldwell | 147. <i>Accepted March 30, 1871.</i> |

Contract made with Marcellus O. Caldwell, dated March 30, 1871, at \$147 per annum.
Leave Beattie's Ford Friday at 8 a. m.; arrive at Beattie's Saturday by 6 p. m.

ROUTE No. 5141

From Brevard's Station to Dallas, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| R. O. Costner..... | \$290. |
| L. E. Rice..... | 270. |
| John B. Rhyne..... | 224. |
| James J. Lawing..... | 200. |
| Lewis & Ford..... | 196. |
| J. B. Rhyne..... | 195. |
| Lawson M. Summit..... | 190. |
| R. Costner..... | 179. No guarantee or certificate. |
| James Brunfield..... | 150. |
| R. J. McLaughlen..... | 149. <i>Accepted March 30, 1871.</i> |

Contract made with R. J. McLaughlen, dated March 30, 1871, at \$149 per annum.

Leave Brevard's Station Tuesday, Thursday, and Saturday on arrival of train from Charlotte, say at 2 p. m.; arrive at Dallas by 4 p. m.

Leave Dallas Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Brevard's Station in time to connect with mail train from Charlotte, say at 9 a. m.

ROUTE No. 5142.

From Brevard's Station to Castania Grove, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| Lawson M. Summit..... | \$100. |
| Lewis & Ford..... | 98. |
| L. E. Rice..... | 89. <i>Accepted March 30, 1871.</i> |

Contract made with L. E. Rice, dated March 30, 1871, at \$89 per annum.

Leave Brevard's Station Tuesday at 9.30 a. m.; arrive at Castania Grove by 12 m.

Leave Castania Grove Tuesday at 12 m.; arrive at Brevard's Station by 2 p. m.

ROUTE No. 5143.

From Rosendale to White Hall, 8 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| George Henry..... | \$240. |
| (Not let.) | |

ROUTE No. 5144.

From Rockingham to Rockingham, equal to 18½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| E. T. Clemmons..... | \$398. |
| L. E. Rice..... | 324. |
| F. Duner..... | 300. end at Bosticks. |
| J. R. Scarborough..... | 298. No certificate. |
| H. M. Scarborough..... | 285. <i>Accepted March 30, 1871.</i> |

Contract made with H. M. Scarborough, dated March 30, 1871, at \$285 per annum.

Leave Rockingham Monday and Friday at 7 a. m.; arrive at Rockingham by 8 p. m.

ROUTE No. 5145.

From Wadesborough to Charlotte, 58 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| T. B. Daugherty..... | \$2,993. |
| Frank Caldwell..... | 1,899. |
| L. E. Rice..... | 1,849. |
| John C. Askew..... | 1,475. |
| John F. Logan..... | 1,433. |
| Henry G. Springs..... | 1,338. |
| E. T. Clemmons..... | 20 per mile, (\$1,160,) per annum. <i>Accepted March 30, 1871.</i> |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$1,160 per annum.

Leave Wadesborough Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Charlotte Monday, Wednesday and Friday by 6 p. m.

Leave Charlotte Monday, Wednesday, and Friday at 7 a. m.; arrive at Wadesborough Tuesday, Thursday, and Saturday by 7 p. m.

ROUTE No. 5146.

From Wadesborough to Wadesborough, equal to 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| John H. Dixon..... | \$398. |
| L. E. Rice..... | 374. |
| Silas Ingram..... | 374. |
| John B. Consart..... | 345. |
| John F. Logan..... | 344. |
| E. T. Clemmons..... | 336. |
| Ellis D. Gaddy..... | 320. |
| E. T. Gaddy..... | 275. |
| S. C. Billingsly..... | 274. |
| John Boylin..... | 270. |
| W. J. Patrick..... | 200, between Deep Creek and Wadesborough. <i>Accepted March 30, 1871.</i> |

Contract made with W. J. Patrick, dated March 30, 1871, at \$200 per annum.
Leave Wadesborough Friday at 8 a. m.; arrive at Wadesborough Saturday by 12 m

ROUTE No. 5147.

From Wadesborough to Wadesborough, equal to 18½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Ellis D. Gaddy..... | \$270. |
| L. E. Rice..... | 249. |
| E. T. Gaddy..... | 235. |
| E. T. Clemmons..... | 224. |
| John Boylin..... | 220. |
| S. C. Billingsly..... | 219. |
| John H. Dixon..... | 174. |
| William J. Patrick..... | 170, by Diamond Hill, Kendall, and Caudle's Mills. <i>Accepted March 30, 1871.</i> |

Contract made with William J. Patrick, dated March 30, 1871, at \$170 per annum.
Leave Wadesborough Thursday at 7 a. m.; arrive at Wadesborough by 8 p. m.

ROUTE No. 5148.

From Wadesborough to Mangum, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| L. E. Rice..... | \$224. |
| E. T. Clemmons..... | 194. |
| John H. Dixon..... | 178. |
| E. T. Gaddy..... | 175. |
| W. R. Scarborough..... | 175. Certificate not signed. |
| John Boylin..... | 170. |
| William J. Patrick..... | 160. <i>Accepted March 30, 1871.</i> |

Contract made with William J. Patrick, dated March 30, 1871, at \$160 per annum.
Leave Wadesborough Friday at 0.30 p. m.; arrive at Mangum by 6 p. m.
Leave Mangum Friday at 5 a. m.; arrive at Wadesborough by 12 m.

ROUTE No. 5149.

From Monroe to Lancaster Court-House, South Carolina, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Silas Ingram..... | \$311. |
| John B. Consart..... | 619. |
| L. E. Rice..... | 599. |
| John F. Logan..... | 568. |
| William N. Tyson..... | 520. |
| Henry Schell..... | 495. No certificate. |
| E. T. Clemmons..... | 494. Conditional. |
| D. F. Helms..... | 450. |
| B. L. Lingle..... | 349. <i>Accepted March 30, 1871.</i> |

Contract made with B. L. Lingle, dated March 30, 1871, at \$349 per annum.
 Leave Monroe Tuesday and Saturday at 6 a. m. ; arrive at Lancaster Court-House
 by 10 a. m. Wednesday and 2 p. m. Saturday.
 Leave Lancaster Court-House Wednesday at 10.30 a. m. and Saturday at 3 p. m. ;
 arrive at Monroe Wednesday at 6 p. m. and Tuesday by 10 a. m.

ROUTE No. 5150.

From Monroe to Wolfsville, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Silas Ingram | \$172 00. |
| L. E. Rice | 149 00. |
| John H. Dixon | 148 00. |
| Charles N. Simpson | 139 50. |
| Henry Shell | 125 00. |
| William N. Tyson | 125 00. |
| D. F. Helms | 100 00. <i>Accepted March 30, 1871.</i> |

Contract made with D. F. Helms, dated March 30, 1871, at \$100 per annum.
 Leave Monroe Thursday at 8 a. m. ; arrive at Wolfsville by 0.30 p. m.
 Leave Wolfsville Thursday at 1 p. m. ; arrive at Monroe by 6 p. m.

ROUTE No. 5151.

From Monroe to Coburn's Store, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| L. E. Rice | \$240 00. |
| Silas Ingram | 156 00. |
| John H. Dixon | 148 00. |
| William N. Tyson | 145 00. |
| A. S. Crowell | 140 00. |
| C. N. Simpson | 124 50. |
| George W. Flow | 120 00. |
| Henry Shell | 120 00. <i>Accepted March 30, 1871.</i> |

Contract made with Henry Shell, dated March 30, 1871, at \$120 per annum.
 Leave Monroe Wednesday at 6 a. m. ; arrive at Coburn's Store by 10 a. m.
 Leave Coburn's Store Wednesday at 12 m. ; arrive at Monroe by 4 p. m.

ROUTE No. 5152.

From Monroe to Jefferson, South Carolina, 33 miles and back, once a week

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| L. E. Rice | \$400. |
| John B. Consart | 400. |
| J. Alsibrook | 350. |
| E. T. Clemmons | 349. |
| John H. Dixon | 338. |
| John F. Logan | 328. |
| Henry Shell | 325. |
| C. A. Helms | 325. |
| Silas Ingram | 324. |
| Thomas S. Cavender | 320. |
| Adam Eubanks | 235. <i>Accepted March 30, 1871.</i> |

Contract made with Adam Eubanks, dated March 30, 1871, at \$295 per annum.
 Leave Monroe Tuesday at 7 a. m. ; arrive at Jefferson by 6 p. m.
 Leave Jefferson Monday at 7 a. m. ; arrive at Monroe by 6 p. m.

ROUTE No. 5153.

Monroe to Brewer Mine, South Carolina, once a week and back. Bidders to state
 distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------------|
| John B. Consart | \$495. Schedule proposed 33 miles. |
| Silas Ingram | 234. 34 miles. |
| Thomas S. Cavender | 300. |
| (Not let.) | |

ROUTE No. 5154.

From Lincolnton to Newton, 26½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| J. J. Mott..... | \$300. |
| E. T. Clemmons..... | 206. |
| Frank Caldwell..... | 275. |
| John F. Logan..... | 248. |
| Ann C. Campbell..... | 247. <i>Accepted March 30, 1871.</i> |

Contract made with Ann C. Campbell, dated March 30, 1871, at \$247 per annum.

Leave Lincolnton Tuesday at 7 a. m.; arrive at Newton by 5 p. m.

Leave Newton Monday at 7 a. m.; arrive at Lincolnton by 5 p. m.

ROUTE No. 5155.

From Cherryville to Rutherfordton, 37 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John F. Logan..... | \$988. |
| E. T. Clemmons..... | 949. |
| L. E. Rice..... | 690. |
| J. R. Walker..... | 690. |
| Pinckney Rollins..... | 690. |
| Andrew R. Eaves..... | 644. |
| Lawson M. Summit..... | 600. |
| Joseph Bradley..... | 575. |
| A. M. Ford..... | 549. |
| | 523. |
| John M. Allen..... | 500. <i>Conditional.</i> |
| J. R. Deck..... | 485. |
| J. O. Bridges..... | 594. |
| John B. Harrill..... | 475. |
| A. B. Bridges..... | 456. |
| John McAllen..... | 389. <i>Accepted March 30, 1871.</i> |

Contract made with John McAllen, dated March 30, 1871, at \$389 per annum.

Leave Cherryville Tuesday, Thursday, and Saturday on arrival of train, say at 11.30 a. m.; arrive at Rutherfordton Monday, Wednesday, and Friday by 11 a. m.

Leave Rutherfordton Monday, Wednesday, and Friday at 12 m.; arrive at Cherryville Tuesday, Thursday, and Saturday by 11 a. m.

ROUTE No. 5156.

From Selby to Spartanburgh Court-House, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$442. |
| Robert McInturff..... | 418. |
| Pinckney Rollins..... | 410. |
| Thomas P. Covington..... | 399. |
| John F. Logan..... | 393. |
| J. L. Eskridge..... | 297. <i>Accepted March 30, 1871.</i> |

Contract made with J. L. Eskridge, dated March 30, 1871, at \$297 per annum.

Leave Selby Wednesday at 6 a. m.; arrive at Spartanburgh Court-House by 6 p. m.

Leave Spartanburgh Court-House Wednesday at 6 a. m.; arrive at Shelby by 6 p. m.

ROUTE No. 5157.

From Shelby to Shelby, equal to 29½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|---|
| Pinckney Rollins..... | \$335 00. |
| John A. Roberts..... | 325 00. |
| Thomas P. Covington..... | 299 00. |
| John F. Logan..... | 297 00. |
| R. C. Green..... | 175 00. <i>Accepted March 30, 1871.</i> |
| J. A. Camp, (after time)..... | 177 48. |

Contract made with R. C. Green, dated March 30, 1871, at \$175 per annum.

Leave Shelby Monday at 7 a. m.; arrive at Shelby Tuesday by 6 p. m.

ROUTE No. 5158.

From Shelby to Shelby, equal to 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------------|
| Robert McInturff | \$297 00. 287 00. |
| John F. Logan | 246 00. |
| Thomas P. Covington | 239 00. |
| Lewis & Ford | 223 00. |
| Pinckney Rollins | 190 00. |
| J. A. Camp, (after time) | 175 62. |

Accepted March 30, 1871.
(Received March 3, 1871.)

Contract made with Pinckney Rollins, at \$190 per annum.

Leave Shelby Wednesday at 8 a. m.; arrive at Shelby next day by 12 m.

ROUTE No. 5159.

From Shelby to Limestone Springs, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|----------------|
| H. Eskridge | \$220 00. |
| Pinckney Rollins | 210 00. |
| John A. Roberts | 208 00. |
| Thomas P. Covington | 199 00. |
| John F. Logan | 197 00. |
| Robert McInturff | 196 00. |
| M. H. D. Robert, (after time) | 149 50. |

Accepted March 30, 1871.
(Received March 3, 1871.)

Contract made with Robert McInturff, dated March 30, 1871, at \$196 per annum.

Leave Shelby Wednesday at 6 a. m.; arrive at Limestone Springs by 12 m.

Leave Limestone Springs Wednesday at 1 p. m.; arrive at Selby by 7 p. m.

ROUTE No. 5160.

From Rutherfordton to Ashville, 42 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Robert McInturff | \$1, 147. |
| E. T. Clemmons | 796. |
| John F. Logan | 783. |
| M. H. Israel | 650. |
| A. E. Deaver | 650. |
| S. O. Deaver | 597. |
| John McAllen | 590. |
| B. Morgan | 585. |
| H. A. Lankford | 584. |
| William King | 540. |
| Andrew R. Eaves | 493. |

Accepted March 30, 1871.

Contract made with Andrew R. Eaves, dated March 30, 1871, at \$493 per annum.

Leave Rutherfordton Tuesday and Saturday at 6 a. m.; arrive at Ashville by 1 p. m.

Leave Ashville Monday and Friday at 6 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5161.

From Rutherfordton to Greenville, (court-house,) 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Robert McInturff | \$628. |
| E. T. Clemmons | 548. |
| A. E. Deaver | 445. |
| John F. Logan | 439. |
| H. A. Lankford | 424. |
| John McAllen | 400. |
| William G. Trout | 375. |
| Andrew R. Eaves | 344. |
| J. R. Walker | 349. |

Accepted March 30, 1871.

Contract made with Andrew R. Eaves, dated March 30, 1871, at \$344 per annum.

Leave Rutherfordton Thursday at 6 a. m.; arrive at Greenville (court-house) next day by 11 a. m.

Leave Greenville (court-house) Friday at 1 p. m.; arrive at Rutherfordton next day by 7 p. m.

ROUTE No. 5162.

From Rutherfordton to Gardner's Ford, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| E. T. Clemmons..... | \$440. |
| Robert McInturf..... | 423. |
| Thomas P. Covington..... | 399. |
| John F. Logan..... | 397. |
| A. E. Deaver..... | 390. |
| Margaret Ledford..... | 348. |
| A. V. Biggerstaff..... | 335. |
| John McAllen..... | 300. |
| William Holland..... | 250. |
| J. R. Walker..... | 249. |
| Andrew R. Eaves..... | 244. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew R. Eaves, dated March 30, 1871, at \$244 per annum.
 Leave Rutherfordton Friday at 6 a.m.; arrive at Gardner's Ford by 8 p. m.
 Leave Gardner's Ford Thursday at 6 a. m.; arrive at Rutherfordton by 8 p. m.

ROUTE No. 5163.

From Rutherfordton to Marion, 39½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons..... | \$449. |
| John F. Logan..... | 368. |
| Robert McInturf..... | 336. |
| A. E. Deaver..... | 330. |
| Josiah Wiseman..... | 315. |
| Thomas A. White..... | 308. |
| J. R. Walker..... | 249. |
| John McAllen..... | 249. |
| Andrew R. Eaves..... | 243. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew R. Eaves, dated March 30, 1871, at \$243 per annum.
 Leave Rutherfordton Wednesday at 6 a. m.; arrive at Marion by 6 p. m.
 Leave Marion Tuesday at 6 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5164.

From Rutherfordton to Marion, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons..... | \$344. |
| Robert McInturf..... | 327. |
| A. E. Deaver..... | 275. |
| John F. Logan..... | 270. |
| J. R. Walker..... | 249. |
| Thomas A. White..... | 248. |
| Josiah Wiseman..... | 235. |
| John McAllen..... | 225. |
| Andrew R. Eaves..... | 193. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew R. Eaves, dated March 30, 1871, at \$193 per annum
 Leave Rutherfordton Saturday at 7 a. m.; arrive at Marion by 6 p. m.
 Leave Marion Friday at 7 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5165.

From Rutherfordton to Columbus, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| A. E. Deaver..... | \$200 00. |
| Robert McInturf..... | 196 00. |
| John F. Logan..... | 175 00. |
| William G. Trout..... | 150 00. |
| Andrew R. Eaves..... | 139 00. |
| John McAllen..... | 124 00. |
| William O. Wallace..... | 119 88. <i>Accepted March 30, 1871.</i> |

Contract made with William O. Wallace, dated March 30, 1871, at \$119.88 per annum.
 Leave Rutherfordton Tuesday at 6 a. m.; arrive at Columbus by 12 m.
 Leave Columbus Tuesday at 1 p. m.; arrive at Rutherfordton by 7 p. m.

ROUTE No. 5166.

*From Rutherfordton to Spartanburgh Court-House, South Carolina, 36½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons | \$439. |
| Robert McInturff | 384. |
| Joseph Brady | 370. |
| Thomas P. Covington | 349. |
| J. F. Logan | 343. |
| A. E. Deaver | 340. |
| J. B. Eaves | 290. |
| William G. Trout | 275. |
| Andrew R. Eaves | 244. |
| John McAllen | 219. <i>Accepted March 30, 1871.</i> |

Contract made with John McAllen, dated March 30, 1871, at \$219 per annum.
 Leave Rutherfordton Tuesday at 8 a. m.; arrive at Spartanburgh Court-House by 6 p. m.
 Leave Spartanburgh Court-House Wednesday at 8 a. m.; arrive at Rutherfordton by 6 p. m.

ROUTE No. 5167.

From Statesville to Wilkesborough, 43 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---|
| T. B. Daugherty | \$2,979 00. |
| J. D. Hunt | 1,600 00. |
| Thomas Haynes | 1,099 00. |
| William R. & J. M. Dickey | 997 00. |
| William W. Long | 989 00. |
| J. J. Mott | 890 00. |
| John F. Logan | 883 00. |
| E. T. Clemmons | 859 00. |
| B. B. Lyon | 800 00. |
| Thomas Triplett | 793 00. |
| M. Watts | 775 00. |
| J. N. Haynes | 770 00. |
| J. T. Perry | 749 50. |
| J. B. Campbell | 737 50. |
| D. W. Moose | 700 00. |
| William Pool | 699 95. |
| A. Yates | 699 00. |
| J. T. McIntosh | 675 00. <i>Schedule proposed.</i> |
| James F. Mundy | 648 00. <i>Schedule proposed.</i> |
| Jennings & Lossaman | 600 00. |
| William W. White | 597 00. |
| Robert M. Grant | 590 00. <i>Accepted March 30, 1871.</i> |

Contract made with Robert M. Grant, dated March 30, 1871, at \$590 per annum.
 Leave Statesville Monday, Wednesday, and Friday at 1 p. m., or after arrival of eastern mail; arrive at Wilkesborough next days by 12 m.

Leave Wilkesborough Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Statesville Monday, Wednesday, and Friday by 12 m.

ROUTE No. 5168.

From Statesville to Hamptonville, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------------|
| William R. & J. M. Dickey | \$289. |
| H. B. Brown | 286. |
| Thomas Haynes | 249. |
| L. C. Johnson | 220. |
| J. F. Foard | 200, by Union Grove. |

| Bidders' names. | Sum per annum. |
|---|--|
| James J. Mott | \$200. |
| Jesse F. Gough | 190. |
| R. H. Williams | 184. |
| James Q. Comen | 175. |
| John B. Johnson | 174. |
| L. C. Johnson | 174. |
| J. M. Burgess | 169. <i>Accepted March 30, 1871.</i> |
| Andrew C. Cowles, (<i>after time</i>) ... | 375. (<i>Received March 22, 1871.</i>) |

Contract made with J. M. Burgess, dated March 30, 1871, at \$169 per annum.
 Leave Statesville Tuesday at 7 a. m.; arrive at Hamptonville by 5 p. m.
 Leave Hamptonville Monday at 7 a. m.; arrive at Statesville by 5 p. m.

ROUTE No. 5169.

From Statesville to Mount Ulla, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| James Lyons | \$100. <i>No guarantee.</i> |
| James J. Mott | 100. <i>Accepted March 30, 1871.</i> |

Contract made with James J. Mott, dated March 30, 1871, at \$100 per annum.
 Leave Statesville Tuesday at 6 a. m.; arrive at Mount Ulla by 12 m.
 Leave Mount Ulla Tuesday at 1 p. m.; arrive at Statesville by 6 p. m.

ROUTE No. 5170.

From Statesville to Snow Creek, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| Thomas Haynes | \$104. |
| James J. Mott | 100. |
| R. T. Campbell | 52. |
| James Lyons | 50. |
| Wm. A. Goforth | 50. <i>Accepted March 30, 1871.</i> |

Contract made with Wm. A. Goforth, dated March 30, 1871, at \$50 per annum.
 Leave Statesville Saturday at 1 p. m.; arrive at Snow Creek by 5 p. m.
 Leave Snow Creek Saturday at 7 a. m.; arrive at Statesville by 11 a. m.

ROUTE No. 5171.

From Taylorsville to Wittenberg, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| James T. McIntosh | \$74. |
| James A. Johnson | 40. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Johnson, dated March 30, 1871, at \$40 per annum.
 Leave Taylorsville Friday at 12 m.; arrive at Wittenberg by 3 p. m.
 Leave Wittenberg Friday at 7 a. m.; arrive at Taylorsville by 10 a. m.

ROUTE No. 5172.

From Newton to South Point, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. J. Mott | \$650. |
| Frank A. Caldwell | 649, to Woodlawn. |
| E. T. Clemmons | 596. |
| Ann C. Campbell | 393. <i>Accepted March 30, 1871.</i> |

Contract made with Ann C. Campbell, dated March 30, 1871, at \$393 per annum.
 Leave Newton Thursday at 7 a. m.; arrive at South Point next day by 12 m.
 Leave South Point Friday at 1 p. m.; arrive at Newton next day by 7 p. m.

ROUTE No. 5173.

From Morgantown to Johnson's Depot, 80 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------|
| E. T. Clemmons | \$1,596. |
| J. J. Mott | 1,500. |
| David A. Patton | 1,448. |
| John F. Logan | 1,428. |
| Wm. H. Taylor | 1,300. |
| H. B. Hankel | 1,250. |
| Wm. M. Bayless | 1,200. |
| P. P. Williams | 1,197. |
| M. L. Banner and D. Clark | 1,190. |
| James K. Little | 1,100. |
| A. Vuncanon | 1,080. |
| C. C. Banner | 974. |
| D. C. Dunn | 910. |
| P. P. Williams | 749. |

Accepted March 30, 1871.
Once a week.

Contract made with D. C. Dunn, dated March 30, 1871, at \$910 per annum.
Leave Morgantown Wednesday and Saturday at 2 p. m.; arrive at Johnson's Depot Tuesday and Friday by 9 p. m.
Leave Johnson's Depot Monday and Thursday at 7 a. m.; arrive at Morgantown Wednesday and Saturday by 1 p. m.

ROUTE No. 5174.

From Morgantown to Butler, 70½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| E. T. Clemmons | \$839. |
| J. F. Logan | 627. |
| Thomas Hanley | 610. |
| J. A. Gragg | 575. |
| J. J. Mott | 540. |
| D. C. Dunn | 510. |
| G. W. Moore | 495. |
| N. Banner | 489. |
| C. C. Banner | 420. |

Accepted March 30, 1871.

Contract made with C. C. Banner, dated March 30, 1871, at \$420 per annum.
Leave Morgantown Thursday at 1 p. m.; arrive at Butler Monday by 7 p. m.
Leave Butler Tuesday at 6 a. m.; arrive at Morgantown Thursday by 12 m.

ROUTE No. 5175.

From Morgantown to Rutherfordton, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| E. T. Clemmons | \$384 00. |
| Robert McInturff | 374 00. |
| John F. Logan | 293 00. |
| J. J. Mott | 290 00. |
| William G. Trout | 290 00. |
| J. B. Eaves | 285 00. |
| J. R. Walker | 249 00. |
| Andrew R. Eaves | 244 00. |
| John McAllen | 224 00. |
| William O. Wallace | 219 88. |

Accepted March 30, 1871.

Contract made with William O. Wallace, dated March 30, 1871, at \$219.88 per annum.

Leave Morgantown Saturday at 6 a. m.; arrive at Rutherfordton by 7 p. m.
Leave Rutherfordton Friday at 6 a. m.; arrive at Morgantown by 7 p. m.

ROUTE No. 5176.

From Morgantown to Grassy Creek, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------|
| Thomas D. Vance | \$400. |
| S. A. McCall | 295, on horseback. |
| A. M. Gudger | 249. |
| J. F. Logan | 248. |
| P. Williams | 243. |
| Robert McInturff | 227. |
| J. J. Mott | 220. |

Accepted March 30, 1871.

Contract ordered with J. J. Mott, dated March 30, 1871, at \$220 per annum.
 Leave Morgantown Wednesday at 7 a. m.; arrive at Grassy Creek by 5 p. m.
 Leave Grassy Creek Thursday at 7 a. m.; arrive at Morgantown by 5 p. m.

ROUTE No. 5177.

From Bridgewater to Ashville, 49 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| John F. Logan..... | \$1,465. |
| Pinckney Rollins..... | 1,400. |
| S. O. Deaver..... | 1,390. |
| H. A. Lankford..... | 1,092. |
| E. T. Clemmons..... | 20 per mile. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| A. C. Deaver..... | 1,400. (Received March 24, 1871.) |
| William C. Tatum..... | 1,498. (Received March 24, 1871.) |

Contract made with E. T. Clemmons, dated March 30, 1871, at \$20 per mile per annum.
 By an order made April 28, 1871, contract with E. T. Clemmons to convey mails from Pleasant Retreat to Ashville, at \$600 per annum, from July 1, 1871, the distance being 30 miles.

By an order made June 22, 1871, curtail and begin at Old Fort, omitting Pleasant Retreat, and deduct \$100 per annum from contractor's pay for the 5 miles decrease. Increase service to six times a week and allow \$500 per annum, *pro rata*, from July 1, 1871. Schedule to be arranged.

ROUTE No. 5178.

From Mocksville to Elkin, 31½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Thomas Haynes..... | \$430. |
| | 395. |
| David McLean..... | 297. |
| E. T. Clemmons..... | 296. |
| William R. and J. M. Dickey.... | 294. |
| Matthew Dickey..... | 291. |
| John R. Day..... | 275. |
| Thomas J. Dickerson..... | 249. |
| William R. Carey..... | 249. |
| J. J. Mott..... | 240. |
| Otho G. Bagley..... | 232. |
| | 224. |
| William R. Casey..... | 223. |
| Thomas Haynes..... | 219. |
| James A. Martin..... | 218. |
| John B. Johnson..... | 199. |
| Jesse F. Gough..... | 199. |
| Thomas Haynes..... | 190. |
| R. H. Williams..... | 194. |
| T. R. Comer..... | 175. |
| J. M. Burgess..... | 169. <i>Accepted March 30, 1871.</i> |

Contract made with J. M. Burgess, dated March 30, 1871, at \$169 per annum.
 Leave Mocksville Friday at 7 p. m.; arrive at Elkin next day by 6 p. m.
 Leave Elkin Thursday at 7 p. m.; arrive at Mocksville next day by 6 p. m.

ROUTE No. 5179.

From Elkin to Cherry Lane, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| William R. and J. M. Dickey.... | \$289. |
| Thomas J. Dickerson..... | 224. |
| Thomas Haynes..... | 224. |
| G. M. and D. J. Parker..... | 200. |
| A. Woodruff..... | 198. |
| Andrew J. Woodruff..... | 139. |
| William Woodruff..... | 125. |
| Otho G. Bagley..... | 118. <i>Accepted March 30, 1871.</i> |

| Bidders' names. (After time.) | Sum per annum. |
|----------------------------------|----------------|
| Hugh Hanks..... | \$104. |
| Moses Woodruff..... | 85. |

No certificate. (Received March 6, 1871.)
 (Received March 6, 1871.)
 Contract made with Otho G. Bagley, dated March 30, 1871, at \$118 per annum.
 Leave Elkin Friday at 1 p. m.; arrive at Cherry Lane by 7 p. m.
 Leave Cherry Lane Friday at 6 a. m.; arrive at Elkin by 12 m.

ROUTE No. 5180.

From Elkin to Dobson, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|----------------|
| F. J. Lundy..... | \$153. |
| W. R. and J. M. Dickey..... | 139. |
| T. J. Dickerson..... | 124. |
| Thomas Haynes..... | 109. |
| C. P. Gillespie..... | 104. |
| James Riggs..... | 104. |
| John Day..... | 100. |
| G. M. and D. J. Parker..... | 100. |
| James A. Martin..... | 98, to Rush. |
| A. Shepherd..... | 94. |
| Thomas Haynes..... | 93. |
| Otho G. Bagley..... | 92. |
| John Ball, sr..... | 90. |
| James A. Martin..... | 90. |
| James S. Claywell..... | 88. |

Accepted March 30, 1871.

Contract made with James S. Claywell, dated March 30, 1871, at \$88 per annum.
 Leave Elkin Monday at 6 a. m.; arrive at Dobson by 12 m.
 Leave Dobson Monday at 1 p. m.; arrive at Elkin by 7 p. m.

ROUTE No. 5181.

From Huntsville to Elkin, 25½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Matthew Dickey..... | \$496 00. |
| Thomas J. Dickerson..... | 494 00. |
| F. J. Lundy..... | 470 00. |
| David McLean..... | 447 00. |
| William R. and J. Dickey..... | 444 00. |
| J. J. Mott..... | 410 00. |
| Daniel Moxley..... | 399 36. |
| John R. Day..... | 375 00. |
| Hampton B. Brown..... | 367 00. |
| T. R. Comer..... | 350 00. |
| Thomas Haynes..... | 348 00. |
| James A. Martin..... | 345 00. |
| W. W. Long..... | 339 00. |
| John R. Day..... | 325 00. |
| Thomas Haynes..... | 319 00. |
| | 299 00. |

Accepted March 30, 1871.

Contract made with Thomas Haynes, dated March 30, 1871, at \$299 per annum.
 Leave Huntsville Tuesday and Saturday at 7 a. m.; arrive at Elkin by 6 p. m.
 Leave Elkin Monday and Friday at 7 a. m.; arrive at Huntsville by 6 p. m.

ROUTE No. 5182.

From Hamptonville to Taylorsville, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| F. J. Lundy..... | \$297 00. |
| William R. and J. M. Dickey..... | 279 00. |
| Thomas Haynes..... | 249 00. |
| James T. McIntosh..... | 248 98. |
| W. P. Absher..... | 223 00. |
| Hampton B. Brown..... | 217 00. |

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| John B. Johnson..... | \$195 00. |
| J. M. Burgess..... | 169 00. |
| William W. White..... | 167 00. |
| James Quincy Cormer..... | 150 00. |
| J. J. Mott..... | 140 00. <i>Accepted March 30, 1871.</i> |

Contract ordered with J. J. Mott, dated March 30, 1871, at \$140 per annum.
 Leave Hamptonville Saturday at 7 a. m.; arrive at Taylorsville by 6 p. m.
 Leave Taylorsville Friday at 7 a. m.; arrive at Hamptonville by 6 p. m.

ROUTE No. 5183.

From Hamptonville to Wilkesborough, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| F. J. Lundy..... | \$267. |
| Isaac Shore..... | 250. |
| William R. & J. M. Dickey..... | 248. |
| J. J. Mott..... | 230. |
| John F. Logan..... | 230. |
| Thomas Haynes..... | 224. |
| E. Harrell..... | 189. |
| J. F. Gough..... | 175. |
| J. B. Johnson..... | 169. |
| J. M. Burgess..... | 169. |
| Hampton B. Brown..... | 167. |
| L. C. Johnson..... | 149. <i>Accepted March 30, 1871.</i> |

Contract made with L. C. Johnson, dated March 30, 1871, at \$149 per annum.
 Leave Hamptonville Tuesday at 7 a. m.; arrive at Wilkesborough by 5 p. m.
 Leave Wilkesborough Wednesday at 7 a. m.; arrive at Hamptonville by 5 p. m.

ROUTE No. 5184.

From Wilkesborough to Morgantown, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. J. Mott..... | \$740. |
| Frank P. Clark..... | 589. |
| D. C. Dunn..... | 540. |
| J. M. Allen..... | 494. |
| J. F. Logan..... | 493. |
| F. J. Lundy..... | 491. |
| H. W. Hardin..... | 460. |
| J. A. Grigg..... | 400. |
| J. H. Fergusson..... | 375. |
| William W. White..... | 297. |
| Michael Williams..... | 250. <i>Accepted March 30, 1871.</i> |

Contract made with Michael Williams, dated March 30, 1871, at \$250 per annum.
 Leave Wilkesborough Monday at 8 a. m.; arrive at Morgantown next day by 12 m.
 Leave Morgantown Tuesday at 2 p. m.; arrive at Wilkesborough next day by 7 p. m.

ROUTE No. 5185.

From Wilkesborough to Mouth of Wilson, (Virginia,) 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| James M. Ellen..... | \$494. |
| T. M. Oglesby..... | 468. |
| E. T. Clemmons..... | 449. |
| F. J. Lundy..... | 437. |
| J. A. Grigg..... | 400. |
| M. Dickey..... | 392. |
| J. F. Logan..... | 388. |
| H. W. Hardin..... | 364. |
| W. R. & H. M. Dickey..... | 343. |
| A. C. Ross..... | 339. |
| Z. T. Sebastian..... | 299. |
| L. W. Sebastian..... | 298. |
| L. W. Sebastian..... | 294. |
| J. J. Mott..... | 290. |
| William W. White..... | 277. |
| D. K. Adams..... | 272. |
| James F. Wood..... | 245. <i>Accepted March 30, 1871.</i> |

Contract made with James F. Wood, dated March 30, 1871, at \$245 per annum.
 Leave Wilkesborough Thursday at 1 p. m.; arrive at Mouth of Wilson next day by
 7 p. m.
 Leave Mouth of Wilson Wednesday at 5 a. m.; arrive at Wilkesborough next day
 by 12 m.

ROUTE No. 5186.

From Wilkesborough to Mouth of Wilson, (Virginia,) 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------|
| T. M. Oglesby..... | \$468. |
| Thomas Haynes..... | 395. |
| J. A. Gregg..... | 375. |
| J. F. Logan..... | 363. |
| H. W. Harding..... | 360. |
| F. J. Lundy..... | 337. |
| Thos. J. Dickenson..... | 293. |
| W. R. & J. M. Dickey..... | 319. |
| Z. L. Sebastian..... | 294. |
| J. J. Mott..... | 290. |
| L. W. Sebastian..... | 284. |
| A. C. Ross..... | 275. Conditional. |
| W. P. Absher..... | 274. |
| E. Harrell..... | 238. |
| William W. White..... | 227. |
| George Sturgill..... | 225. Accepted March 30, 1871. |

Contract made with George Sturgill, dated March 30, 1871, at \$225 per annum.
 Leave Wilkesborough Thursday at 8 a. m.; arrive at Mouth of Wilson next day
 by 12 m.
 Leave Mouth of Wilson Friday at 1 p. m.; arrive at Wilkesborough next day by
 5 p. m.

ROUTE No. 5187.

From Wilkesborough to Wilkesborough, equal to 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------------------------|
| Mathew Dickey..... | \$389 00. |
| Thomas Haynes..... | 374 00. |
| W. R. & J. M. Dickey..... | 348 00. |
| J. F. Logan..... | 343 00. |
| H. W. Hardin..... | 312 00. |
| John A. Grigg..... | 300 00. |
| William Pool..... | 299 00. |
| J. J. Mott..... | 290 00. |
| Newton Banner..... | 225 00. |
| J. B. Church..... | 223 75. |
| William W. White..... | 197 00. Accepted March 30, 1871. |

Contract made with William W. White, dated March 30, 1871, at \$197 per annum.
 Leave Wilkesborough Monday at 5 a. m.; arrive at Boone by 7 p. m.
 Leave Boone Tuesday at 5 a. m.; arrive at Wilkesborough by 7 p. m.

ROUTE No. 5188.

From Wilkesborough, by Wilbar, to Jefferson, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|-------------------------------|
| John F. Lyons..... | \$693 00, three times a week. |
| J. H. Vannoy..... | 598 00, three times a week. |
| J. F. Logan..... | 500 00, twice a week. |
| William W. White..... | 445 00, three times a week. |
| William W. White..... | 320 00, twice a week. |
| J. A. Grigg..... | 300 00. |
| G. Patrick & J. Calloway..... | 299 25. |
| C. C. Bauner..... | 299 00. |
| F. J. Lundy..... | 291 00. |
| W. P. Absher..... | 274 50. |
| Z. T. Sebastian..... | 274 00. |
| L. W. Sebastian..... | 249 00. |
| William Poole..... | 245 00. |

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| J. M. Eller..... | \$242 00. |
| J. J. Mott..... | 230 00. |
| James B. Church..... | 223 00. |
| Lee C. Hartin..... | 200 00. |
| William W. White..... | 177 00. <i>Accepted March 30, 1871.</i> |

Contract made with William W. White, dated March 30, 1871, at \$177 per annum.
 Leave Wilkesborough Wednesday at 7 a. m.; arrive at Jefferson by 6 p. m.
 Leave Jefferson Thursday at 7 a. m.; arrive at Wilkesborough by 6 p. m.

ROUTE No. 5189.

From Jefferson to Sugar Grove, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| John A. Mast..... | \$325 00. |
| T. M. Oglesby..... | 313 00. |
| F. J. Lundy..... | 293 00. |
| M. Dickey..... | 258 00. |
| J. A. Gregg..... | 256 25. |
| J. A. Callaway..... | 249 00. |
| Thomas J. Dickenson..... | 244 00. |
| J. J. Mott..... | 230 00. |
| J. M. Hardin..... | 222 00. |
| J. F. Logan..... | 217 00. |
| D. J. Farthing..... | 215 00. |
| H. W. Hardin..... | 196 00. <i>Accepted March 30, 1871.</i> |

Contract made with H. W. Hardin, dated March 30, 1871, at \$196 per annum.
 Leave Jefferson Thursday at 7 a. m.; arrive at Sugar Grove by 6 p. m.
 Leave Sugar Grove Friday at 7 a. m.; arrive at Jefferson by 6 p. m.

ROUTE No. 5190.

From Jefferson to Horse Creek, 14½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| T. M. Oglesby..... | \$149 00. |
| F. J. Lundy..... | 127 00. |
| John A. Grigg..... | 123 50. |
| J. J. Mott..... | 100 00. |
| Thomas J. Dickerson..... | 94 00. |
| A. Miller..... | 50 00. |
| John Ham, jr..... | 44 00. <i>Accepted March 30, 1871.</i> |

Contract made with John Ham, jr., dated March 30, 1871, at \$44 per annum.
 Leave Jefferson Saturday at 1 p. m.; arrive at Horse Creek by 6 p. m.
 Leave Horse Creek Saturday at 6 a. m.; arrive at Jefferson by 11 a. m.

ROUTE No. 5191.

From Jefferson to Helton, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| T. M. Oglesby..... | \$129 00. |
| J. A. Gregg..... | 105 00. |
| J. J. Mott..... | 100 00. |
| F. J. Lundy..... | 97 00. |
| Thomas J. Dickerson..... | 93 00. |
| C. C. Banner..... | 79 00. |
| J. Ham..... | 60 00. |
| William R. Heath..... | 60 00. |
| J. F. Logan..... | 59 00. |
| A. Barker..... | 57 50. |
| A. C. Jones..... | 55 00. <i>Accepted March 30, 1871.</i> |

Contract made with A. C. Jones, dated March 30, 1871, at \$55 per annum.
 Leave Jefferson Saturday at 12 m.; arrive at Helton by 4 p. m.
 Leave Helton Saturday at 7 a. m.; arrive at Jefferson by 11 a. m.

ROUTE No. 5192.

From Burnsville to Elizabethton, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| J. F. Logan | \$443. |
| W. Greenwood | 345. |
| R. McInturff | 323. |
| J. J. Mott | 310. |
| J. E. McCaules | 297. |
| P. Williams | 287. <i>Accepted March 30, 1871.</i> |

Contract made with P. Williams, dated March 30, 1871, at \$287 per annum.
 Leave Burnsville Thursday at 6 a. m.; arrive at Elizabethton next day by 12 m.
 Leave Elizabethton Friday at 1 p. m.; arrive at Burnsville next day by 6 p. m.

ROUTE No. 5193.

From Burnsville to Asheville, 39½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| S. O. Deaver | \$574 00. |
| D. A. Patton | 548 00. |
| J. Johnson | 399 99. |
| J. Logan | 363 00. |
| A. M. D. Gudger | 349 00. |
| P. Rollins | 300 00. |
| J. A. McCaules | 298 50. |
| William King, jr | 290 00. |
| Robert McInturff | 274 00. |
| W. Greenwood | 240 00. |
| John G. Cooper | 213 00. <i>Accepted March 30, 1871.</i> |

Contract made with John G. Cooper, dated March 30, 1871, at \$213 per annum.
 Leave Burnsville Friday at 6 a. m.; arrive at Asheville by 6 p. m.
 Leave Asheville Tuesday at 6 a. m.; arrive at Burnsville by 6 p. m.

ROUTE No. 5194.

From Burnsville to Marion, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| D. A. Patton | \$540 00. |
| J. F. Logan | 363 00. |
| S. McCall | 345 00. |
| T. A. White | 312 50. |
| A. M. Gudger | 299 00. |
| J. J. Mott | 250 00. |
| J. E. McCaules | 247 50. |
| R. McInturff | 242 00. |
| P. Williams | 233 00. |
| W. Greenwood | 224 00. |
| Squire O. Deaver | 194 00. <i>Accepted March 30, 1871.</i> |

Contract made with Squire O. Deaver, dated March 30, 1871, at \$194 per annum.
 Leave Burnsville Friday at 7 a. m.; arrive at Marion by 7 p. m.
 Leave Marion Saturday at 7 a. m.; arrive at Burnsville by 7 p. m.

ROUTE No. 5195.

From Day Book to Swingleville, (Tennessee,) 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| P. Rollins | \$250 00. |
| W. Greenwood | 149 00. |
| R. McInturff | 148 00. |
| William M. Moore | 124 50. |
| O. Peterson | 123 00. |
| James Hughes | 113 00. <i>Accepted March 30, 1871.</i> |

Contract made with James Hughes, dated March 30, 1871, at \$113 per annum.
 Leave Day Book Monday at 7 a. m.; arrive at Swingleville by 5 p. m.
 Leave Swingleville Tuesday at 7 a. m.; arrive at Day Book by 5 p. m.

ROUTE No. 5196.

From Forks of Pigeon to Pigeon River, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------|-------------------------------------|
| P. Rollins..... | \$75. |
| F. B. Evans..... | 47. <i>Accepted March 30, 1871.</i> |

Contract made with F. B. Evans, dated March 30, 187, at \$47 per annum.
 Leave Forks of Pigeon Friday at 6 a. m. ; arrive at Pigeon River by 8 a. m.
 Leave Pigeon River Friday at 9 a. m. ; arrive at Forks of Pigeon by 11 a. m.

ROUTE No. 5197.

From Hendersonville to Hendersonville, equal to 32½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|---|
| P. Rollins..... | \$349. |
| H. G. Ewart..... | 335. |
| S. F. Featherston..... | 329. |
| J. F. Logan..... | 323. |
| G. W. Leadbetter..... | 296. |
| Robert Rogers..... | 285, to Columbus. |
| L. T. Dermid..... | 269. |
| M. L. Williams..... | 256. <i>Accepted March 30, 1871.</i> |
| S. T. Featherston, (after time)..... | 295. (<i>Received March 3, 1871.</i>) |

Contract made with M. L. Williams, dated March 30, 1871, at \$256 per annum.
 Leave Hendersonville Monday at 7 a. m. ; arrive at Columbus by 2 p. m.
 Leave Columbus Monday at 3 p. m. ; arrive at Hendersonville next day by 7 p. m.

ROUTE No. 5198.

From Hendersonville to Cherryfield, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| M. H. Israel..... | \$400. |
| P. Rollins..... | 275. |
| H. G. Ewart..... | 275. |
| J. F. Logan..... | 268. |
| Robert Rogers..... | 265. |
| S. T. Featherston..... | 260. |
| | 255. <i>Accepted March 30, 1871.</i> |

Contract made with S. T. Featherston, dated March 30, 1871, at \$255 per annum.
 Leave Hendersonville Friday at 7 a. m. ; arrive at Cherryfield by 5 p. m.
 Leave Cherryfield Saturday at 7 a. m. ; arrive at Hendersonville by 5 p. m.

ROUTE No. 5199.

From Asheville to Murphey, 125 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Jasper M. Smathens..... | \$2,997 00. |
| J. P. Hirren..... | 2,740 00. |
| Joseph T. Curtis..... | 2,700 00. |
| J. L. Smathens..... | 2,721 00. |
| A. M. Bryson..... | 2,675 00. |
| G. W. Spakes..... | 2,400 00. |
| E. T. Clemmons..... | 2,386 00. |
| William H. McClure..... | 2,100 00. |
| A. M. Gudger..... | 1,990 00. |
| J. F. Logan..... | 1,943 00. |
| S. T. Featherston..... | 1,900 00. |
| P. Rollins..... | 1,889 99. |
| | 1,875 00. |
| A. L. Cooper..... | 1,707 00. |
| Squire O. Deaver..... | 1,698 00. <i>Accepted March 30, 1871.</i> |

Contract made with Squire O. Deaver, dated March 30, 1871, at \$1,698 per annum.
 Leave Asheville Tuesday and Saturday at 8 a. m. ; arrive at Murphy Tuesday and Friday by 12 m.
 Leave Murphy Tuesday and Friday at 1 p. m. ; arrive at Asheville Monday and Friday by 7 p. m.

ROUTE No. 5200.

From Asheville to Greenville, (court-house,) 87 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Robert McInturff | \$886. |
| E. T. Clemmons..... | 868. |
| S. O. Deaver..... | 797. |
| John F. Logan..... | 793. |
| Robert Rogers | 780. |
| B. Milam | 750. |
| G. W. Self..... | 650. No guarantor or certificate. |
| William King, jr | 630. |
| P. Rollins | 624. |
| H. A. Lankford..... | 619. |
| A. M. Gudger | 595. |
| P. Rollins | 586. |
| S. T. Featherston..... | 585. |
| Anderson Visk..... | 580. |
| Alfred R. Gorren..... | 550. |
| W. Greenwood..... | 549. |
| William A. Hemphill..... | 500. |
| Francis B. Evans & Andrew J. Murray..... | 490. <i>Accepted March 30, 1871.</i> |

Contract made with Francis B. Evans & Andrew J. Murray, dated March 30, 1871, at \$490 per annum.

Leave Asheville Monday at 6 a. m.; arrive at Greenville (court-house) next day by 7 p. m.

Leave Greenville (court-house) Wednesday at 6 a. m.; arrive at Asheville next day by 7 p. m.

ROUTE No. 5201.

From Asheville to Waynesville, 64 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| Squire O. Deaver..... | \$594. |
| Robert Rogers..... | 570. |
| H. A. Lankford..... | 492. |
| Andrew J. Murray | 475. |
| P. Rollins | 400. |
| John F. Alexander..... | 390. |
| J. M. Haynes..... | 365. |
| G. W. Self..... | 350. No guarantor or certificate. |
| John Reeves..... | 319. |
| E. J. Worley | 319. Not signed. |
| William King, jr | 316. <i>Accepted March 30, 1871.</i> |
| J. F. Alexander, (after time) | 390. (<i>Received March 13, 1871.</i>) |

Contract made with William King, jr., dated March 30, 1871, at \$316 per annum.

Leave Asheville Thursday at 7 a. m.; arrive at Waynesville next day by 6 p. m.

Leave Waynesville Friday at 7 a. m.; arrive at Asheville next day by 5 p. m.

ROUTE No. 5202.

From Marshall to Stocksville, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| John F. Logan..... | \$197 00. |
| Robert McInturff | 179 00. |
| G. W. Gahagan | 174 99. |
| James Johnson..... | 174 75. Horseback. |
| Henry A. White | 124 00. |
| Marion Hunter..... | 120 00. |
| James Blackboard | 73 80. |
| Reuben Phillips..... | 52 00. <i>Accepted March 30, 1871.</i> |

Contract made with Reuben Phillips, dated March 30, 1871, at \$52 per annum.

Leave Marshall Monday at 6 a. m.; arrive at Stocksville by 12 m.

Leave Stocksville Monday at 1 p. m.; arrive at Marshall by 7 p. m.

ROUTE No. 5203.

From Marshall to Haysville, Tennessee, once a week and back.
Bidders to state distance, and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------|
| H. Hunter..... | \$300 00. |
| James Johnson | 298 00. |
| Henry A. White | 286 00. Schedule proposed. |
| James B. Hensley | 249 50. |
| M. A. Chandley | 219 00. |
| P. Rollins | 209 00. Schedule proposed. |
| Hiram B. Phillips | 175 00, thirty miles. |

Contract made January 23, 1872, with H. B. Phillips at \$175 per annum, from February 15, 1872.

ROUTE No. 5204.

From Murphey to Ducktown, Tennessee, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|------------------------------------|
| John W. Conley | \$312 00. |
| Joseph T. Curtis | 293 00. |
| A. E. Deaver | 275 00. |
| John F. Logan | 268 00. |
| Jasper L. Sniathens | 249 00. |
| Robert Rogers | 240 00. |
| Nelson G. Hawell | 217 00. |
| Squire O. Deaver..... | 198 00. |
| William Beall..... | 179 99. |
| A. L. Cooper | 173 00. Accepted March 30, 1871. |
| E. C. Blackwell, (after time)..... | 199 00. (Received March 23, 1871.) |

Contract made with A. L. Cooper, dated March 30, 1871, at \$173 per annum.
Leave Murphey Monday at 7 a. m.; arrive at Ducktown by 6 p. m.
Leave Ducktown Tuesday at 7 a. m.; arrive at Murphey by 5 p. m.

ROUTE No. 5205.

From Murphey to Blairsville, (Georgia,) 22½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------|
| Robert Rogers | \$185. |
| N. G. Hawell..... | 179. |
| John W. Couley..... | 175. |
| A. E. Deaver..... | 175. |
| William Beal | 139. |
| William H. McClure | 123. |
| Joseph T. Curtis | 119. |
| A. L. Cooper | 107. |
| Squire O. Deaver..... | 98. Accepted March 30, 1871. |

Contract made with Squire O. Deaver, dated March 30, 1871, at \$98 per annum.
Leave Murphey Saturday at 5 a. m.; arrive at Blairsville by 12 m.
Leave Blairsville Saturday at 1 p. m.; arrive at Murphey by 8 p. m.

ROUTE No. 5206.

From Murphey to Hayesville, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Robert Rogers | \$130 00. |
| John W. Couley | 120 00. |
| A. E. Deaver | 100 00. |
| Squire O. Deaver | 98 00. |
| Joseph T. Curtis | 93 00. |
| William H. McClure | 91 25. |
| William Beal..... | 89 99. |
| Eli Coalman, (after time)..... | 95 00. No guarantor or certificate. (Received March 22, 1871.) |

Contract made with William Beal, dated March 30, 1871, at \$89 99 per annum.
Leave Murphey Saturday at 1 p. m.; arrive at Hayesville by 6 p. m.
Leave Hayesville Saturday at 7 a. m.; arrive at Murphey by 12 m.

ROUTE No. 5207.

From Waynesville to Gorman's Depot, (Tennessee,) 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Pinkney Rollins | \$598. |
| John F. Logan | 583. |
| Robert Rogers | 530. |
| D. M. Clark | 467. |
| J. M. Haynes | 449. |
| C. Nelson | 435. |
| F. B. Evans | 390. |
| W. T. Ferguson | 390. <i>Accepted March 30, 1871.</i> |

Contract made with W. T. Ferguson, dated March 30, 1871, at \$390 per annum.

Leave Waynesville Wednesday at 7 a. m.; arrive at Gorman's Depot Thursday by 5 p. m.

Leave Gorman's Depot Friday at 7 a. m.; arrive at Waynesville Saturday by 5 p. m.

ROUTE No. 5208.

From Waynesville to Valletown, 82 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| Robert Rogers | \$725. |
| P. Rollins | 650. |
| D. H. Russell | 619. |
| J. M. Candler | 590. |
| M. B. Crisp | 548. |
| William H. McClure | 541. |
| John M. Haynes | 516. |
| J. Taylor | 438. Horseback. No guarantor or certificate. |
| A. L. Cooper & M. B. Crisp | 408. <i>Accepted March 30, 1871.</i> |
| E. C. Blackwell, (after time) | 489. (Received March 23, 1871.) |

Contract made with A. L. Cooper & M. B. Crisp, dated March 30, 1871, at \$408 per annum.

Leave Waynesville Tuesday at 5 p. m.; arrive at Valletown Friday by 4.30 p. m.

Leave Valletown Friday at 5 p. m.; arrive at Waynesville Tuesday by 4 p. m.

ROUTE No. 5209.

From Franklin to Walhalla, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--|
| A. Bryce, sr | \$490. |
| W. H. McClure | 458. |
| Robert Rogers | 445. |
| A. E. Deaver | 400. |
| N. G. Hawell | 367. |
| D. H. Russell | 350. |
| A. L. Cooper | 317. <i>Accepted March 30, 1871.</i> |
| L. Howard, (after time) | 348. Schedule proposed. (Received March 1871.) |

Contract made with A. L. Cooper, dated March 30, 1871, at \$317 per annum.

Leave Franklin Wednesday at 7 a. m.; arrive at Walhalla Thursday by 12 m.

Leave Walhalla Thursday at 1 p. m.; arrive at Franklin Friday by 6 p. m.

ROUTE No. 5210.

From Casher's Valley to Clayton, Georgia, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| Pinkney Rollins | \$300. |
| Robert Rogers | 275. |
| William H. McClure | 263. |
| Hosea Bumgarner & P. McCall .. | 245. <i>Accepted March 30, 1871.</i> |

Contract made with Hosea Bumgarner and P. McCall, dated March 30, 1871, at \$245 per annum.

Leave Casher's Valley Monday at 7 a. m.; arrive at Clayton by 6 p. m.

Leave Clayton Tuesday at 7 a. m.; arrive at Casher's Valley by 6 p. m.

SOUTH CAROLINA.

ROUTE No. 5613.

From Manchester to Fulton, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William A. Rogers | \$130. |
| John H. Dixon | 128. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$128 per annum.
 Leave Manchester Monday at 7 a. m.; arrive at Fulton by 9 a. m.
 Leave Fulton Monday at 10 a. m.; arrive at Manchester by 12 m.

ROUTE No. 5614.

From Sumter to Sumter, equal to 33 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| E. T. Clemmons | \$989. |
| George W. Reardon | 750. |
| Ezekiel Keels | 649. |
| William A. Rogers | 624. |
| John H. Dixon | 618. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon at \$618 per annum, dated March 30, 1871.
 Leave Sumter Court-House Monday and Thursday at 6 a. m.; arrive at Sumter next day by 6 p. m.

ROUTE No. 5615.

From Sumter to Bishopville, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| George W. Reardon | \$600. |
| Ezekiel Keels | 499. |
| William A. Rogers | 425. |
| John H. Dixon | 388. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$388 per annum.
 Leave Sumter Court-House Monday and Thursday at 1 p. m.; arrive at Bishopville by 7 p. m.
 Leave Bishopville Monday and Thursday at 6 p. m.; arrive at Sumter Court-House by 12 m.

ROUTE No. 5616.

From Lynchburgh to Lynchburgh, equal to 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| John H. Dixon | \$178. |
| John J. McElveen | 139. |
| Ezekiel Keels | 119. <i>Accepted March 30, 1871</i> |

Contract made with Ezekiel Keels, dated March 30, 1871, at \$119 per annum.
 Leave Lynchburgh Saturday at 6 a. m.; arrive at Lynchburgh by 7 p. m.

ROUTE No. 5617.

From Mar's Bluff to Black Mingo, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| E. T. Clemmons | \$699. |
| William A. Rogers | 695. |
| John H. Dixon | 688. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$688 per annum.
 Leave Mar's Bluff Thursday at 7 a. m.; arrive at Black Mingo next day by 12 m.
 Leave Black Mingo Friday at 1 p. m.; arrive at Mar's Bluff next day by 5 p. m.

ROUTE No. 5618.

From Georgetown to Kingstree, 44½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Ezekiel Keels | \$5,000. |
| W. O'Rourke | 4,000, daily, two-horse wagon. |
| Angeline Baxter | 4,000, daily. |
| Charles W. Brightman | 3,797, one-horse covered wagon. |
| Edward L. Rainey | 2,500, two-horse covered wagon. |
| W. H. Jones, jr. | 2,099. |
| Augustus W. Kruse | 2,088. |
| Angeline Baxter | 2,000. |
| Charles W. Brightman | 1,977. |
| W. O'Rourke | 1,950, one or two horse covered wagon. |
| M. E. Calcutt | 1,860. |
| E. T. Clemmons | 1,789. <i>Accepted March 30, 1871.</i> |
| R. Y. H. Lee & Dr. S. D. M. Boyd, (<i>after time</i>) | 3,500. (Received March 20, 1871.) |

Contract made with E. T. Clemmons, dated March 30, 1871 at \$1,789 per annum.
Leave Georgetown Monday, Wednesday, and Friday at 2 p. m.; arrive at Kingston next day by 4 a. m.

Leave Kingston Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Georgetown next day by 4 a. m.

ROUTE No. 5619.

From Marion Court-House to Bennettsville, 76 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| E. T. Clemmons | \$1,140. |
| William B. Smith | 875. |
| Mengo Rowell | 800. |
| John C. Blocker | 749. |
| John H. Dixon | 718. |
| William A. Rogers | 674. |
| Isaac Palmer | 670. |
| L. B. Crews | 500. <i>Accepted March 30, 1871.</i> |

Contract made with L. B. Crews, dated March 30, 1871, at \$500 per annum.
Leave Marion Court-House Wednesday at 8 a. m.; arrive at Bennettsville next day by 6 p. m.

Leave Bennettsville Friday at 6 a. m.; arrive at Marion Court-House next day by 6 p. m.

ROUTE No. 5620.

From Marion Court-House to Shoe Heel, North Carolina, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| E. T. Clemmons | \$799. |
| Mengo Rowell | 700. No guarantor, (5619.) |
| S. P. Thomas | 599. |
| Samuel P. Thomas | 598. |
| Isaac Palmer | 594. |
| John H. Dixon | 588. |
| William A. Rogers | 576. |
| John C. Blocker | 549. |
| William B. Smith, jr | 545. |
| L. B. Crews | 500. <i>Accepted March 30, 1871.</i> |

Contract made with L. B. Crews, dated March 30, 1871, at \$500 per annum.
Leave Marion Court-House Wednesday at 8 a. m.; arrive at Shoe Heel next day by 3 p. m.

Leave Shoe Heel Friday at 8 a. m.; arrive at Marion Court-House next day by 6 p. m.

ROUTE No. 5621.

From Marion Court-House to Conwayborough, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| Mengo Rowell | \$500. No guarantor, (5619.) |
| William A. Rogers | 679. |
| John D. Ellis | 600. |
| | 900, for this and 5622. |

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|---|
| J. D. Grisette | \$550. | Schedule proposed. |
| L. B. Crebs | 500. | |
| E. T. Clemmons | 499. | |
| John H. Dixon | 398. | |
| W. B. Smith | 355. | |
| Z. W. Dusenbury, jr | 350, | provided 6525 be accepted to him and his proposed schedule adopted. |
| John R. Cooper | 344. | |
| Stanly D. Burnhill | 274. | Accepted March 30, 1871. |

Contract made with Stanly D. Burnhill March 30, 1871, at \$274 per annum.

Leave Marion Court-House Monday at 7 a. m.; arrive at Conwayborough by 5 p. m.

Leave Conwayborough Tuesday at 7 a. m.; arrive at Marion Court-House by — p. m.

ROUTE No. 5622.

From Marion Court-House to Marion Court-House, equal to 26 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-------------------------|
| E. T. Clemmons | \$390. | |
| Mengo Rowell | 300. | No guarantee. (5619.) |
| John C. Blocker | 259. | |
| W. B. Smith | 245. | |
| William A. Rogers | 208. | |
| John H. Dixon | 194. | (Withdraws bid.) |
| Isaac Palmer | 194. | Accepted March 30, 1871 |

Contract made with Isaac Palmer, dated March 30, 1871, at \$194 per annum.

Leave Marion Court-House Wednesday at 6 p. m.; arrive at Marion Court-House Thursday by 12 m.

ROUTE No. 5623.

From Bennettsville to Society Hill, 13 miles and back, daily.

| Bidders' names. | Sum per annum. | |
|-----------------------------|----------------|---|
| Calvin T. Stubbs | \$ | 5 less than any bid received. No guarantee. |
| Ezekiel Keels | 1,199. | |
| William R. Brewington | 1,150. | Sulky. |
| E. T. Clemmons | 999. | |
| Augustus W. Kruse | 920. | |
| John H. Dixon | 883. | |
| John M. Waddill | 850. | |
| O. C. Hamilton | 848. | |
| John C. Blocker | 845. | |
| William R. Powell | 595. | Accepted March 30, 1871. |
| R. J. Donaldson | 900. | (Received March 3, 1871.) |

Contract made with William R. Powell, dated March 30, 1871, at \$595 per annum.

Leave Bennettsville daily at 5 a. m.; arrive at Society Hill by 7.30 a. m.

Leave Society Hill daily at 6 p. m.; arrive at Bennettsville by 8.30 p. m.

ROUTE No. 5624.

From Bennettsville to Richmond, North Carolina.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|-----------------------------|----------------|---|
| William B. Brewington | \$825 to | Lansinburg, 20 miles, once a week; schedule proposed. |
| John M. Waddill | 825 to | Lansinburg. |
| O. C. Hamilton | 599 | twice a week; schedule proposed; gives distance 30 miles. |
| | 500 | once a week; schedule proposed; gives distance 28 miles. |

(Suspended.)

ROUTE No. 5625.

From Conwayborough to Little River, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| James D. Ellis..... | \$595. | |
| J. D. Gussette..... | 450. | Schedule proposed. |
| Augustus W. Kruse..... | 447. | |
| John H. Dixon..... | 388. | |
| Z. W. Dusenbury, jr..... | 320. | Provided his bid on 5621 is accepted and his schedule adopted. |
| Stanly D. Barnhill..... | 249. | Accepted March 30, 1871. |

Contract made with Stanly D. Barnhill, dated March 30, 1871, at \$249 per annum. Leave Conwayborough Tuesday at 6 a. m.; arrive at Little River by 4 p. m. Leave Little River Wednesday at 6 a. m.; arrive at Conwayborough by 4 p. m.

ROUTE No. 5626.

From Darlington Court-House to Hartsville, 30 miles and back, once a week. Proposals omitting Stokes's Bridge invited.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|--------------------------------------|
| William A. Rogers..... | \$416. | |
| John H. Dixon..... | 348. | |
| Ezekiel Keels..... | 310. | Omits Stokes's Bridge. |
| John Raley..... | 340. | Accepted March 30, 1871. |
| Elisha C. Northcutt..... | 300. | His schedule changed. |
| Manuel Marco..... | 295. | Omits Stokes's Bridge. |
| Robert J. McCollem..... | 275. | Omits Stokes's Bridge; no guarantee. |
| Benjamin B. White..... | 260. | Omits Stokes's Bridge. |
| R. J. Donaldson, (after time)..... | 350. | (Received March 3, 1871.) |

Contract made with Ezekiel Keels, dated March 30, 1871, at \$340 per annum. Leave Darlington Court-House Friday at 7 a. m.; arrive at Hartsville by 5 p. m. Leave Hartsville Saturday at 7 a. m.; arrive at Darlington Court-House by 5 p. m.

ROUTE No. 5627.

From Cheraw to Chesterfield Court-House, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|---------------------------|
| John H. Dixon..... | \$518. | |
| Silas Ingram..... | 312. | |
| J. R. Scarborough..... | 300. | No certificate. |
| Augustus W. Kruse..... | 298. | Accepted March 30, 1871. |
| J. R. Donaldson, (after time)..... | 268. | (Received March 3, 1871.) |

Contract made with Augustus W. Kruse, dated March 30, 1871, at \$298 per annum. Leave Cheraw Wednesday and Saturday at 6 a. m.; arrive at Chesterfield Court-House by 10 a. m. Leave Chesterfield Court-House Tuesday and Friday at 12 m.; arrive at Cheraw by 4 p. m.

ROUTE No. 5628.

From Chesterfield Court-House to Jefferson, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|---------------------------|
| Walter F. Reed..... | \$700. | |
| E. T. Clemmons..... | 494. | |
| William A. Rogers..... | 397. | |
| John H. Dixon..... | 348. | |
| Silas Ingram..... | 324. | |
| Thomas S. Carender..... | 320. | |
| Adam Eubanks..... | 285. | Accepted March 30, 1871. |
| R. J. Donaldson, (after time)..... | 325. | (Received March 3, 1871.) |

Contract made with Adam Eubanks, dated March 30, 1871, at \$285 per annum. Leave Chesterfield Court-House Tuesday at 7 a. m.; arrive at Jefferson by 5 p. m. Leave Jefferson Monday at 7 a. m.; arrive at Chesterfield Court-House by 5 p. m.

ROUTE No. 5629.

From Jefferson to Camden, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Walter F. Reed..... | \$850. |
| William A. Rogers..... | 572. |
| John H. Dixon..... | 528. |
| Silas Ingram..... | 490. |
| Thomas S. Carender..... | 480. |
| Adam Eubanks..... | 420. <i>Accepted March 30, 1871.</i> |

Contract made with Adam Eubanks, dated March 30, 1871, at \$420 per annum.

Leave Jefferson Thursday at 7 a. m.; arrive at Camden next day by 12 m.

Leave Camden Friday at 1 p. m.; arrive at Jefferson next day by 6 p. m.

ROUTE No. 5630.

From Jefferson to Brewer Mine, 2 miles and back, once a week.

Bidders to propose schedule of departure and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Adam Eubanks..... | \$65. Schedule proposed. |
| John B. Consart..... | 50. Schedule proposed. |
| John H. Dixon..... | 38. Schedule proposed. |
| Silas Ingram..... | 36. |
| Thomas S. Cavender..... | 20. Schedule proposed. <i>Accepted March 30, 1871.</i> |

Contract sent to Thomas S. Cavender, dated March 30, 1871, at \$20 per annum, *but not executed.*

Leave Jefferson Thursday at 6 p. m.; arrive at Brewer Mine by 7 p. m.

Leave Brewer Mine at 6 a. m.; arrive at Jefferson by 7 a. m.

ROUTE No. 5631.

From Camden to Lancaster Court-House, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Henry Shell..... | \$930. |
| John B. Consart..... | 2,400. three times a week. |
| Walter F. Reed..... | 2,000. Two-horse hack. |
| | 1,175. |
| Silas Ingram..... | 1,170. |
| E. T. Clemmons..... | 1,140. |
| John B. Consart..... | 940. |
| John H. Dixon..... | 888. |
| John C. Williams..... | 780. (\$65 per month.) No guarantee or certificate. |
| William A. Rogers..... | 697. <i>Accepted March 30, 1871.</i> |

Contract made with William A. Rogers, dated March 30, 1871, at \$697 per annum.

Leave Camden Monday and Friday at 6 a. m.; arrive at Lancaster Court-House by 6 p. m.

Leave Lancaster Court-House Tuesday and Saturday at 6 a. m.; arrive at Camden by 6 p. m.

ROUTE No. 5632.

From Lancaster Court-House to Camden, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Walter F. Reed..... | \$900. |
| E. T. Clemmons..... | 794. |
| B. F. Single..... | 750. |
| John B. Consart..... | 700. |
| Silas Ingram..... | 700. Camden to Liberty Hill. |
| John H. Dixon..... | 688. |
| James R. Terry..... | 600. |
| William A. Rogers..... | 569. <i>Accepted March 30, 1871.</i> |

Contract made with William A. Rogers, dated March 30, 1871, at \$569 per annum.

Leave Lancaster Court-House Thursday at 6 a. m.; arrive at Camden by 6 p. m.

Leave Camden Wednesday at 6 a. m.; arrive at Lancaster Court-House by 6 p. m.

ROUTE No. 5633.

From Lancaster Court-House to Pineville, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| Stephen W. Kearney..... | \$600. | No certificate. |
| William H. Rogers | 442. | |
| Augustus W. Kruse | 434. | |
| John H. Dixon | 428. | |
| E. T. Clemmons | 419. | |
| Silas Ingram..... | 399. | |
| J. B. Consart..... | 350. | <i>Accepted March 30, 1871.</i> |

Contract made with J. B. Consart, dated March 30, 1871, at \$350 per annum.
 Leave Lancaster Court-House Thursday at 8 a. m.; arrive at Pineville by 4 p. m.
 Leave Pineville Friday at 8 a. m.; arrive at Lancaster Court-House by 4 p. m.

ROUTE No. 5634.

From Lancaster Court-House to Jefferson, 31 miles and back, once a week, supplying Old Store only on return trip.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| Stephen W. Kearney..... | \$600. | No certificate. |
| E. T. Clemmons | 495. | |
| William A. Rogers..... | 442. | |
| John H. Dixon..... | 394. | |
| John H. Adams | 380. | |
| J. W. A. Porter..... | 375. | No guarantee or certificate. |
| Adam Eubanks..... | 365. | |
| J. B. Consart..... | 345. | |
| Silas Ingram | 324. | <i>Accepted March 30, 1871.</i> |

Contract made with Silas Ingram, dated March 30, 1871, at \$324 per annum.
 Leave Lancaster Court-House Saturday at 7 a. m.; arrive at Jefferson by 5 p. m.
 Leave Jefferson Friday at 7 a. m.; arrive at Lancaster Court-House by 5 p. m.

ROUTE No. 5635.

From Winstonsborough to Crosbyville, 41½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------------|
| William A. Rogers..... | \$532. | |
| W. M. Robinson..... | 420. | |
| John H. Dixon | 338. | <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$338 per annum.
 Leave Winstonsborough Friday at 1 p. m.; arrive at Crosbyville next day at 6 p. m.
 Leave Crosbyville Thursday at 5 p. m.; arrive at Winstonsborough next day by 12 m.

ROUTE No. 5636.

From Black Stocks to Rossville, 11½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---------------------------------|
| John H. Dixon | \$148. | <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$148 per annum.
 Leave Black Stocks Wednesday at 8 a. m.; arrive at Rossville by 12 m.
 Leave Rossville Wednesday at 10.15 p. m.; arrive at Black Stocks by 4.30 p. m.

ROUTE No. 5637.

From Chester Court-House to Landsford, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------------------|-----------------------|---|
| Stephen W. Kearney..... | \$470, | one-horse buggy; schedule proposed; no certificate. |
| John B. Consart..... | 395. | |
| A. W. Kruse..... | 384. | |
| W. T. Sealy..... | 240, (\$10 per mile.) | No guarantee or certificate. |
| John H. Dixon..... | 368. | <i>Accepted March 30, 1871.</i> |
| Peter Hollis, (after time) | 350. | No guarantee. (Received March 6, 1871.) |

Contract made with John H. Dixon, dated March 30, 1871, at \$368 per annum,
Leave Chester Court-House Thursday at 8 a. m.; arrive at Laudsford by 4 p. m.
Leave Laudsford Friday at 8 a. m.; arrive at Chester Court-House by 4 p. m.

ROUTE No. 5638.

From Yorkville to Spartanburgh Court-House, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| E. T. Clemmons | \$795. |
| James H. Goss | 650. |
| John H. Dixon | 534. |
| John L. Miller | 470. |
| D. Smith Peeler | 375. <i>Accepted March 30, 1871.</i> |

Contract made with D. Smith Peeler, dated March 30, 1871, at \$375 per annum.
Leave Yorkville Thursday at 7 a. m.; arrive at Spartanburgh Court-House next day
by 12 m.
Leave Spartanburgh Court-House Friday at 2 p. m.; arrive at Yorkville next day by
6 p. m.

ROUTE No. 5639.

From Yorkville to Cross Anchor, 54 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons | \$799. |
| James H. Goss | 650. |
| F. N. Walker | 546. |
| John H. Dixon | 534. |
| John L. Miller | 470. <i>Accepted March 30, 1871.</i> |

Contract made with John L. Miller, dated March 30, 1871, at \$470 per annum.
Leave Yorkville Thursday at 7 a. m.; arrive at Cross Anchor next day by 12 m.
Leave Cross Anchor Friday at 2 p. m.; arrive at Yorkville next day by 6 p. m.

ROUTE No. 5640.

From Yorkville to Yorkville, equal to 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| James H. Goss | \$550. |
| E. T. Clemmons | 525. |
| John H. Dixon | 384. |
| John A. Roberts | 341. |
| James A. Ratchford | 340. |
| John L. Miller | 330. |
| Thomas P. Covington | 299. |
| J. R. Howe | 298. <i>Accepted March 30, 1871.</i> |

Contract made with J. R. Howe, dated March 30, 1871, at \$298 per annum.
Leave Yorkville Thursday at 6 a. m.; arrive at Shelby by 3 p. m.
Leave Shelby Thursday at 4 p. m.; arrive at Yorkville Friday by 6 p. m.

ROUTE No. 5641.

From Yorkville to South Point, North Carolina, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| D. Thomas Pegram | \$150. <i>Schedule proposed.</i> |
| John H. Dixon | 188. |
| James A. Ratchford | 170. |
| John L. Miller | 170. |
| Robert Turner | 150. |
| A. H. McKenzie | 139. <i>Accepted March 30, 1871.</i> |

Contract made with A. H. McKenzie, dated March 30, 1871, at \$139 per annum.
Leave Yorkville Friday at 6 a. m.; arrive at South Point by 12 m.
Leave South Point Friday at 1 p. m.; arrive at Yorkville by 7 p. m.

ROUTE No. 5642.

From Limestone Springs to Columbus, North Carolina, 42½ miles and back, once a
week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Augustus W. Kruse..... | \$698. |
| James H. Goss..... | 600. |
| John H. Dixon..... | 524. |
| Thomas P. Covington..... | 439. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas P. Covington, dated March 30, 1871, at \$439 per annum. Leave Limestone Springs Thursday at 7 a. m.; arrive at Columbus next day by 11 a. m.

Leave Columbus Friday at 1 p. m.; arrive at Limestone Springs next day by 5 p. m. November 2, 1871, discontinue service from November 15, 1871. Annual contract, and allow contractor one month's extra pay.

ROUTE No. 5643.

From Unionville to Newberry Court-House, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William A. Rogers..... | \$516. |
| James H. Goss..... | 490. |
| John H. Dixon..... | 488. |
| J. D. Smith..... | 450. |
| James H. Goss..... | 370. <i>Accepted March 30, 1871.</i> |

Contract made with James H. Goss, dated March 30, 1871, at \$370 per annum.

Leave Unionville Friday at 6 a. m.; arrive at Newberry Court-House by 7 p. m.

Leave Newberry Court-House Saturday at 6 a. m.; arrive at Unionville by 7 p. m.

ROUTE No. 5644.

From Unionville to Gowdeysville, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William A. Rogers..... | \$221. |
| John H. Dixon..... | 208. |
| J. D. Smith..... | 200. |
| James H. Goss..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with James H. Goss, dated March 30, 1871, at \$200 per annum.

Leave Unionville Monday at 6 a. m.; arrive at Gowdeysville by 11.30 a. m.

Leave Gowdeysville Monday at 0.30 p. m.; arrive at Unionville by 6 p. m.

ROUTE No. 5645.

From Jonesville to Limestone Springs, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| D. W. Littlejohn..... | \$275. No certificate. |
| | 275. |
| James H. Goss..... | 250. |
| John H. Dixon..... | 234. |
| M. S. Cates..... | 225. <i>Accepted March 30, 1871.</i> |

Contract made with M. S. Cates, dated March 30, 1871, at \$225 per annum.

Leave Jonesville Monday at 2 p. m.; arrive at Limestone Springs by 7 p. m.

Leave Limestone Springs Monday at 6 a. m.; arrive at Jonesville by 12 m.

ROUTE No. 5646.

From Jonesville to Glenn Springs, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| John H. Dixon..... | \$138. |
| M. S. Cates..... | 132. <i>Accepted March 30, 1871.</i> |

Contract made with M. S. Cates, dated March 30, 1871, at \$132 per annum.

Leave Jonesville Tuesday at 2.30 p. m.; arrive at Glenn Springs by 6 p. m.

Leave Glenn Springs Tuesday at 4.30 a. m.; arrive at Jonesville by 7.30 a. m.

ROUTE No. 5647.

From Glenn Springs to Woodruff's, 28½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| John H. Dixon | \$198. |
| M. S. Cates..... | 150. <i>Accepted March 30, 1871.</i> |

Contract made with M. S. Cates, dated March 30, 1871, at \$150 per annum.
 Leave Glenn Springs Friday at 5 a. m.; arrive at Woodruff's by 12 m.
 Leave Woodruff's Friday at 1 p. m.; arrive at Glenn Springs by 7 p. m.

ROUTE No. 5648.

From Spartanburgh Court-House to Greenville Court-House, 34 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| E. T. Clemmons | \$1,299. |
| John H. Dixon | 1,248. |
| James H. Goss..... | 1,000. |
| Bartlett Milam..... | 900. |
| William Holmes..... | 850. |
| Thomas H. Cole..... | 790. |
| Enos M. Williams..... | 769. |
| L. M. Gentry..... | 659. |
| Fielding George..... | 495. <i>Accepted March 30, 1871.</i> |
| Edward Milam..... | 445. <i>Minor, &c.</i> |

Contract made with Fielding George, dated March 30, 1871, at \$495 per annum.
 Leave Spartanburgh Court-House Monday, Wednesday, and Friday at 8 a. m.; arrive at Greenville Court-House by 4 p. m.
 Leave Greenville Court-House Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Spartanburgh Court-House by 4 p. m.

ROUTE No. 5649.

From Spartanburgh Court-House to Hendersonville, 55½ miles and back, once a week

| Bidders' names. | Sum per annum. |
|--------------------------------------|--------------------------------------|
| E. T. Clemmons..... | \$799. |
| James H. Goss..... | 650. |
| John H. Dixon..... | 648. |
| Thomas P. Covington..... | 549. |
| S. T. Featherstone..... | 500. |
| John Wesley Love..... | 424. <i>Accepted March 30, 1871.</i> |
| S. T. Featherstone, (after time).... | 410. (Received March 3, 1871.) |

Contract made with John Wesley Love, dated March 30, 1871, at \$424 per annum.
 Leave Spartanburgh Court-House Wednesday at 6 a. m.; arrive at Hendersonville next day by 12 m.
 Leave Hendersonville Thursday at 1 p. m.; arrive at Spartanburgh Court-House next day by 6 p. m.

ROUTE No. 5650.

From Greenville Court-House to Highland Grove, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Bartlett Milam..... | \$300. |
| James H. Dixon..... | 218. |
| J. B. McMakin..... | 150. |
| Andrew Sudduth..... | 102. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Sudduth, dated March 30, 1871, at \$102 per annum.
 Leave Greenville Court-House Saturday at 1 p. m.; arrive at Highland—

ROUTE No. 5651.

From Greenville Court-House to Woodruff's, 29½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| M. S. Cates..... | \$350. |
| Bartlett Milam..... | 350. |
| John H. Dixon..... | 348. |
| C. P. Woodruff..... | 312. <i>Schedule proposed.</i> |
| Fielding George..... | 200. <i>No guarantee.</i> |
| Benjamin Wood..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin Wood, dated March 30, 1871, at \$200 per annum.
 Leave Greenville Court-House Friday at 7 a. m. ; arrive at Woodruff's by 5 p. m.
 Leave Woodruff's Saturday at 7 a. m. ; arrive at Greenville by 5 p. m.

ROUTE No. 5652.

From Pendleton to Carnesville, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| John A. Johnson..... | \$892. |
| William Holmes..... | 850. |
| A. S. Stephens..... | 800. |
| James C. Thompson..... | 750. |
| John H. Dixon..... | 718. |
| Benjamin J. Thornton..... | 674. |
| B. H. Holland..... | 473. <i>Accepted March 30, 1871.</i> |

Contract made with B. H. Holland, dated March 30, 1871, at \$473 per annum.
 Leave Pendleton Tuesday and Friday at 7 a. m. ; arrive at Carnesville by 6 p. m.
 Leave Carnesville Wednesday and Saturday at 7 a. m. ; arrive at Pendleton by 6 p. m.

ROUTE No. 5653.

From Walhalla to Pickens Court-House, 27 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| E. T. Clemmons..... | \$1,079. |
| John H. Dixon..... | 998. |
| Brown & McCurry..... | 894. |
| Robert Stewart, jr..... | 800. |
| Wesley Pitchford..... | 790. |
| Wellington Roe..... | 626. |
| T. J. Loudon..... | 600. |
| Benjamin J. Williams..... | 595. |
| John T. Haynes..... | 519. |
| James E. Hagood..... | 495. |
| George S. Bell..... | 412. |
| | 395. <i>Accepted March 30, 1871.</i> |

Contract made with George S. Bell, dated March 30, 1871, at \$395 per annum.
 Leave Walhalla Tuesday, Thursday, and Saturday at 7 a. m. ; arrive at Pickens Court-House by 5 p. m.
 Leave Pickens Court-House Monday, Wednesday, and Friday at 7 a. m. ; arrive at Walhalla by 5 p. m.

ROUTE No. 5654.

From Keowee to Greenville Court-House and back, by Arnold's Mills, George's Creek Pickensville, and 18 miles to Keowee, equal to 52½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| John H. Dixon..... | \$638. |
| Robert Stewart, jr..... | 525. |
| Bartlet Milam..... | 450. |
| C. G. Garrison..... | 425. |
| Mary E. Gantt..... | 399. |
| J.C. O'Briant..... | 390. <i>Accepted March 30, 1871.</i> |

Contract made with J. C. O'Briant, dated March 30, 1871, at \$390 per annum.
 Leave Keowee Tuesday at 2 p. m. ; arrive at Greenville Court-House next day by 6 p. m.
 Leave Greenville Court-House Monday at 7 p. m. ; arrive at Greenville Court-House next day by 12 m.

ROUTE No. 5655.

From Keowee to Keowee, equal to 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Mary E. Gantt..... | \$169. |
| James M. Chumbler..... | 160. <i>End at Eastaloe.</i> |
| James M. Morgan..... | 139. |
| Mary E. Gantt..... | 104. <i>Accepted March 30, 1871.</i> |

Contract made with Mary E. Gantt, dated March 30, 1871, at \$104 per annum.
Leave Keowee Saturday at 7 a. m.; arrive at Keowee by 6 p. m.

ROUTE No. 5656.

From Anderson Court-House to Carnesville, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| A. W. Kruse | \$588. |
| John A. Johnson | 498. |
| William McCurry | 490. |
| Henry Garrison | 475. |
| John H. Dixon | 438. |
| William H. Rampley | 400. |
| John D. Hillhouse | 390. |
| William Holmes | 295. <i>Accepted March 30, 1871.</i> |
| James B. Moore, (<i>after time</i>) | 350. (Received March 4, 1871.) |

Contract made with William Holmes, dated March 30, 1871, at \$295 per annum.
Leave Anderson Court-House Monday at 6 a. m.; arrive at Carnesville by 7 p. m.
Leave Carnesville Tuesday at 6 a. m.; arrive at Anderson Court-House by 7 p. m.

ROUTE No. 5657.

From Anderson Court-House to Walton's Ford, 43½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| A. W. Kruse | \$644. |
| John A. Johnson | 598. |
| Benjamin J. Thornton | 514. |
| Henry Garrison | 475. |
| John H. Dixon | 444. |
| Francis M. Morgan | 425. |
| William H. Rampley | 400. <i>Accepted March 30, 1871.</i> |
| James B. Moore, (<i>after time</i>) | 350. (Received March 4, 1871.) |

Contract made and sent to William H. Rampley, dated March 30, 1871, at \$400 per annum, *but not executed.*

Leave Anderson Court-House Friday at 6 a. m.; arrive at Walton's Ford by 8 p. m.
Leave Walton's Ford Saturday at 6 a. m.; arrive at Anderson Court-House by 8 a. m.

ROUTE No. 5658.

From Anderson Court-House to Ruckersville, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| John A. Johnson | \$550. |
| A. W. Kruse | 540. |
| Henry Garrison | 450. |
| John H. Dixon | 398. |
| William McCurry | 395. |
| John D. Hillhouse | 390. |
| William Holmes | 280. <i>Accepted March 30, 1871.</i> |
| James B. Moore, (<i>after time</i>) | 350. (Received March 4, 1871.) |

Contract made with William Holmes, dated March 30, 1871, at \$280 per annum.
Leave Anderson Court-House Friday at 7 a. m.; arrive at Ruckersville by 7 p. m.
Leave Ruckersville Saturday at 7 a. m.; arrive at Anderson Court-House by 7 p. m.

ROUTE No. 5659.

From Belton to Laurens Court-House, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Benjamin J. Thornton | \$494. |
| Bartlett Milam | 450. |
| William Ellison | 440. |
| John H. Dixon | 398. |
| Lankford J. Scott | 390. |
| C. G. Garrison | 375. |
| William Ellison | 350. <i>Accepted March 30, 1871.</i> |
| William Holmes | 290. <i>buggy.</i> |

Contract made with William Ellison, dated March 30, 1871, at \$350 per annum.
 Leave Belton Friday at 6 a. m. ; arrive at Laurens Court-House by 7 p. m.
 Leave Laurens Court-House Saturday at 6 a. m. ; arrive at Belton by 7 p. m.

ROUTE No. 5660.

From Laurens Court-House to Barleywood, 16½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| Ferdinand A. Daniels | \$260. |
| Bartlett Milam | 250. |
| A. W. Kruse | 240. |
| C. P. Woodruff | 208. Schedule proposed. |
| Thomas A. Dashields | 194. |
| John H. Dixon | 158. Accepted March 30, 1871. |

Contract made with John H. Dixon, dated March 30, 1871, at \$158 per annum.
 Leave Laurens Court-House Wednesday at 1 p. m. ; arrive at Barleywood by 6 p. m.
 Leave Barleywood Wednesday at 7 a. m. ; arrive at Laurens Court-House by 12 m.

ROUTE No. 5661.

From Laurens Court-House to Glenn Springs, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------------------------|
| Ferdinand A. Daniels | \$452 40. |
| A. W. Kruse | 368 00. |
| Bartlett Milam | 350 00. |
| John H. Dixon | 334 00. |
| A. W. Kruse | 329 00. |
| Thomas R. Dashields | 294 00. |
| M. S. Cates | 260 00. Accepted March 30, 1871. |

Contract made with M. S. Cates, dated March 30, 1871, at \$260 per annum.
 Leave Laurens Court-House Thursday at 7 a. m. ; arrive at Glenn Springs by 5 p. m.
 Leave Glenn Springs Wednesday at 7 a. m. ; arrive at Laurens Court-House by 5 p. m.

ROUTE No. 5662.

From Laurens Court-House to Greenville Court-House, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| Thomas H. Cole | \$575, twice a week. |
| Ferdinand A. Daniels | 575. |
| Bartlett Milam | 425. |
| B. J. Newman | 416. |
| D. C. Templeton | 375. |
| J. H. Franks | 338. |
| John H. Dixon | 338. |
| W. F. Robinson | 325. |
| Thomas H. Cole | 300. |
| J. B. Hyde | 300. |
| Redson Curry | 299. |
| Reuben Robertson | 299. |
| James M. Thomason | 297. |
| Fielding George | 295. |
| Reuben M. Robertson | 279. Accepted March 30, 1871. |

Contract made with Reuben M. Robertson, dated March 30, 1871, at \$279 per annum.
 Leave Laurens Court-House Wednesday at 8 a. m. ; arrive at Greenville Court-House by 6 p. m.

Leave Greenville Court-House Thursday at 8 a. m. ; arrive at Laurens Court-House by 6 p. m.

ROUTE No. 5663.

From Laurens Court-House to Centreville, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| Ferdinand A. Daniels | \$312. |
| Bartlett Milam | 275. |
| J. H. Franks | 260. |
| B. J. Newman | 208. |
| John H. Dixon | 198. |
| Reuben Robertson | 189. |
| Reuben M. Robertson | 179. Accepted March 30, 1871. |

Contract made with Reuben M. Robertson, dated March 30, 1871, at \$179 per annum.
 Leave Laurens Court-House Saturday at 5 a. m.; arrive at Centreville by 11 a. m.
 Leave Centreville Saturday at 12 m.; arrive at Laurens Court-House by 6 p. m.

ROUTE No. 5664.

From Laurens Court-House to Brewerton, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------|
| Ferdinand A. Daniels..... | \$312. |
| Bartlett Milam..... | 275. |
| Augustus W. Kruse..... | 229. |
| John H. Dixon..... | 218. |
| Reuben Robertson..... | 199. Schedule changed. |
| D. M. Milam..... | 182. Accepted March 30, 1871. |
| (After time)..... | 130. (Received March 9, 1871.) |

Contract made with D. M. Milam, dated March 30, 1871, at \$182 per annum.
 Leave Laurens Court-House Friday at 12 m.; arrive at Brewerton by 6 p. m.
 Leave Brewerton Friday at 5 a. m.; arrive at Laurens Court-House by 11 a. m.

ROUTE No. 5665.

From Fountain Inn to Fountain Inn, equal to 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------|
| Bartlett Milam..... | \$275. |
| C. G. Garrison..... | 195. |
| John H. Dixon..... | 188. |
| M. T. Fowler..... | 144. |
| Thomas Thomason..... | 128. |
| Madison Bowling..... | 104. Accepted March 30, 1871. |



Contract with Madison Bowling, dated March 30, 1871, at \$104 per annum.
 Leave Fountain Inn Friday at 5 p. m.; arrive at Fountain Inn next day by 7 p. m.

ROUTE No. 5666.

From Ninety-Six to Laurens Court-House, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| E. T. Clemmons..... | \$525. |
| John H. Dixon..... | 388. |
| William A. Rogers..... | 372. |
| Howard M. Peirson..... | 350. |
| Bartlet Milam..... | 325. |
| Manoah McPherson..... | 295. Accepted March 30, 1871. |

Contract made with Manoah McPherson, dated March 30, 1871, at \$295 per annum.
 Leave Ninety-Six Friday at 7 a. m.; arrive at Laurens Court-House by 5 p. m.
 Leave Laurens Court-House Saturday at 7 a. m.; arrive at Ninety-Six by 5 p. m.

ROUTE No. 5667.

From New Market to Harrisburgh, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------|
| Bartlet Milam..... | \$300. |
| Benjamin Chiles..... | 200. Conditional. |
| John H. Dixon..... | 198. Accepted March 30, 1871. |

Contract made with John H. Dixon, dated March 30, 1871, at 198 per annum.
 Leave New Market Friday at 2 p. m.; arrive at Harrisburgh by 8 p. m.
 Leave Harrisburgh Friday at 7 p. m.; arrive at New Market by 1 p. m.

ROUTE No. 5668.

From New Market to Phoenix, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|-------------------------------|
| John H. Dixon..... | \$138. |
| Bartlet Milam..... | 125. Accepted March 30, 1871. |

Contract made with Bartlet Milam, dated March 30, 1871, at \$125 per annum.
 Leave New Market Friday at 2.30 p. m.; arrive at Phoenix by 5 p. m.
 Leave Phoenix Friday at 6.30 a. m.; arrive at New Market by 9 a. m.

ROUTE No. 5669.

From Chappell's Bridge to Mountville, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Angustus W. Kruse..... | \$398. |
| George W. Corbett..... | 300. |
| Bartlet Milam..... | 250. |
| John H. Dixon..... | 198. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$198 per annum.
 Leave Chappell's Bridge Wednesday at 12 m.; arrive at Mountville by 6 p. m.
 Leave Mountville Wednesday at 5 a. m.; arrive at Chappell's Bridge by 11 a. m.

ROUTE No. 5670.

From Donaldsville to Due West, 4 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William Holmes..... | \$600. |
| John H. Dixon..... | 348. |
| James A. Hawthorn..... | 170. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Hawthorn, dated March 30, 1871, at \$170 per annum.
 Leave Donaldsville daily, except Sunday, at 3 p. m.; arrive at Due West by 4 p. m.
 Leave Due West daily, except Sunday, at 1.30 p. m.; arrive at Donaldsville by 2.30 p. m.

ROUTE No. 5671.

From Due West to Temple of Health, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William Holmes..... | \$300. |
| R. P. Davis..... | 194. |
| John H. Dixon..... | 188. |
| James A. Hawthorn..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Hawthorn, dated March 30, 1871, at \$100 per annum.
 Leave Due West Friday at 6 a. m.; arrive at Temple of Health by 11 a. m.
 Leave Temple of Health Friday at 12 m.; arrive at Due West by 5 p. m.

ROUTE No. 5672.

From Abbeville to Elberton, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| William Holmes..... | \$600. |
| H. T. Tusten..... | 600. |
| A. W. Kruse..... | 548. |
| D. E. McCurry..... | 545. |
| Brown & Curry..... | 489. |
| J. Hollingshead..... | 460. |
| John H. Dixon..... | 448. <i>Accepted March 30, 1871.</i> |

(After time.)

| | |
|---------------------|---------------------------------|
| J. C. Douglass..... | 490. (Received March 3, 1871.) |
| J. R. Hamblen..... | 469. (Received March 10, 1871.) |

Contract made with John H. Dixon, dated March 30, 1871, at \$448 per annum.
 Leave Abbeville Friday at 6 a. m.; arrive at Elberton by 7 p. m.
 Leave Elberton Saturday at 6 a. m.; arrive at Abbeville by 7 p. m.

ROUTE No. 5673.

From Abbeville to Antreville, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| William Holmes..... | \$250. |
| J. Hollingshead..... | 240. |
| H. T. Tusten..... | 200. |
| R. P. Davis..... | 194. |
| John H. Dixon..... | 158. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$158 per annum.
 Leave Abbeville Thursday at 6 a. m.; arrive at Antreville by 11 a. m.
 Leave Antreville Thursday at 12 m.; arrive at Abbeville by 6 p. m.

ROUTE No. 5674.

From Williamston to Williamston, equal to 15½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| A. W. Kruse | \$242. |
| William Holmes | 200. |
| Elvin J. Pinson | 200. |
| John H. Dixon | 148. |
| C. G. Garrison | 103. <i>Accepted March 30, 1871.</i> |

Contract made with C. G. Garrison, dated March 30, 1871, at \$103 per annum.
 Leave Williamston Saturday at 7 a. m.; arrive at Williamston by 8 p. m.

ROUTE No. 5675.

From Lexington Court-House to Pine Ridge, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|---|
| Z. E. Amick | \$100, or \$5 less than bid of same amount by others; \$10 extra for ferrriage. No guarantors or certificate. |
| John H. Dixon | 148. |
| G. W. Eargle | 114. <i>Accepted March 30, 1871.</i> |

Contract made with G. W. Eargle, dated March 30, 1871, at \$114 per annum.
 Leave Lexington Court-House Wednesday at 8 a. m.; arrive at Pine Ridge by 12 m.
 Leave Pine Ridge Wednesday at 1 p. m.; arrive at Lexington Court-House by 5 p. m.

ROUTE No. 5676.

From Lexington Court-House to Mount Willing, 34½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Samuel J. Stuart | \$600. |
| Bolivar J. Hayes | 470. |
| Wilken Gunter, sr. | 452. |
| John J. Langford | 450. |
| Dallas Wessenger | 430. |
| Joel W. Harmon | 350. |
| John H. Dixon | 348. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$348 per annum.
 Leave Lexington Court-House Thursday at 7 a. m.; arrive at Mount Willing by 7 p. m.
 Leave Mount Willing Friday at 7 a. m.; arrive at Lexington Court-House by 7 p. m.

ROUTE No. 5677.

From Lexington Court-House to Rish's store, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John H. Dixon | \$338. |
| John Harman | 275. |
| Bolivar J. Hayes | 252. <i>Accepted March 30, 1871.</i> |

Contract made with Bolivar J. Hayes, dated March 30, 1871, at \$252 per annum.
 Leave Lexington Court-House Friday at 7 a. m.; arrive at Rish's Store by 5 p. m.
 Leave Rish's Store Saturday at 7 a. m.; arrive at Lexington Court-House by 5 p. m.

ROUTE No. 5678.

From Johnston's Depot to Newberry Court-House, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| A. W. Kruse..... | \$570. |
| E. T. Clemmons..... | 569. |
| John H. Dixon..... | 398. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$398 per annum.
 Leave Johnston's Depot Friday at 7 p. m.; arrive at Newberry Court-House by 7 p. m.
 Leave Newberry Court-House Saturday at 7 a. m.; arrive at Johnston's Depot by 7 p. m.

ROUTE No. 5679.

From Steedman's to Rish's Store, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|-------------------------------------|
| John H. Dixon..... | \$38. |
| A. R. Able..... | 51. |
| J. W. Lauman..... | 48. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Lauman, dated March 30, 1871, at \$43 per annum.
 Leave Steedman's Friday at 2 p. m.; arrive at Rish's Store by 4 p. m.
 Leave Rish's Store Friday at 5 p. m.; arrive at Steedman's by 7 p. m.

ROUTE No. 5680.

From Orangeburgh Court-House to Rish's Store, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| John H. Dixon..... | \$398. |
| A. R. Able..... | 349. <i>Withdrawn.</i> |
| | 314. |
| William J. Harth..... | 296. <i>Accepted March 30, 1871.</i> |
| D. J. Sawyer, (after time)..... | 375. <i>No certificate or guarantors. (Received March 27, 1871.)</i> |

Contract made with William J. Harth, dated March 30, 1871, at \$296 per annum.
 Leave Orangeburgh Court-House Thursday at 7 a. m.; arrive at Rish's Store by 6 p. m.
 Leave Rish's Store Wednesday at 7 a. m.; arrive at Orangeburgh Court-House by 6 p. m.

ROUTE No. 5681.

From Alston to Monticello, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|---------------------------------------|
| John H. Dixon..... | \$258. |
| James Aiken..... | 124. <i>Accepted March 30, 1871.</i> |
| Philip P. Pearson, (after time).... | 140. <i>(Received March 8, 1871.)</i> |

Contract made with James Aiken, dated March 30, 1871, at \$124 per annum.
 Leave Alston Wednesday and Saturday at 12 m.; arrive at Monticello by 3 p. m.
 Leave Monticello Wednesday and Saturday at 8 a. m.; arrive at Alston by 11 a. m.

ROUTE No. 5682.

From Edgefield Court-House to Pine-House Depot, 6½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| P. S. Sawyer..... | \$550. |
| Solomon Cochran..... | 500. |
| P. S. Sawyer..... | 480. <i>Schedule changed.</i> |
| John H. Dixon..... | 418. |
| D. A. Fosket..... | 390. |
| E. T. Clemmons..... | 349. |
| D. A. Fosket..... | 325. |
| David L. Turner..... | 300. <i>Accepted March 30, 1871.</i> |
| Richard Campbell..... | 250. <i>Two-horse coach, (illegal.)</i> |

Contract made with David L. Turner, dated March 30, 1871, at \$300 per annum.
 Leave Edgefield Court-House daily, except Sunday, at 7 a. m.; arrive at Pine-House Depot by 9.30 a. m.
 Leave Pine-House Depot daily, except Sunday, at 10 a. m.; arrive at Edgefield Court-House by 11.30 a. m.

ROUTE No. 5683.

From Edgefield Court-House to Chappell's Bridge, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Solomon Cochran..... | \$650. |
| Richard Campbell..... | 450. Horse. |
| A. W. Kruse..... | 420. |
| D. A. Fosket..... | 375. |
| John H. Dixon..... | 368. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$363 per annum.

Leave Edgefield Court-House Friday at 7 a. m.; arrive at Chappell's Bridge by 4 p. m.

Leave Chappell's Bridge Thursday at 7 a. m.; arrive at Edgefield Court-House by 4 p. m.

ROUTE No. 5684.

From Edgefield Court-House to Darn's Mills, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Solomon Cochran..... | \$600. |
| John H. Dixon..... | 358. |
| Richard Campbell..... | 350. Horse. |
| B. R. McCary..... | 348. <i>Accepted March 30, 1871.</i> |

Contract made with B. R. McCary, dated March 30, 1871, at \$348 per annum.

Leave Edgefield Court-House Friday at 7 a. m.; arrive at Dorn's Mills by 3 p. m.

Leave Dorn's Mills Saturday at 8 a. m.; arrive at Edgefield Court-House by 4 p. m.

ROUTE No. 5685.

From Hamburg to Longmire's Store, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William A. Rogers..... | \$572. |
| Francis L. Walker..... | 500. |
| John H. Dixon..... | 474. |
| William N. Bragaw..... | 464. <i>Accepted March 30, 1871.</i> |

Contract made with William N. Bragaw, dated March 30, 1871, at \$464 per annum.

Leave Hamburg Friday at 7 a. m.; arrive at Longmire's Store by 7 p. m.

Leave Longmire's Store Saturday at 7 a. m.; arrive at Hamburg by 7 p. m.

ROUTE No. 5686.

From Augusta, Georgia, to Brighton, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Solomon Cochran..... | \$1,330. Horse. |
| W. N. Bragaw..... | 1,270. |
| E. T. Clemmons..... | 1,199. |
| John H. Dixon..... | 1,198. |
| A. W. Kruse..... | 1,144. <i>Accepted March 30, 1871.</i> |

Contract made with A. W. Kruse, dated March 30, 1871, at \$1,144 per annum.

Leave Augusta Monday at 6 a. m.; arrive at Brighton Wednesday by 11 a. m.

Leave Brighton Wednesday at 2 p. m.; arrive at Augusta Saturday by 5 p. m.

ROUTE No. 5687.

From Augusta, Georgia, to Calhoun's Mills, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| E. T. Clemmons..... | \$1,149. |
| Brown & McCurry..... | 994. |
| John H. Dixon..... | 898. |
| William A. Rogers..... | 898. |
| A. W. Kruse..... | 888. |
| W. N. Bragaw..... | 884. |
| Francis L. Walker..... | 850. <i>Accepted March 30, 1871.</i> |

Contract made with Francis L. Walker, dated March 30, 1871, at \$850 per annum. Leave Augusta Monday at 7 a. m.; arrive at Calhoun's Mills next day by 10 a. m. Leave Calhoun's Mills Tuesday at 3 p. m.; arrive at Augusta next day by 6 p. m.

ROUTE No. 5688.

From Aiken to Leesville, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| William Owens | \$250. No guarantor or certificate. |
| D. A. Fosket | 390. |
| John A. Dixon | 388. |
| A. M. Cochran | 300. <i>Accepted March 30, 1871.</i> |

Contract made with A. M. Cochran, dated March 30, 1871, at \$300 per annum. Leave Aiken Monday at 7 a. m.; arrive at Leesville by 5 p. m. Leave Leesville Tuesday at 7 a. m.; arrive at Aiken by 5 p. m.

ROUTE No. 5689.

From Aiken to Dunbarton, 33½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| William Owens..... | \$250. No guarantor or certificate, (5688.) |
| D. A. Fosket | 390. |
| John H. Dixon | 348. |
| Solomon Cochran..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Solomon Cochran, dated March 30, 1871, at \$300 per annum. Leave Aiken Monday at 7 a. m.; arrive at Dunbarton by 5 p. m. Leave Dunbarton Tuesday at 7 a. m.; arrive at Aiken by 5 p. m.

ROUTE No. 5690.

From Williston to Kitching's Mills, 24½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Lunsford Hasley | \$400. |
| John H. Dixon..... | 398. |
| D. A. Fosket..... | 390. |
| William O. McDaniel | 275, no one-horse mail. |
| William Peyton Lee | 275. <i>Accepted March 30, 1871.</i> |

Contract made with William Peyton Lee, dated March 30, 1871, at \$275 per annum. Leave Williston Friday at 7 a. m.; arrive at Kitching's Mills by 3 p. m. Leave Kitching's Mills Thursday at 7 a. m.; arrive at Williston by 3 p. m.

ROUTE No. 5691.

From Blackville to Barnwell Court-House, 10 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| William Holmes..... | \$1,000. |
| John H. Dixon..... | 748. |
| D. A. Fosket..... | 650. |
| N. G. W. Walker..... | 600. <i>Accepted March 30, 1871.</i> |

Contract made with N. G. W. Walker, dated March 30, 1871, at \$600 per annum. Leave Blackville daily, except Sunday, at 2 p. m.; arrive at Barnwell Court-House by 5 p. m. Leave Barnwell Court-House daily, except Sunday, at 7 a. m.; arrive at Blackville by 10 a. m.

ROUTE No. 5692.

From Allendale to Barnwell, (court-house,) 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| William Holmes | \$700. |
| John H. Dixon..... | 438. |
| Edward Elmore..... | 398. <i>Accepted March 30, 1871.</i> |

Contract made with Edward Elmore, dated March 30, 1871, at \$398 per annum. Leave Allendale Tuesday and Friday at 6 a. m.; arrive at Barnwell (court-house) by 11 a. m.

Leave Barnwell (court-house) Tuesday and Friday at 12 m.; arrive at Allendale by 5 p. m.

ROUTE No. 5693.

From Graham's Turnout to Buford's Bridge, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James C. Tant | \$250. |
| John H. Dixon | 218. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| W. H. Wooton | 245. (Received March 4, 1871.) |
| M. R. Cooper | 225. (Received March 6, 1871.) |

Contract made with John H. Dixon, dated March 30, 1871, at \$218 per annum.
 Leave Graham's Turnout Wednesday at 6 a. m.; arrive at Buford's Bridge by 12 m.
 Leave Buford's Bridge Wednesday at 1 p. m.; arrive at Graham's Turnout by 7 p. m.

ROUTE No. 5694.

From Charleston to McClellanville, 35 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|---|
| John Farnbee | \$800. Guarantee defective. No certificate. |
| Abraham Smith | 800. Too high. Offered \$700. <i>Accepted April 15, 1871.</i> |

Contract made with Abraham Smith, dated April 15, 1871, at \$700 per annum.
 Leave Charleston Tuesday and Friday at 6 a. m.; arrive at McClellanville by 6 p. m.
 Leave McClellanville Wednesday and Saturday at 6 a. m.; arrive at Charleston by 6 p. m.

ROUTE No. 5695.

From Charleston to Edisto Island, 35 miles and back, once a week, by steamboats.
 Bidders to propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|--------------------|------------------|
| W. M. Murphy | \$900. Too high. |

June 27, 1871. Change, and begin at Adams's Run, omitting Charleston and Enterprise Landing, reducing the distance 19 miles, and contract with James Legaie, of Adams's Run, at \$800 per annum, for twice a week service from July 1, 1871.
 Contract was made accordingly.

Leave Adams's Run Wednesday and Saturday at 6 a. m.; arrive at Edisto Island by 12 m.
 Leave Edisto Island Wednesday and Saturday at 1 p. m.; arrive at Adams's Run by 6 p. m.

ROUTE No. 5696.

From Adams's Run Station to Adams's Run, 4 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|--------------------|--|
| James Legaie | \$249. <i>Accepted March 30, 1871.</i> |

Contract made with James Legaie, dated March 30, 1871, at \$249 per annum.
 Leave Adams's Run Station Tuesday, Thursday, and Saturday, or on arrival of mail from Charleston; arrive at Adams's Run by 10 a. m.
 Leave Adams's Run Tuesday, Thursday, and Saturday at 6.30 a. m.; arrive at Adams's Run Station by 8 a. m.

ROUTE No. 5697.

From Jacksonborough to Walterborough, 18 miles and back, three times a week.
 Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Augustus W. Kruse | \$948. |
| Caleb Sauls | 800, six times a week; two-horse coach. |
| Saxby Chaplin | 798. |
| John H. Dixon | 638. |
| | 1,250. Invited service. |
| Caleb Sauls | 500, two-horse coach. |
| William A. Driffle | 500. |
| | 880. Invited service. |
| Oliver P. Terry | 500. |
| | 750. Invited service, six times a week. <i>Accepted March 30, 1871.</i> |

Contract made with Oliver P. Terry, dated March 30, 1871, at \$750 per annum, for service six times a week.

Leave Jacksonborough daily, except Sunday, after arrival of mail from Charleston, say, at 2 p. m.; arrive at Walterborough by 7 p. m.

Leave Walterborough daily, except Sunday, at 5 a. m.; arrive at Jacksonborough by 10 a. m.

ROUTE No. 5698.

From Yemassee to Beaufort, (court-house,) 25 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|------------------------|--------------------------|
| Augustus W. Kruse..... | \$1,048. Ruled too high. |

Contract negotiated with Augustus W. Kruse, dated June 30, 1871, at \$900 a year.

Leave Yemassee Monday, Wednesday, and Friday at 12 m.; arrive at Beaufort by 6.30 p. m.

Leave Beaufort Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Yemassee by 1.30 p. m.

ROUTE No. 5699.

From Beaufort to Port Royal, 16 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------------------------|---|
| James H. Tonking, (after time) ... | \$260. (Received March 4, 1871.) Accepted March 30, 1871. |

Contract made with James H. Tonking, dated March 30, 1871, at \$260 per annum.

Leave Beaufort Monday at 7 a. m.; arrive at Port Royal by 12 m.

Leave Port Royal Monday at 2 p. m.; arrive at Beaufort by 7 p. m.

ROUTE No. 5700.

From Coosawhatchie to Gillisonville, 5 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------|
| John H. Dixon | \$388. |
| Zachariah T. Morrison..... | 290. Accepted March 30, 1871. |
| James Morrison, (after time)..... | 220. (Received March 8, 1871.) |

Contract made with Zachariah T. Morrison, dated March 30, 1871, at \$290 per annum.

Leave Coosawhatchie Monday, Wednesday, and Friday at 12.30 m.; arrive at Gillisonville by 2 p. m.

Leave Gillisonville Monday, Wednesday, and Friday at 10.30 a. m.; arrive at Coosawhatchie by 12 m.

ROUTE No. 5701.

From Gillisonville to Brighton, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------|
| Z. T. Morrison..... | \$195. |
| John H. Dixon..... | 194. Accepted March 30, 1871. |

Contract made with John H. Dixon, dated March 30, 1871, at \$194 per annum.

Leave Gillisonville Tuesday at 6 a. m.; arrive at Brighton by 11.45 a. m.

Leave Brighton Tuesday at 12 m.; arrive at Gillisonville by 6 p. m.

ROUTE No. 5702.

From Hardeeville to Bluffton, 17 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| James Legaie | \$648. |
| John H. Dixon..... | 448. |
| J. Douglas Robertson | 300. Accepted March 30, 1871. |

Contract made with J. Douglas Robertson, dated March 30, 1871, at \$300 per annum.

Leave Hardeeville Tuesday and Friday at 2 p. m.; arrive at Bluffton by 8 p. m.

Leave Bluffton Tuesday and Friday at 7 a. m.; arrive at Hardeeville by 1 p. m.

ROUTE No. 5703.

From Robertsville to Duck Branch, 30½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| A. W. Kruse..... | \$468. |
| John H. Dixon..... | 458. Too high. |

Contract negotiated with John H. Dixon, dated April 19, 1871, at \$375 per annum.
 Leave Robertsville Wednesday at 7 a. m.; arrive at Duck Branch by 6 p. m.
 Leave Duck Branch Tuesday at 7 a. m.; arrive at Robertsville by 6 p. m.

ROUTE No. 5704.

From Ridgeville to Vance's Ferry, 28½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William A. Rogers | \$416. |
| Joseph Murray | 400. |
| John H. Dixon | 384. <i>Accepted March 30, 1871.</i> |

Contract made with John H. Dixon, dated March 30, 1871, at \$384 per annum.
 Leave Ridgeville Tuesday at 10 a. m.; arrive at Vance's Ferry by 5 p. m.
 Leave Vance's Ferry Wednesday at 7 a. m.; arrive at Ridgeville by 3 p. m.

ROUTE No. 5705.

From Cross Anchor to Millville, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| C. P. Woodruff | \$212. <i>Schedule changed.</i> |
| M. S. Cates | 210. |
| John H. Dixon | 188. |
| Silas W. Stone | 139. |
| Daniel Miles | 130. <i>Accepted March 30, 1871.</i> |

Contract made with Daniel Miles, dated March 30, 1871, at \$130 per annum.
 Leave Cross Anchor Saturday at 7 a. m.; arrive at Millville by 12 m.
 Leave Millville Saturday at 1 p. m.; arrive at Cross Anchor by 6 p. m.

ROUTE No. 5706.

From Myersville to Indiantown, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| William A. Rogers | \$182. |
| John H. Dixon | 178. |
| Ezekiel Keels | 175. <i>Accepted March 30, 1871.</i> |
| Elias V. Gaskins, (after time)..... | 300. (<i>Received March 13, 1871.</i>) |

Contract made with Ezekiel Keels, dated March 30, 1871, at \$175 per annum.
 Leave Myersville Tuesday at 7 a. m.; arrive at Indiantown by 12 m.
 Leave Indiantown Tuesday at 1 p. m.; arrive at Myersville by 5 p. m.

GEORGIA.

ROUTE No. 6018.

From Thompson to Clay Hill, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| E. T. Clemmons | \$778. |
| J. M. Dill & W. S. Mayfield | 600. |
| Nancy J. Daniel | 600. |
| A. H. Slaughter | 584. (<i>Too high; \$400 per annum offered.</i>) <i>Offer accepted April 22, A. H. Slaughter, \$400.</i> |

Contract made with A. H. Slaughter, dated April 22, 1871, at \$400 per annum.
 Leave Thompson Tuesday and Thursday at 5.30 a. m.; arrive at Clay Hill by 11.30 a. m.

Leave Clay Hill Tuesday and Thursday at 12 m.; arrive at Thompson by 6.30 p. m.

ROUTE No. 6019.

From Clay Hill to Goshen, 17 miles and back, once a week.

182 OFFERS AND LAND AND WATER MAIL-ROUTES.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| John J. Mumford | \$450. |
| George H. Kennedy | 400. Too high; \$213 per annum offered April 4, 1871. |

Contract ordered August 30, 1871, with J. J. Mumford at \$210 per annum from July 5, 1871, G. H. Kennedy having declined the offer.

ROUTE No. 6020.

From Lombardy to Pope Hill, 19 miles and back, once a week.
No bidders; not let.

ROUTE No. 6021.

From Lexington to Lexington Depot, 3 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| William H. Gann | \$780. |
| John C. Addison | 600. |
| A. H. Slaughter | 387. |
| E. A. Dozier | 240. <i>Accepted March 30, 1871.</i> |
| F. F. Campbell, (<i>after time</i>) | 300. (<i>Received March 4.</i>) |

Contract ordered with E. A. Dozier at \$240, dated March 30, 1871. Contract executed

ROUTE No. 6022.

From Lexington Depot to Elberton, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| William B. Tankersly | \$1,200. |
| John C. Addison | 1,000. |
| E. T. Clemmons | 994. |
| Lewis Farrow | 800. |
| William H. Gann | 790. |
| A. H. Slaughter | 687. |
| William McFurry | 674. |
| R. R. Saulter | 648. |
| E. A. Dozier | 570. <i>Accepted March 30, 1871.</i> |

Contract made with E. A. Dozier, dated March 30, 1871, at \$570 per annum.

Leave Lexington Depot Monday and Thursday at 9 a. m.; arrive at Elberton by 7 p. m.

Leave Elberton Tuesday and Friday at 8 a. m.; arrive at Lexington Depot by 7 p. m.

ROUTE No. 6023.

From Elberton to Carnesville, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| John C. Addison | \$495. |
| John A. Johnson | 448. |
| R. R. Saulter | 430. |
| Lewis Farrow | 400. |
| Benjamin J. Thornton | 374. |
| A. H. Slaughter | 360. |
| William J. Brown | 320. |
| L. C. Brown | 309. <i>Accepted March 30, 1871.</i> |

Contract made with L. C. Brown, dated March 30, 1871, at \$309 per annum.

Leave Elberton Friday at 7 a. m.; arrive at Carnesville by 7 p. m.

Leave Carnesville Thursday at 7 a. m.; arrive at Elberton by 7 p. m.

ROUTE No. 6024.

From Washington to Abbeville, 42½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|------------------------|
| John C. Addison | \$1,200, twice a week. |
| E. T. Clemmons | 798. |
| John C. Addison | 625. |
| A. H. Slaughter | 623. |

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| H. C. Tustin | \$600. |
| John H. Dixon | 498. |
| R. P. Davis | 494. <i>Accepted March 30, 1871.</i> |

Contract made with R. P. Davis, dated March 30, 1871, at \$494 per annum.
 Leave Washington Tuesday at 6 a. m. ; arrive at Abbeville by 7 p. m.
 Leave Abbeville Wednesday at 6 a. m. ; arrive at Washington by 7 p. m.

ROUTE No. 6025.

From Athens to Clarkesville, 60 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| E. P. Doherty | \$9,000 00. |
| E. T. Clemmons | 2,349 00. |
| John C. Addison | 2,000 00, three times a week, with schedule and letter. |
| Newton Suddath | 1,950 00. |
| A. J. Healan | 1,872 80. |
| E. A. Dozier | 1,700 00. |
| William C. Shore | 1,600 00. |
| John H. Dixon | 1,570 00. |
| John A. Johnson | 1,569 00. |
| G. W. Aaron | 1,545 00. |
| William D. Grant | 1,500 00. |
| D. E. McCurry | 1,490 00. |
| A. L. Durham | 1,476 00. |
| John C. Addison | 1,470 00. |
| A. H. Slaughter | 1,464 00. |
| R. R. Saulter | 1,398 00. |
| William H. Gann | 2,000 00, three times a week. |
| William A. Weatherly | 1,350 00. <i>Accepted March 30, 1871.</i> |
| William A. Weatherly | 1,348 00, two-horse buggy. |
| | 1,199 00, coach and two good horses. |
| C. F. Rogers, (<i>after time</i>) | 1,450 00. (Received March 11.) |

Contract made with William H. Gann, dated March 30, 1871, at \$1,350 per annum.
 Leave Athens Tuesday and Friday at 3 p. m. ; arrive at Clarkesville next day by 5 p. m.
 Leave Clarkesville Monday and Thursday at 6 a. m. ; arrive at Athens next days by 12 m.

ROUTE No. 6026.

From Athens to Jefferson, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|---|
| E. T. Clemmons | \$778 00. |
| John C. Addison | 545 00. |
| E. A. Dozier | 498 00. |
| William P. Smith | 495 00. |
| A. H. Slaughter | 490 00. |
| D. E. McCurry | 490 00. |
| John A. Dixon | 488 00. |
| A. J. Healan | 457 60. |
| John G. Oakes & William T. Pike | 440 00. |
| F. J. & J. C. Whitehead | 427 00. |
| William H. Gann | 415 00. |
| John H. Smith | 399 00. |
| William A. Weatherly | 398 00. |
| | 349 00. |
| | 299 00. |
| R. R. Saulter | 374 00. |
| John R. Nichols | 240 00. <i>Accepted March 30, 1871.</i> |

Contract made with John R. Nichols, dated March 30, 1871, at \$240 per annum.
 Leave Athens Wednesday and Saturday at 8 a. m. ; arrive at Jefferson by 12 m.
 Leave Jefferson Wednesday and Saturday at 3 p. m. ; arrive at Athens by 9 p. m.

ROUTE No. 6027.

From Athens to Anderson Court-House, 68 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|--|
| E. P. Doherty | \$9,500 00. | |
| E. T. Clemmons..... | 2,598 00. | |
| John C. Addison..... | 1,970 00. | |
| A. J. Healan | 1,897 00. | |
| Henry Garrison..... | 1,775 00. | |
| E. E. Dozier..... | 1,771 00. | |
| John O. Jones..... | 1,750 00. | |
| George W. Aaron | 1,745 00. | |
| John A. Johnson..... | 1,649 00. | |
| A. H. Slaughter | 1,647 00. | |
| W. H. Stephenson & W. W. Peck. | 1,592 00. | |
| Edward R. White..... | 1,575 00. | |
| William H. Gann | 1,570 00. | |
| William A. Weatherly | 1,498 00. | |
| | 1,397 00. | |
| John D. Hillhouse | 1,490 00. | |
| William J. Brown | 1,474 00. | |
| W. A. Proffitt..... | 1,450 00. | |
| William A. Weatherly | 1,449 00. | |
| W. J. Brown..... | 1,440 00. | |
| William H. Rampley..... | 1,433 00. | |
| R. R. Saulter..... | 1,398 00. | |
| | 1,250 00, | twice a week to Hartwell, and once a week the residue. |
| Isham L. & A. G. McCurry..... | 1,194 50. | <i>Accepted March 30, 1871.</i> |
| C. T. Rogers, (after time)..... | 1,690 00. | (Received March 11.) |

Contract made with Isham L. & A. G. McCurry, dated March 30, 1871, at \$1,194.50 per annum.

Leave Athens Tuesday and Friday at 3 p. m.; arrive at Anderson Court-House by 8 p. m.

Leave Anderson Court-House Monday and Thursday at 6 a. m.; arrive at Athens by 12 m.

ROUTE No. 6028.

From Athens to Watkinsville, 7 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|---------------------------------|
| John C. Addison..... | \$320. | |
| A. H. Slaughter..... | 296. | |
| William H. Gann | 250. | |
| William H. Ashford..... | 225. | |
| William A. Weatherly..... | 214. | |
| | 199. | |
| John W. Langford | 210. | |
| John H. Smith..... | 199. | |
| J. C. Barton | 190. | |
| R. R. Saulter | 190. | |
| | 290, | three times a week. |
| | 500, | six times a week. |
| John W. Langford | 186. | |
| John R. Nichols | 185. | <i>Accepted March 30, 1871.</i> |

Contract made with John R. Nichols, dated March 30, 1871, at \$185 per annum. Leave Athens Tuesday and Friday at 3 p. m.; arrive at Watkinsville by 5 p. m. Leave Watkinsville Tuesday and Friday at 12 m.; arrive at Athens by 2 p. m.

ROUTE No. 6029.

From Jefferson to Auraria, 41½ miles and back, twice a week to Gainesville, and once a week the residue.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---------------------------------|
| A. H. Slaughter | \$900. | |
| John C. Addison..... | 790. | |
| R. R. Saulter | 799. | |
| E. A. Dozier..... | 760. | |
| D. E. McCurry..... | 740. | |
| William P. Smith..... | 725. | |
| J. G. Oakes & William J. Pike.... | 700. | <i>Accepted March 30, 1871.</i> |

Contract made with J. G. Oakes & William J. Pike, dated March 30, 1871, at \$700 per annum.

Leave Jefferson Wednesday and Saturday at 12 m.; arrive at Gainesville by 6 p. m.
 Leave Gainesville Wednesday and Saturday at 5 a. m.; arrive at Jefferson by 11 a. m.
 Leave Gainesville Thursday at 5 a. m.; arrive at Auraria by 11 a. m.
 Leave Auraria Thursday at 12 m.; arrive at Gainesville by 6 p. m.

ROUTE No. 6030.

From Gillsville to Middle River, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John C. Addison..... | \$294. |
| R. P. Davis..... | 244. |
| Bennet Rylee..... | 200. |
| Newton Suddath..... | 198. <i>Accepted March 30, 1871.</i> |

Contract made with Newton Suddath, dated March 30, 1871, at \$198 per annum.

Leave Gillsville Thursday at 7 a. m.; arrive at Middle River by 5 p. m.
 Leave Middle River Friday at 7 a. m.; arrive at Gillsville by 5 p. m.

ROUTE No. 6031.

From Danielsville to Carnesville, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. R. Saulter..... | \$296. Twice a week. |
| John C. Addison..... | 274. |
| William H. Gann..... | 245. |
| R. P. Davis..... | 219. |
| Lewis Farrow..... | 200. |
| George W. Aaron..... | 170. |
| L. C. Brown..... | 166. See certificate. |
| R. R. Saulter..... | 149. <i>Accepted March 30, 1871.</i> |

Contract made with R. R. Saulter, dated March 30, 1871, at \$149 per annum.

Leave Danielsville Tuesday at 9 a. m.; arrive at Carnesville by 3.30 p. m.
 Leave Carnesville Wednesday at 9 a. m.; arrive at Danielsville by 3.30 p. m.

ROUTE No. 6032.

From Carnesville to Harmony Grove, 24½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John C. Addison..... | \$325. |
| Robert Jones..... | 298. |
| L. C. Brown..... | 287. See certificate. |
| D. E. McCurry..... | 274. <i>Accepted March 30, 1871.</i> |

Contract made with D. E. McCurry, dated March 30, 1871, at \$274 per annum.

Leave Carnesville Friday at 5 a. m.; arrive at Harmony Grove by 1 p. m.
 Leave Harmony Grove Friday at 2 p. m.; arrive at Carnesville by 9 p. m.

ROUTE No. 6033.

From Harmony Grove to Homer, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| John C. Addison..... | \$190. |
| R. P. Davis..... | 124. |
| F. W. Wilson..... | 90. |
| Robert Jones..... | 82. |
| Samuel Johnston..... | 80. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel Johnson, dated March 30, 1871, at \$80 per annum.

ROUTE No. 6034.

From Clarksville to Nacoochee, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| John C. Addison..... | \$600. Extra to Hiawassee, once a week. |
| | 325. |
| Daniel G. Johnson..... | 325. |

| Bidders' names. | Sum per annum. |
|--|--|
| A. J. Healan..... | \$297. |
| Benjamin J. Thornton..... | 294. |
| William P. Smith..... | 275. <i>Accepted March 30, 1871.</i> |
| William Lany, (<i>after time</i>)..... | 150. (<i>Received March 11, 1871.</i>) |

Contract made with William P. Smith, dated March 30, 1871, at \$275 per annum.
 Leave Clarksville Tuesday and Thursday at 1 p. m.; arrive at Nacoochee by 5 p. m.
 Leave Nacoochee Tuesday and Thursday at 8 a. m.; arrive at Clarksville by 12 m.

ROUTE No. 6035.

From Clarksville to Clayton, 26½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John A. Johnson..... | \$495. |
| John C. Addison..... | 380. |
| A. J. Healan..... | 344. |
| William T. Brown..... | 290. |
| D. G. Johnson..... | 250. |
| John C. Gibson..... | 193. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Gibson, dated March 30, 1871, at \$193 per annum.
 Leave Clarksville Thursday at 7 a. m.; arrive at Clayton by 6 p. m.
 Leave Clayton Wednesday at 7 a. m.; arrive at Clarksville by 6 p. m.

ROUTE No. 6036.

From Clarkesville to Walhalla, South Carolina, 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| E. P. Doherty..... | \$3,000. |
| E. T. Clemmons..... | 788. |
| S. A. Addison..... | 625. |
| William P. Smith..... | 595. |
| A. H. Slaughter..... | 595. |
| William S. Sisk..... | 550. |
| E. A. Dozier..... | 548. |
| John H. Dixon..... | 518. |
| T. J. Hughes, jr..... | 510. |
| A. J. Healan..... | 500. |
| William T. Brown..... | 574. |
| John C. Addison..... | 440. |
| Alex. Bryce, sr..... | 375. |
| James C. Thompson..... | 349. |
| J. F. Cox..... | 345. <i>Accepted March 30, 1871.</i> |

Contract made with J. F. Cox, dated March 30, 1871, at \$345 per annum.
 Leave Clarkesville Friday at 6 a. m.; arrive at Walhalla by 8 p. m.
 Leave Walhalla Saturday at 6 a. m.; arrive at Clarkesville by 8 p. m.

ROUTE No. 6037.

From Clarkesville to Cleveland, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| S. A. Addison..... | \$274. |
| E. A. Dozier..... | 250. |
| T. J. Hughes, jr..... | 245. |
| J. H. Dixon..... | 228. |
| J. C. Addison..... | 224. |
| Joel Potts..... | 199. |
| Benjamin J. Thornton..... | 184. |
| A. J. Healan..... | 187. |
| William F. Sears..... | 174. |
| William P. Smith..... | 125. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| William Lany..... | 150. (<i>Received March 11.</i>) |
| John C. Addison..... | 195. <i>Modification of former bid; no guarantor or certificate. (Received March 1871.)</i> |

Contract made with William P. Smith, dated March 30, 1871, at \$125 per annum.
 Leave Clarkesville Thursday at 7 a. m.; arrive at Cleveland by 12 m.
 Leave Cleveland Thursday at 1 p. m.; arrive at Clarkesville by 6 p. m.

ROUTE No. 6038.

From Cleveland to Gainesville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---|
| John C. Addison..... | \$500 00. | Extra to Nacoochee. |
| William P. Smith..... | 450 00. | |
| R. R. Saulter..... | 398 00. | |
| John C. Addison..... | 370 00. | |
| E. A. Dozier..... | 348 00. | |
| D. A. McCurry..... | 345 00. | |
| W. H. Quilkain..... | 338 00. | This bid includes the supply of Polk- ville and Argo, on side route, if re-es- tablished. |
| William J. Payne..... | 335 75. | |
| Joel Potts..... | 299 00. | Accepted March 30, 1871. |

Contract made with Joel Potts, dated March 30, 1871, at \$299 per annum.
 Leave Cleveland Friday at 1.30 p. m.; arrive at Gainesville by 8 p. m.
 Leave Gainesville Friday at 5 a. m.; arrive at Cleveland by 1 p. m.

ROUTE No. 6039.

From Greensborough to Penfield, 7 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| William H. Gann..... | \$935. | |
| John C. Addison..... | 525. | |
| William A. Colclough..... | 390. | |
| W. G. Durham..... | 300. | Accepted March 30, 1871. |

Contract made with W. G. Durham, dated March 30, 1871, at \$300 per annum.
 Leave Greensborough Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Pen-
 field by 4 p. m.
 Leave Penfield Tuesday, Thursday, and Saturday at 5 p. m.; arrive at Greensborough
 by 7 p. m.

ROUTE No. 6040.

From Greenborough to White Plains, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--------------------------|
| John C. Addison..... | \$500. | |
| W. G. Durham..... | 240. | Accepted March 30, 1871. |

Contract made with W. G. Durham, dated March 30, 1871, at \$240 per annum.
 Leave Greenborough Tuesday and Friday at 12 m.; arrive at White Plains by 3 p. m.
 Leave White Plains Tuesday and Friday at 8 a. m.; arrive at Greensborough by 11
 a. m.

ROUTE No. 6041.

From Social Circle to Monroe, 10½ miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|--------------------------|
| William H. Gann..... | \$800. | |
| F. J. & J. C. Whitehead..... | 665. | Extra to Jefferson. |
| Brown & McCurry..... | 490. | |
| E. J. Hamilton..... | 225. | |
| | 375, daily. | |
| F. J. & J. C. Whitehead..... | 215. | Accepted March 30, 1871. |
| | 390, daily. | |

Contract made with F. J. & J. C. Whitehead, dated March 30, 1871, at \$215 per
 annum.
 Leave Social Circle Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Monroe
 by 11.15 a. m.
 Leave Monroe Tuesday, Thursday, and Saturday at 12.45 p. m.; arrive at Social Cir-
 cle by 3 p. m.

ROUTE No. 6042.

From Covington to Forsyth, 57 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| E. P. Doherty..... | \$4,700. |
| E. T. Clemmons..... | 2,150. |
| James L. Sayers..... | 1,500. |
| A. J. Healan..... | 1,422. |
| R. R. Saulter..... | 1,390. |
| Brown & McCurry..... | 1,374. |
| John C. Addison..... | 1,345. |
| A. H. Slaughter..... | 1,187. <i>Accepted March 30, 1871.</i> |

Contract made with A. H. Slaughter, dated March 30, 1871, at \$1,187 per annum.
 Leave Covington Monday and Thursday at 6 a. m. ; arrive at Forsyth by 11.30 a. m.
 Leave Forsyth Tuesday and Friday at 1 p. m. ; arrive at Covington by 5 p. m.

ROUTE No. 6043.

From Stone Mountain to Lawrenceville, 16 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| E. T. Clemmons..... | \$960. |
| Philip B. McCurdy..... | 936. |
| John C. Addison..... | 775. |
| Brown & McCurry..... | 740. |
| A. J. Healan..... | 549. |
| John Hall..... | 447. <i>Accepted March 30, 1871.</i> |

Contract made with John Hall, dated March 30, 1871, at \$447 per annum.
 Leave Stone Mountain Monday, Wednesday, and Friday at 7 a. m. ; arrive at Lawrenceville by 10 a. m.
 Leave Lawrenceville Monday, Wednesday, and Friday at 12 m. ; arrive at Stone Mountain by 3 p. m.

ROUTE No. 6044.

From Lawrenceville to Gainesville, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John C. Addison..... | \$518. |
| William P. Smith..... | 495. |
| A. N. Robinson..... | 450. |
| W. S. Thomas..... | 440. |
| D. E. McCurry..... | 344. |
| John Hall..... | 287. <i>Accepted March 30, 1871.</i> |

Contract made with John Hall, dated March 30, 1871, at \$287 per annum.
 Leave Lawrenceville Thursday at 8 a. m. ; arrive at Gainesville by 5 p. m.
 Leave Gainesville Friday at 8 a. m. ; arrive at Lawrenceville by 5 p. m.

ROUTE No. 6045.

From Lawrenceville to Suwanee, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| A. N. Robinson..... | \$250. |
| W. S. Thomas..... | 245. |
| John C. Addison..... | 193. |
| John Hall..... | 97. <i>Accepted March 30, 1871.</i> |

Contract made with John Hall, dated March 30, 1871, at \$97 per annum.
 Leave Lawrenceville Wednesday at 12 m. ; arrive at Suwanee by 3 p. m.
 Leave Suwanee Wednesday at 4 p. m. ; arrive at Lawrenceville by 7 p. m.

ROUTE No. 6046.

From Crossville to Dawsonville, 6½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| John C. Addison..... | \$165. |
| John Cain, jr..... | 95. |
| Jesse Hendrix..... | 60. |
| Charles C. Bird..... | 59. |
| William H. Elliott..... | 51. |
| Praton Hendrix..... | 40. <i>Accepted March 30, 1871.</i> |

Contract made with Praton Hendrix, dated March 30, 1871, at \$40 per annum.
 Leave Crossville Thursday at 1 p. m. ; arrive at Dawsonville by 4 p. m.
 Leave Dawsonville Thursday at 9 a. m. ; arrive at Crossville by 12 m.

ROUTE No. 6047.

From Dawsonville to Canton, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John C. Addison..... | \$490. |
| A. J. Healan..... | 389. |
| John Cain, jr..... | 365. |
| William F. Groves..... | 340. |
| Jesse Hendrix..... | 340. |
| A. M. Barrett..... | 334. |
| Stephen Hendrix..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Stephen Hendrix, dated March 30, 1871, at \$300 per annum.
 Leave Dawsonville Monday at 7 a. m. ; arrive at Canton by 5 p. m.
 Leave Canton Tuesday at 7 a. m. ; arrive at Dawsonville by 5 p. m.

ROUTE No. 6048.

From Marietta to Dallas, 24 miles and back, twice a week.

| Bidders' names | Sum per annum. |
|------------------------|--|
| Davis Hightower..... | \$1,000 00. No guarantor ; no certificate. |
| E. T. Clemmons..... | 888 00. |
| P. M. Carter..... | 600 00. Omitting branch. |
| William F. Groves..... | 580 00. |
| A. H. Slaughter..... | 466 00. |
| John Brown..... | 300 00. Schedule proposed. |
| Henry J. Hopkins..... | 287 50. <i>Accepted March 30, 1871.</i> |

Contract made with Henry J. Hopkins, dated March 30, 1871, at \$287.50 per annum.
 Leave Marietta Tuesday and Friday at 8 a. m. ; arrive at Dallas by 3.30 p. m.
 Leave Dallas Monday and Thursday at 7 a. m. ; arrive at Marietta by 3.30 p. m.

ROUTE No. 6049.

From Marietta to Canton, 22½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| P. M. Carter..... | \$750, twice a week, omitting Monday. |
| William F. Groves..... | 576, twice a week, schedule proposed. |
| John C. Addison..... | 525. |
| John F. Hause..... | 500. |
| | 800, twice a week, schedule proposed. (See letter inclosed.) |
| P. M. Carter..... | 375. With note omitting Monday. |
| William F. Groves..... | 288. <i>Accepted March 30, 1871.</i> |

Contract made with William F. Groves, dated March 30, 1871, at \$288 per annum.
 Leave Marietta Friday at 1 p. m. ; arrive at Canton Saturday by 10 a. m.
 Leave Canton Thursday at 2 p. m. ; arrive at Marietta Friday by 11 a. m.

ROUTE No. 6050.

From Morganton to Cartersville, 71 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| John C. Addison..... | \$3,000 00, twice a week. |
| | 1,590 00. |
| E. T. Clemmons..... | 1,398 00. |
| Benjamin J. Thornton..... | 944 00. |
| A. H. Slaughter..... | 888 00. |
| Andrew P. Mullinax..... | 800 00. |
| A. J. Healan..... | 811 00. |
| L. G. Cutcher..... | 740 00. |
| W. R. Coleman..... | 735 00. |
| A. N. Fain..... | 670 00. |
| H. J. Mills..... | 649 85. |
| O. F. Chastain..... | 649 00. |
| W. R. Coleman..... | 650 00. |
| Thomas G. Simmons..... | 624 00. |
| L. B. Crawford..... | 599 00. |
| Daniel Sumerour..... | 595 00. <i>Accepted March 30, 1871.</i> |

Contract made with Daniel Sumerour, dated March 30, 1871, at \$595 per annum. Leave Morganton Saturday at 6 a. m.; arrive at Ellijay Saturday by 1.30 p. m. Leave Ellijay Saturday at 2 p. m.; arrive at Cartersville Wednesday by 6 a. m. Leave Cartersville Thursday at 6 a. m.; arrive at Ellijay Friday by 10.30 a. m. Leave Ellijay Friday at 11 a. m.; arrive at Morganton Friday by 6 p. m.

ROUTE No. 6051.

From Morganton to Copper Mines, Tennessee, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| John C. Addison..... | \$300. |
| A. J. Healan..... | 182. |
| A. N. Fain..... | 133. |
| O. F. Chastain..... | 130. Morganton to Copper Mines. |
| Joseph Wilson..... | 96. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Wilson, dated March 30, 1871, at \$96 per annum. Leave Morganton Friday at 6 a. m.; arrive at Copper Mines by 12 m. Leave Copper Mines Friday at 1 p. m.; arrive at Morganton by 7 p. m.

ROUTE No. 6052.

From Blairsville to Dahlonega, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| John C. Addison..... | \$1,300, twice a week, letter included. |
| | 673. |
| E. A. Dozier..... | 664. |
| John W. Conley..... | 654. |
| A. J. Healan..... | 540. |
| Joel Potts..... | 499. |
| John W. Conley..... | 498. |
| A. H. Slaughter..... | 489. |
| Powhattan Wright..... | 400. |
| John Reece..... | 399. |
| Daniel E. McCurry..... | 394. <i>Accepted March 30, 1871.</i> |

Contract made with Daniel E. McCurry, dated March 30, 1871, at \$394 per annum. Leave Blairsville Thursday at 5 a. m.; arrive at Dahlonega by 8 p. m. Leave Dahlonega Friday at 5 a. m.; arrive at Blairsville by 8 p. m.

ROUTE No. 6053.

From Blairsville to Morganton, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| John C. Addison..... | \$275 00. |
| D. E. McCurry..... | 224 00. |

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| A. N. Fain | \$170 00. |
| John W. Conley | 140 00. |
| O. F. Chaastain | 130 00. |
| Powhattan Wright | 110 00. |
| John Butt | 103 00. |
| Silas Ledford | 102 00. |
| L. B. Crawford | 99 95. |
| Theodore Cole | 96 00. <i>Accepted March 30, 1871.</i> |
| Leonidas G. Cutcher | 129 48. |

Contract made with Theodore Cole, dated March 30, 1871, at \$96 per annum.
 Leave Blairsville Saturday at 6 a. m.; arrive at Morgauton by 12 m.
 Leave Morgauton Saturday at 1 p. m.; arrive at Blairsville by 7 p. m.

ROUTE No. 6054.

From Dahlonega to Atlanta, 74½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| E. P. Doherty | \$8,260. |
| F. B. Dougherty | 5,725. |
| E. T. Clemmons | 3,998. |
| A. J. Healan | 3,286. |
| J. L. Perkins | 2,990. |
| John C. Addison | 2,989. |
| R. H. Bragaw & M. J. Harris | 2,400. |
| John Cain, jr. | 2,397. |
| E. A. Dozier | 2,300. <i>Accepted March 30, 1871.</i> |

Contract made with E. A. Dozier, dated March 30, 1871, at \$2,300 per annum.
 Leave Dahlonega Monday, Wednesday, and Friday at 7 a. m.; arrive at Atlanta Tuesday, Thursday, and Saturday by 7 p. m.
 Leave Atlanta Monday, Wednesday, and Friday at 6 a. m.; arrive at Dahlonega Tuesday, Thursday, and Saturday by 6 p. m.

ROUTE No. 6055.

From Hiawassee to Blairsville, 16½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| J. C. Addison | \$270 00. |
| D. E. McCurry | 199 00. |
| John W. Conley | 131 00. |
| John Butt | 84 00. |
| Silas Ledford | 79 50. <i>Accepted April 30, 1871.</i> |
| Powhatan Wright | 104 00. <i>Guarantee signed by one hand.</i> |

Contract made with Silas Ledford, dated March 30, 1871, at \$79.50 per annum.
 Leave Hiawassee Saturday at 11 a. m.; arrive at Blairsville by 4 p. m.
 Leave Blairsville Saturday at 5 a. m.; arrive at Hiawassee by 10 a. m.

ROUTE No. 6056.

From Jasper to Talking Rock, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| W. H. Simmons | \$134 00. |
| | 67 00, once a week. |
| W. R. Coleman | 130 00. |
| J. H. Dorsey | 120 00. |
| | 60 00, once a week. |
| William T. Day | 119 00. |
| L. W. Hall | 100 00. <i>No certificate.</i> |
| R. B. McCutcheon | 93 60. |
| J. H. Dorsey | 52 00, once a week. |
| W. H. Simmons | 88 40. <i>Accepted March 30, 1871.</i> |
| | 48 00, once a week. |

Contract made with W. H. Simmons, dated March 30, 1871, at \$88.40.
 Leave Jasper Tuesday and Friday at 8 a. m.; arrive at Talking Rock by 11 a. m.
 Leave Talking Rock Tuesday and Friday at 11.30 a. m.; arrive at Jasper by 3.30 p. m.

ROUTE No. 6057.

From Cartersville to Van Wert, 21 miles and back, twice a week.
(Not let; covered by other service.)

From Cartersville to Taylorsville, 13½ miles, covered by railroad route 6144.
(No bids.)

ROUTE No. 6058.

From Resaca to Pond Spring, 42½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| A. H. Slaughter..... | \$560 00. |
| A. J. Harlan..... | 540 00. |
| Thomas O. Buckner..... | 459 50. |
| Jacob Green..... | 450 00. |
| M. R. Hammon..... | 450 00. |
| Alexander R. Simmons & William H. Rogers..... | 440 00. |
| D. A. Norton..... | 420 00. |
| | 400 00. |
| John Hayns & W. E. Jones..... | 400 00. |
| Thomas Griffin..... | 383 00. |
| John Ledbetter..... | 208 00. <i>Accepted March 30, 1871.</i> |

Contract made with John Ledbetter, dated March 30, 1871, at \$208 per annum.
Leave Resaca Friday at 6 a. m.; arrive at Pond Spring by 9 p. m.
Leave Pond Spring Saturday at 6 a. m.; arrive at Resaca by 9 p. m.

ROUTE No. 6059.

From Dalton to Spring Place, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------|--------------------------------------|
| A. J. Healan..... | \$375. |
| S. G. Carter..... | 165. |
| John Black..... | 152. |
| Isaac Loller..... | 130. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Loller, dated March 30, 1871, at \$130 per annum.
Leave Dalton Tuesday and Friday at 1 p. m.; arrive at Spring Place by 4 p. m.
Leave Spring Place Tuesday and Friday at 8 a. m.; arrive at Dalton by 11 a. m.

ROUTE No. 6060.

From Chattanooga to Cedar Grove, 32½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| E. T. Clemmons..... | \$598. |
| A. J. Wisdom..... | 500. |
| A. H. Simmons..... | 389. |
| M. R. Hammon..... | 330. |
| | 270. |
| John E. Stout..... | 250. |
| S. E. Brooks..... | 240. |
| S. D. Roberts..... | 225. |
| S. A. Weathers..... | 222. |
| Noah Meredith..... | 208. |
| H. R. Sparger..... | 200. |
| Noah Meredith..... | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Noah Meredith, dated March 30, 1871, at \$190 per annum.
Leave Chattanooga Friday at 8 a. m.; arrive at Cedar Grove by 6 p. m.
Leave Cedar Grove Saturday at 8 a. m.; arrive at Chattanooga by 6 p. m.

ROUTE No. 6061.

From Rome to Gadsden, 155 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|---|
| J. M. Elliott..... | \$3,000. Too high; April 4 wrote and offered \$2,000. |

July 22, 1871. Contract ordered with J. J. Hinds, of Decatur, Alabama, (J. M. Elliott declining,) at \$2,000 per annum, from August 1 to December 31, 1871.
 Leave Rome Tuesday at 7 a. m.; arrive at Gadsden Wednesday by 6 a. m.
 Leave Gadsden Wednesday at 7.30 a. m.; arrive at Rome Thursday by 7 p. m.

ROUTE No. 6062.

From Rome to Summerville, 25½ miles and back, once week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--------------------------------------|
| A. A. Simmons & R. N. Dickerson..... | \$499. |
| J. H. Powell..... | 269. |
| Miles R. Hammon..... | 275. |
| | 248. <i>Accepted March 30, 1871.</i> |

Contract made with Miles R. Hammon, dated March 30, 1871, at \$248 per annum.
 Leave Rome Friday at 7 a. m.; arrive at Summerville by 5 p. m.
 Leave Summerville Thursday at 7 a. m.; arrive at Rome by 5 p. m.

ROUTE No. 6063.

From Cave Spring to Cedar Town, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| George May..... | \$300. |
| John L. Pinson..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with George L. Pinson, dated March 30, 1871, at \$100 per annum.
 Leave Cave Spring Tuesday and Saturday at 1 p. m.; arrive at Cedar Town by 3 p. m.
 Leave Cedar Town Tuesday and Saturday at 7 a. m.; arrive at Cave Spring by 10 a. m.

ROUTE No. 6064.

From Fairburn to Campbellton, 9 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| A. H. Slaughter..... | \$670. |
| Thomas Christopher..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Christopher, dated March 30, 1871, at \$200 per annum.
 Leave Fairburn Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Campbellton by 12 m.
 Leave Campbellton Tuesday, Thursday, and Saturday at 12.30 p. m.; arrive at Fairburn by 3.30 p. m.

ROUTE No. 6065.

From Campbellton to Tallapoosa, 52½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. R. Saulter..... | \$1,795. |
| E. T. Clemmons..... | 998. |
| William Morgan..... | 642. |
| A. H. Slaughter..... | 619. |
| E. A. Dozier..... | 598. |
| Anderson Conner..... | 550. |
| Willis Bagwell..... | 449. <i>Accepted March 30, 1871.</i> |

Contract made with Willis Bagwell, dated March 30, 1871, at \$449 per annum.
 Leave Campbellton Wednesday at 7 a. m.; arrive at Tallapoosa next day by 11 a. m.
 Leave Tallapoosa Thursday at 2 p. m.; arrive at Campbellton next day by 6 p. m.

ROUTE No. 6066.

From Newnan to Bowdon, 39 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|---|
| T. B. Dougherty | \$3, 525. |
| William B. Berry | 2, 900. |
| Henry Q. Wilkinson | 2, 350. |
| Pierce & J. R. Sewell | 2, 000. |
| A. L. Robinson | 1, 700. |
| James F. Pope | 1, 693, three times a week. |
| | 1, 390, twice a week. |
| R. R. Saulter | 1, 595. |
| A. J. Healon | 1, 520. |
| John R. Brown | 1, 400. |
| John C. Addison | 1, 394. |
| James B. Wynn | 1, 350. |
| E. A. Dozier | 1, 298. |
| A. H. Slaughter | 1, 270. <i>Accepted March 30, 1871.</i> |

Contract made with A. H. Slaughter, dated March 30, 1871, at \$1,270 per annum.

Leave Newnan Monday, Wednesday, and Friday at 9.30 a. m.; arrive at Bowdon by 9.30 p. m.

Leave Bowdon Tuesday, Thursday, and Saturday at 3 a. m.; arrive at Newnan by 3 p. m.

ROUTE No. 6067.

From Newnan Court-House to Franklin Court-House, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| R. R. Saulter | \$545. No certificate. |
| Peter Mitchell | 520. |
| James P. Floyd | 400. |
| L. H. Featherston | 350. |
| Jos. B. Wynn | 325. |
| E. A. Dozier | 280. |
| A. L. Robinson | 253. <i>Accepted March 30, 1871.</i> |

Contract made with A. L. Robinson, dated March 30, 1871, at \$253 per annum.

Leave Newnan Wednesday at 6 a. m.; arrive at Franklin by 12 m.

Leave Franklin Wednesday at 2 p. m.; arrive at Newnan by 8 p. m.

ROUTE No. 6068.

From Newnan to Senoia, 23 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------|--|
| William Bailey | \$265. <i>Accepted March 30, 1871.</i> |

Contract made with William Bailey, dated September 30, 1871, at \$265 per annum.

Leave Newnan Saturday at 1.30 p. m.; arrive at Senoia by 7.30 p. m.

Leave Senoia Saturday at 6 a. m.; arrive at Newnan by 12 m.

ROUTE No. 6069.

From La Grange to Antioch, 17 miles and back, once a week.]

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Peter Mitchell | \$390. |
| A. L. Robinson | 181. |
| M. J. Cary | 150. <i>Accepted March 30, 1871.</i> |

Contract made with M. J. Cary, dated March 30, 1871, at \$150 per annum.

Leave La Grange Friday at 6 a. m.; arrive at Antioch by 11 a. m.

Leave Antioch Friday at 12 m.; arrive at La Grange by 5 p. m.

ROUTE No. 6070.

From La Grange to Columbus, 47 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| E. P. Doherty | \$8, 500. |
| T. B. Dougherty | 3, 987. |

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| E. T. Clemmons | \$2,800. |
| R. R. Saulter | 1,999. |
| William E. Miller | 1,795. |
| A. L. Robinson | 1,790. |
| William M. Parker | 1,500. |
| George W. Douglas | 1,395. |
| Charles H. Prichard | 1,300. |
| A. H. Slaughter | 1,290. |
| E. A. Dozier | 1,280. |
| Henry P. Pitchford | 1,000. <i>Accepted March 30, 1871.</i> |

Contract made with Henry P. Pitchford, dated March 30, 1871, at \$1,000 per annum. Leave La Grange Monday, Wednesday, and Friday at 1 p. m.; arrive at Hamilton by 6 p. m.

Leave Hamilton Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Columbus by 12 m.

Leave Columbus Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Hamilton by 6 p. m.

Leave Hamilton Monday, Wednesday, and Friday at 6 a. m.; arrive at La Grange by 12 m.

ROUTE No. 6071.

From La Grange to Houston, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| Peter Mitchell | \$390. |
| A. L. Robinson | 120. |
| William S. Evans | 69. <i>Accepted March 30, 1871.</i> |

Contract made with William S. Evans, dated March 30, 1871, at \$69 per annum.

Leave La Grange Tuesday at 12 m.; arrive at Houston by 3.30 p. m.

Leave Houston Tuesday at 8 a. m.; arrive at La Grange by 11.30 a. m.

ROUTE No. 6072.

From Hogansville to Franklin, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Peter Mitchell | \$398. |
| William Morgan | 318. |
| Joseph B. Wynn | 285. |
| A. L. Robinson | 170. <i>Accepted March 30, 1871.</i> |

Contract made with A. L. Robinson, dated March 30, 1871, at \$170 per annum.

Leave Hogansville Saturday at 1 p. m.; arrive at Franklin by 6 p. m.

Leave Franklin Saturday at 7 a. m.; arrive at Hogansville by 12 m.

ROUTE No. 6073.

From Grantville to Rocky Mount, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Peter Mitchell | \$398. |
| A. L. Robinson | 115. |
| W. J. Fuller | 100. <i>Accepted March 30, 1871.</i> |

Contract made with W. J. Fuller, dated March 30, 1871, at \$100 per annum.

Leave Grantville Wednesday at 1 p. m.; arrive at Rocky Mount by 5 p. m.

Leave Rocky Mount Wednesday at 8 a. m.; arrive at Grantville by 12 m.

ROUTE No. 6074.

From Griffin to La Grange, equal to 41½ miles and back, twice a week.

One trip to run by Zebulon and Flat Shoals, and one by Erin, Warnersville, and Jones's Mills.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| E. P. Doherty | \$4,500. |
| R. R. McKnight | 1,971. |
| William J. May | 1,800. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William E. Miller | \$1,650. |
| John H. Randall | 1,600. |
| Thomas B. King | 1,440. |
| E. F. Clemmons | 1,400. |
| E. A. Dozier | 1,340. |
| A. H. Slaughter | 1,190. |
| Andrew J. Healan | 1,079. <i>Accepted March 30, 1871.</i> |

Contract ordered with Andrew J. Healan, dated March 30, 1871, at \$1,079 per annum. Leave Griffin Tuesday and Friday at 7 a. m.; arrive at La Grange next days by 5 p. m.

Leave La Grange Tuesday and Friday at 7 a. m.; arrive at Griffin next days by 5 p. m.

ROUTE No. 6075.

From Griffin to Senoia, 22 miles and back, once a week.

(No bids; covered by railroad.)

ROUTE No. 6076.

From Greenville to White Sulphur Springs, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Thomas S. McKee | \$200. |
| William Morgan | 194. |
| A. L. Robinson | 149. <i>Accepted March 30, 1871.</i> |

Contract made with A. L. Robinson, dated March 30, 1871, at \$149 per annum.

Leave Greenville Saturday at 1.30 p. m.; arrive at White Sulphur Springs by 5 p. m.

Leave White Sulphur Springs Saturday at 9 a. m.; arrive at Greenville by 0.30 p. m.

ROUTE No. 6077.

From Greenville to Warm Springs, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Joseph H. Vardeman | \$150. |
| William Morgan | 148. |
| A. L. Robinson | 120. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| B. S. Clements | 125. (Received March 11.) |
| J. M. Phillips | 95. No guarantors. (Received May 25, 1871.) |

Contract made with A. L. Robinson, dated March 30, 1871, at \$120 per annum.

Leave Greenville Saturday on arrival of mail from Griffin, say at 5 p. m.; arrive at Warm Springs by 8 p. m.

Leave Warm Springs Saturday at 9 a. m.; arrive at Greenville by 12 m.

ROUTE No. 6078.

From Greenville to Chalybeate Springs, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| A. L. Robinson | \$199. <i>Accepted March 30, 1871.</i> |
| H. M. Finley, <i>(after time)</i> | 240. (Received March 6.) |

Contract made with A. L. Robinson, dated March 30, 1871, at \$199 per annum.

Leave Greenville Saturday at 12 m.; arrive at Chalybeate Springs by 6 p. m.

Leave Chalybeate Springs Saturday at 6 a. m.; arrive at Greenville by 11 a. m.

ROUTE No. 6079.

From Jonesborough to Fayetteville, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Jesse Barronton | \$119. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Barronton, dated March 30, 1871, at \$119 per annum.

Leave Jonesborough Monday and Wednesday at 11 a. m.; arrive at Fayetteville by 2 p. m.

Leave Fayetteville Monday and Wednesday at 7 a. m.; arrive at Jonesborough by 10 a. m.

ROUTE No. 6080.

From Bear Creek to McDonough, 9 miles and back, three times a week.

| Bidder's name. | Sum per annum. | |
|---------------------------|----------------|--|
| H. L. Griffin | \$499 00. | S. H. Griffin, postmaster, is voucher and guarantor. |
| John Maxwell | 269 43. | |
| William Guest | 263 00. | |
| William E. Stranger | 249 85. | <i>Accepted March 30, 1871.</i> |

Contract made with William E. Stranger, dated March 30, 1871, at \$249.25 per annum. Leave Bear Creek Tuesday, Thursday, and Saturday at 12.15 p. m.; arrive at McDonough by 3.15 p. m.

Leave McDonough Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Bear Creek by 10 a. m.

ROUTE No. 6081.

From Milner to Unionville, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| Daniel A. Gunn | \$110. | |
| John N. Dearing | 100. | <i>Accepted March 30, 1871.</i> |

Contract made with John N. Dearing, dated March 30, 1871, at \$100 per annum.

Leave Milner Thursday at 9 a. m.; arrive at Unionville by 12 m.

Leave Unionville Thursday at 1 p. m.; arrive at Milner by 4 p. m.

ROUTE No. 6082.

From Barnesville to Culloden, 16 miles and back, once a week.

| Bidder's name. | Sum per annum. | |
|--------------------|----------------|---------------------------------|
| A. M. Noltee | \$175. | <i>Accepted March 30, 1871.</i> |

Contract made with A. M. Noltee, dated March 30, 1871, at \$175 per annum.

Leave Barnesville Saturday at 1 p. m.; arrive at Culloden by 6 p. m.

Leave Culloden Saturday at 5 a. m.; arrive at Barnesville by 9.30 a. m.

ROUTE No. 6083.

From Barnesville to Thomaston (court-house,) 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--|
| E. T. Clemmons | \$998. | |
| Andrew J. Healan | 702. | |
| A. H. Slaughter | 672. | |

(Not necessary; superseded by railroad.)

ROUTE No. 6084.

From Thomaston to Waymanville, 8 miles and back, twice a week.

| Bidder's name. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| Louis Hamburger | \$150. | <i>Accepted March 30, 1871.</i> |

Contract made with Louis Hamburger, dated March 30, 1871, at \$150 per annum.

Leave Thomaston Tuesday and Thursday at 8 a. m.; arrive at Waymanville by 11 a. m.

Leave Waymanville Tuesday and Thursday at 12 m.; arrive at Thomaston by 3 p. m.

ROUTE No. 6085.

From Forsyth to Russellville, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---------------------------------|
| John Anderson | \$145. | |
| George Banks | 135. | |
| John Anderson | 130. | <i>Accepted March 30, 1871.</i> |

Contract made with John Anderson, dated March 30, 1871, at \$130 per annum.

Leave Forsyth Saturday at 12 m.; arrive at Russellville by 3 p. m.

Leave Russellville Saturday at 8 a. m.; arrive at Forsyth by 11 a. m.

ROUTE No. 6086.

From Macon to Clinton, 12 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| E. T. Clemmons | \$698. |
| John F. Turner | 600. |
| E. A. Dozier | 472. <i>Accepted March 30, 1871.</i> |

Contract made with E. A. Dozier, dated March 30, 1871, at \$472 per annum.
 Leave Macon Monday, Wednesday, and Friday at 1 p. m.; arrive at Clinton by 6 p. m.
 Leave Clinton Monday, Wednesday, and Friday at 7 a. m.; arrive at Macon by 12 m.

ROUTE No. 6087.

From Macon to Twiggsville, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| James T. Evans | \$500. |
| A. H. Slaughter | 439. |
| John R. Brown | 338. <i>Accepted March 30, 1871.</i> |

Contract made with John R. Brown, dated March 30, 1871, at \$338 per annum.
 Leave Macon Wednesday at 7 a. m.; arrive at Twiggsville by 6 p. m.
 Leave Twiggsville Tuesday at 7 a. m.; arrive at Macon by 6 p. m.

ROUTE No. 6088.

From Fort Valley to Perry, twelve miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--------------------------------------|
| Benjamin F. Boon | \$1,000. |
| R. R. Sautler | 999. |
| Alfred Nelson | 990. |
| R. H. Bragaw & M. J. Harris | 970. |
| E. T. Clemmons | 959. |
| John E. Torrence | 900. |
| William Morgan | 850. |
| John Gordon | 800. |
| J. N. Smith & William P. Wright | 800. |
| John L. Hall | 787. |
| Samuel Hunt | 750. <i>With a letter.</i> |
| John A. Murray | 750. |
| John A. Brown | 740. <i>Accepted March 30, 1871.</i> |

Contract made with John A. Brown, dated March 30, 1871, at \$740 per annum.
 Leave Fort Valley daily, Sunday excepted, at 11 a. m.; arrive at Perry by 2.30 p. m.
 Leave Perry daily, Sunday excepted, at 6 a. m.; arrive at Fort Valley by 9.30 p. m.

ROUTE No. 6089.

From Fort Valley to Knoxville, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| William J. May | \$1,000. |
| E. F. Clemmons | 898. |
| R. H. Bragaw & M. J. Harris | 665. |
| William Morgan | 600. <i>With note withdrawing former bid on this route for \$490.</i> |
| Samuel Hunt | 600. |
| John R. Brown | 580. |
| John E. Torrence | 550. |
| Wm. P. Wright & Jas. N. Smith | 500. <i>Accepted March 30, 1871.</i> |
| William Morgan | 490. <i>Bid recalled. See other bid for this route by same bidder.</i> |

Contract made with William P. Wright & James N. Smith, dated March 30, 1871, at \$500 per annum.
 Leave Fort Valley Monday, Wednesday, and Friday at 1 p. m.; arrive at Knoxville by 5 p. m.
 Leave Knoxville Monday, Wednesday, and Friday at 7 a. m. arrive at Fort Valley by 12 m.

ROUTE No. 6090.

From Knoxville to Talbotton, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| William J. May..... | \$1,000. |
| R. R. Saulter..... | 890. |
| John R. Brown..... | 570. |
| George W. Gammage..... | 545. |
| Wm. P. Wright & Jas. N. Smith.. | 500. |
| John E. Torrence..... | 500. |
| Daniel Oxford..... | 490. <i>Accepted March 30, 1871.</i> |
| G. W. Gammage, (after time)..... | 400. (Received March 13, 1871.) |

Contract made with Daniel Oxford, dated March 30, 1871, at \$490 per annum.
 Leave Knoxville Thursday at 6 a. m.; arrive at Talbotton by 7 p. m.
 Leave Talbotton Friday at 6 a. m.; arrive at Knoxville by 7 p. m.

ROUTE No. 6091.

From Talbotton to Geneva, 7½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| George W. Gammage..... | \$298. <i>Accepted March 30, 1871.</i> |
| L. A. Baldwin, (after time)..... | 500. (Received March 7, 1871.) |

Contract made with George W. Gammage, dated March 30, 1871, at \$298 per annum.
 Leave Talbotton Monday, Wednesday, and Friday at 1 p. m.; arrive at Geneva by 3 p. m.
 Leave Geneva Monday, Wednesday, and Friday at 7 a. m.; arrive at Talbotton by 9 a. m.

ROUTE No. 6092.

From Columbus to Pleasant Hill, 39½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| William J. May..... | \$1,800. |
| R. R. Saulter..... | 1,550. |
| E. T. Clemmons..... | 1,400. |
| A. L. & J. H. Robinson..... | 1,131. |
| A. J. Healan..... | 1,125. |
| Mary A. Wooldridge..... | 1,000. |
| A. H. Slaughter..... | 967. |
| E. E. Freeman..... | 800. |
| Charles H. Pritchard..... | 795. |
| Ebenezer A. Dozier..... | 788. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenezer A. Dozier, dated March 30, 1871, at \$788 per annum.
 Leave Columbus Tuesday and Thursday at 8 a. m.; arrive at Pleasant Hill by 6 p. m.
 Leave Pleasant Hill Wednesday and Friday at 8 a. m.; arrive at Columbus by 6 p. m.

ROUTE No. 6093.

From Columbus to West Point, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| William J. May..... | \$1,500. |
| R. R. Saulter..... | 1,400. |
| E. T. Clemmons..... | 1,398. |
| A. J. Healan..... | 1,067. |
| Mary A. Wooldridge..... | 1,000. |
| William Morgan..... | 920. |
| A. H. Slaughter..... | 860. |
| Elijah Mullins..... | 734. |
| Charles H. Pritchard..... | 730. |
| E. A. Dozier..... | 712. |
| A. L. & J. H. Robinson..... | 690. <i>Accepted March 30, 1871.</i> |

Contract made with A. L. & J. H. Robinson, dated March 30, 1871, at \$690 per annum.
 Leave Columbus Tuesday and Friday at 7 a. m.; arrive at West Point by 7 p. m.
 Leave West Point Wednesday and Saturday at 7 a. m.; arrive at Columbus by 7 p. m.

ROUTE No. 6094.

From Columbus to Lumpkin, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| William J. May..... | \$1,500. |
| George W. Allen..... | 1,400. |
| E. T. Clemmons..... | 1,397. |
| Mary A. Wooldridge..... | 1,200. |
| A. J. Healan..... | 1,075. |
| E. A. Dozier..... | 948. |
| R. H. Bragaw & M. J. Harris.... | 869. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. Bragaw & M. J. Harris, dated March 30, 1871, at \$869 per annum.

Leave Columbus Monday and Thursday at 1 p. m.; arrive at Lumpkin next days by 12 m.

Leave Lumpkin Tuesday and Friday at 1 p. m.; arrive at Columbus Monday and Thursday by 12 m.

ROUTE No. 6095.

From Columbus to Florence, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. R. Sautler..... | \$1,480. |
| William J. May..... | 1,000. |
| E. T. Clemmons..... | 794. |
| M. A. Wooldridge..... | 619. <i>See note inclosed.</i> |
| R. H. Bragaw & M. J. Harris.... | 600. |
| Andrew J. Healan..... | 600. |
| E. A. Dozier..... | 560. <i>Accepted March 30, 1871.</i> |

Contract made with E. A. Dozier, dated March 30, 1871, at \$560 per annum.

Leave Columbus Tuesday at 7 a. m.; arrive at Florence by 8 p. m.

Leave Florence Wednesday at 7 a. m.; arrive at Columbus by 8 p. m.

ROUTE No. 6096.

From Buena Vista to Cusseta, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| William J. May..... | \$800. |
| Jane R. Bullock..... | 350. |
| Bland Wallis..... | 375. |
| James L. Howell..... | 312. <i>Proposed schedule.</i> |
| E. A. Dozier..... | 238. <i>Accepted March 30, 1871.</i> |

Contract made with E. A. Dozier, dated March 30, 1871, at \$238 per annum.

Leave Buena Vista Tuesday at 6 a. m.; arrive at Cusseta by 12 m.

Leave Cusseta Tuesday at 1 p. m.; arrive at Buena Vista by 7 p. m.

ROUTE No. 6097.

From Oglethorpe to Fragoletta, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| William J. May..... | \$1,000. |
| E. T. Clemmons..... | 598. |

(Too high; suspended.)

ROUTE No. 6098.

From Americus to Buena Vista, 28 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| William J. May..... | \$1,200. |
| M. A. Woolbridge..... | 900. |
| R. S. Windsor..... | 850. |
| Bland Wallis..... | 775. |
| Morgan Kemp..... | 775. |
| A. J. Healan..... | 728. |

| Bidders' names. | Sum per annum. |
|--------------------------------------|---|
| William J. Wiggins | \$705. |
| Jane R. Bullock..... | 696. |
| E. A. Dozier | 6 ²⁴ . |
| R. H. Bragaw & M. J. Harris | 663. <i>Accepted March 31, 1871.</i> |
| B. Hart, (<i>after time</i>) | 725. (<i>Received March 3, 1871.</i>) |

Contract made with R. H. Bragaw & M. J. Harris, dated March 31, 1871, at \$663 per annum.

Leave Americus Tuesday and Saturday at 8 a. m.; arrive at Buena Vista by 4 p. m.
 Leave Buena Vista Monday and Friday at 8 a. m.; arrive at Americus by 4 p. m.

ROUTE No. 6099.

From Americus to Lumpkin, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| James W. Bell | \$1,999. |
| William J. May | 1,800. |
| Mary A. Woodbridge..... | 1,200. |
| A. J. Healan | 1,075. |
| Calvin Elam | 1,000. |
| E. A. Dozier | 9 ²⁴ . |
| R. H. Bragaw & M. J. Harris .. | 940. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. Bragaw & M. J. Harris, dated March 30, 1871, at \$940 per annum.

Leave Americus Monday and Thursday at 6 a. m.; arrive at Lumpkin by 6 p. m.
 Leave Lumpkin Tuesday and Friday at 6 a. m.; arrive at Americus by 6 p. m.

ROUTE No. 6100.

From Montezuma to Vienna, 22 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| R. H. Bragaw & M. J. Harris..... | \$645. |
| Lemuel C. Coppedge..... | 494. <i>Accepted March 30, 1871.</i> |

Contract made with Lemuel C. Coppedge, dated March 30, 1871, at \$494 per annum.

Leave Montezuma Monday and Thursday at 1.30 p. m.; arrive at Vienna by 8.30 p. m.

Leave Vienna Monday and Thursday at 6 a. m.; arrive at Montezuma by 0.30 p. m.

ROUTE No. 6101.

From Albany to Vienna, 46½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Jacob C. Freeman | \$594 50. |
| L. C. Coppedge..... | 495 00. <i>Accepted March 30, 1871.</i> |

Contract made with L. C. Coppedge, dated March 30, 1871, at \$495 per annum.

Leave Albany Saturday at 8 a. m.; arrive at Vienna by 8 p. m.

Leave Vienna Friday at 4 a. m.; arrive at Albany by 6 p. m.

ROUTE No. 6102.

From Albany to Isabella, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| Joseph A. E. Porter | \$143. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph A. E. Porter, dated March 30, 1871, at \$143 per annum.

Leave Albany Friday at 1 p. m.; arrive at Isabella by 7 p. m.

Leave Isabella Friday at 6 a. m.; arrive at Albany by 12 m.

ROUTE No. 6103.

From Camilla to Newton, 10 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. H. Bragaw & M. J. Harris.... | \$967. |
| John E. Torrence..... | 900. |
| James H. Everett..... | 750. <i>Accepted March 30, 1871.</i> |

Contract made with James H. Everett, dated March 30, 1871, at \$750 per annum.
 Leave Camilla daily, Sunday excepted, at 9 a. m.; arrive at Newton by 12 m.
 Leave Newton daily, Sunday excepted, at 1 p. m.; arrive at Camilla by 4 p. m.

ROUTE No. 6104.

From Milford to Newton, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------|----------------|
| S. P. Odam..... | \$210. |

(Suspended.)

ROUTE No. 6105.

From Dawson to Morgan, 21½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Bragaw & Harris..... | \$534. |
| Wright Merritt..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Wright Merritt, dated March 30, 1871, at \$300 per annum.
 Leave Dawson Tuesday and Friday at 6 a. m.; arrive at Morgan by 12 m.
 Leave Morgan Monday and Thursday at 9 a. m.; arrive at Dawson by 4 p. m.

ROUTE No. 6106.

From Cuthbert to Lumpkin, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Bragaw & Harris..... | \$369. Wrote April 4, 1871; offered \$275. 275. <i>Accepted April 29, 1871.</i> |

Contract made with Bragaw & Harris, dated April 29, 1871, at \$275 per annum.
 Leave Cuthbert Wednesday at 6 a. m.; arrive at Lumpkin by 12 m.
 Leave Lumpkin Wednesday at 1 p. m.; arrive at Cuthbert by 7 p. m.

ROUTE No. 6107.

From Fort Gaines to Blakely, 22 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. H. Bragaw & M. J. Harris ... | \$760. |
| John T. Walker | 725. |
| George Nash | 495. <i>Accepted March 30, 1871.</i> |
| Jordan Strickland..... | 435. Name of postmaster not signed. |

Contract made with George Nash, dated March 30, 1871, at \$495 per annum.
 Leave Fort Gaines Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Blakely by 1 p. m.
 Leave Blakely Monday, Wednesday, and Friday at 2 p. m.; arrive at Fort Gaines by 7 p. m.

ROUTE No. 6108.

From Blakely to Colquitt, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Jordan Strickland | \$195. Present contractor. <i>Accepted March 30, 1871.</i> |
| George Nash | 195. |

Contract made with Jordan Strickland, dated September 30, 1871, at \$195 per annum.
 Leave Blakely Friday at 6 a. m.; arrive at Colquitt by 12 m.
 Leave Colquitt Friday at 1 p. m.; arrive at Blakely by 9 p. m.

ROUTE No. 6109.

From Bainbridge to Quincy, Florida, 22½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. H. Bragaw & M. J. Harris.... | \$700. |
| Harry Cruse | 700. |
| D. H. Wilson | 579. <i>Accepted March 30, 1871.</i> |

Contract made with D. H. Wilson, dated March 30, 1871, at \$579 per annum.

Leave Bainbridge Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Quincy by 2 p. m.

Leave Quincy Monday, Wednesday, and Friday at 8 a. m.; arrive at Bainbridge by 2 p. m.

ROUTE No. 6110.

From Bainbridge to Colquitt, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| D. H. Wilson | \$500. |
| Jordan Strickland | 295. |

(Suspended.)

ROUTE No. 6111.

From Thomasville to Moultrie, 30 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|--|
| Allen Spears | \$300. <i>Accepted March 30, 1871.</i> |

Contract made with Allen Spears, dated March 30, 1871, at \$300 per annum.

Leave Thomasville Monday at 9 a. m.; arrive at Moultrie by 7 p. m.

Leave Moultrie Tuesday at 8 a. m.; arrive at Thomasville by 5 p. m.

ROUTE No. 6112.

From Valdosta to Nashville, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| H. B. Dobson | \$350. <i>Accepted March 30, 1871.</i> |
| Elijah C. Morgan, (<i>after time</i>).... | 375. (<i>Received March 14, 1871.</i>) |

Contract made with H. B. Dobson, dated March 30, 1871, at \$350 per annum.

Leave Valdosta Wednesday at 7 a. m.; arrive at Nashville by 5 p. m.

Leave Nashville Thursday at 7 a. m.; arrive at Valdosta by 5 p. m.

ROUTE No. 6113.

From Huckleberry to Statenville, 10 miles and back, once a week.

(No bids.)

Contract negotiated and made with Young M. Outlaw, of Statenville, at \$150 per annum, from July 1, 1871, for once a week service between Huckleberry and Statenville.

Leave Huckleberry Wednesday at 1 a. m.; arrive at Statenville by 4 a. m.

Leave Statenville Wednesday at 8 p. m.; arrive at Huckleberry by 11 p. m.

ROUTE No. 6114.

From Naylor to Milltown, 10 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|--|
| Jesse Carroll | \$144. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Carroll, dated March 30, 1871, at \$144 per annum.

Leave Naylor Friday at 10.30 a. m.; arrive at Milltown by 1 p. m.

Leave Milltown Friday at 8 p. m.; arrive at Naylor by 10 a. m.

ROUTE No. 6115.

From Homersville to Jacksonville, 70 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. H. Bragaw & M. J. Harris.... | \$962. |
| George W. Newborn..... | 600. |
| Erie Edwards | 595. <i>Accepted March 30, 1871.</i> |

Contract made with Erie Edwards, dated March 30, 1871, at \$595 per annum.
 Leave Homersville Monday at 7 a. m.; arrive at Jacksonville next day by 6 p. m.
 Leave Jacksonville Wednesday at 7 a. m.; arrive at Homersville next day by 6 p. m.

ROUTE No. 6116.

From Waresborough to Tebeanville, 7 miles and back, once a week.

(No bids. Covered by railroad.)

ROUTE No. 6117.

From Screven to Waynesville, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|-----------------------------|
| Isham Reddish..... | \$800, in buggy. |
| A. P. Surrency | 450. With note in No. 6121. |

(Suspended. Covered by railroad.)

ROUTE No. 6118.

From Waynesville to Jeffersonton, 21 miles and back, once a week.

(No bids.)

ROUTE No. 6119.

From Trader's Hill to Fernandina, 96 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| R. H. Bragaw and M. J. Harris.. | \$1,669. |
| S. L. Burns & Co | 1,300. |
| John C. Addison | 1,294. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Addison, dated March 30, 1871, at \$1,294 per annum.
 Leave Trader's Hill Sunday at 8 a. m.; arrive at Fernandina Thursday by 11 a. m.
 Leave Fernandina Thursday at 1 p. m.; arrive at Trader's Hill Saturday by 5 p. m.

ROUTE No. 6120.

From McIntosh to Reidsville, 53½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| R. H. Bragaw and M. J. Harris.. | \$820. |
| John G. Alexander..... | 600, with explanation. |
| Frank M. Smith | 500. <i>Accepted March 30, 1871.</i> |
| Thomas J. Williams..... | 495, to Hinesville. |

Contract made with Frank M. Smith, dated March 30, 1871, at \$500 per annum.
 Leave McIntosh Tuesday at 10 a. m.; arrive at Reidsville Wednesday by 1 p. m.
 Leave Reidsville Monday at 6 a. m.; arrive at McIntosh Tuesday by 9 a. m.

ROUTE No. 6121.

From Surrency to Holmesville, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------|
| A. P. Surrency..... | \$200, with note. |
| E. D. Graham | 145. |

Contract negotiated and made with E. D. Graham, dated April 18, 1871, at \$145 per annum, for twice a week service.
 Leave Surrency Tuesday and Friday at 1 p. m.; arrive at Holmesville by 3 p. m.
 Leave Holmesville Tuesday and Friday at 10 a. m.; arrive at Surrency by 12 m.

ROUTE No. 6122.

From McVile to Jacksonville, 20 miles and back, once a week; bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| A. N. McMillan | \$295. |
| John E. McDuffie | 250, with schedule. |
| Allen McArthur | 249. |
| | 225. |
| D. W. Irvan | 209? |
| Daniel W. Browning..... | 205. |
| Alexander A. Graham | 199. <i>Accepted March 30, 1871.</i> |
| John A. Wooten, (<i>after time</i>) | 195. (<i>Received March 10.</i>) |

Contract made with Alexander A. Graham, dated March 30, 1871, at \$199 per annum.
 Leave McVile Friday at 7 a. m.; arrive at Jacksonville by 2 p. m.
 Leave Jacksonville Saturday at 7 a. m.; arrive at McVile by 2 p. m.

ROUTE No. 6123.

From McVile to Mount Vernon, 20 miles and back, once a week; bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--|---|
| C. H. Hughes | \$295. |
| Alexander A. Graham | 263. |
| William T. McRae | 244. Schedule proposed. |
| Daniel W. Browning..... | 240. Schedule proposed. |
| John McLeod | 220. Schedule proposed. <i>Accepted March 30, 1871.</i> |
| John A. Wooten, (<i>after time</i>) | 200. (<i>Received March 10.</i>) |

Contract made with John McLeod, dated March 30, 1871, at \$220 per annum.
 Leave McVile Friday at 7 a. m.; arrive at Mount Vernon by 2 p. m.
 Leave Mount Vernon Saturday at 7 a. m.; arrive at McVile by 2 p. m.

ROUTE No. 6124.

From Mount Vernon to Reidsville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|--------------------------------------|
| W. J. Daley | \$370. |
| John McLeod | 280. <i>Accepted March 30, 1871.</i> |

Contract made with John McLeod, dated March 30, 1871, at \$280 per annum.
 Leave Mount Vernon Wednesday at 7 a. m.; arrive at Reidsville by 6 p. m.
 Leave Reidsville Thursday at 7 a. m.; arrive at Mount Vernon by 6 p. m.

ROUTE No. 6125.

From Guyton to Springfield, 6 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|--------------------------|---------------------------------------|
| Thomas E. Seckinger..... | \$52. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas E. Seckinger, dated March 30, 1871, at \$52 per annum.
 Leave Guyton Friday at 10 a. m., or after the arrival of mail from Savannah; arrive at Springfield by 12.30 p. m.
 Leave Springfield Friday at 1 p. m.; arrive at Guyton by 3.30 p. m.

ROUTE No. 6126.

From Halcyon Dale to Statesborough, 14 miles and back, once a week.
 No bidders.

Leave Halcyon Dale Thursday at 8 a. m.; arrive at Statesborough by 2 p. m.
 Leave Statesborough Thursday at 3 p. m.; arrive at Halcyon Dale by 9 p. m.

ROUTE No. 6127.

From Halcyon Dale to Sylvania, 15 miles and back, once a week.
 No bidders; no action.

ROUTE No. 6128.

From Waynesborough to Mobley Pond, 33 miles and back, once a week.
No bidders.

July 29, 1870, contract with W. D. Vibbard, of Waynesborough, at \$396 per annum,
from August 15 to December 31, 1871.

Contract was made accordingly.

ROUTE No. 6129.

From Midville to Swainsborough, 14 miles and back, once a week.
No bids. No action.

ROUTE No. 6130.

From Bartow to Louisville, 11 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Bragan & Harris | \$700. |
| George W. Stevens | 400. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Stevens, dated March 30, 1871, at \$400 per annum.
Leave Bartow Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at Louisville
by 8 p. m.

Leave Louisville Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Bartow by
11 a. m.

ROUTE No. 6131.

From Tennille to Sandersville, 3½ miles and back, three times a week.

| Bidders' name. | Sum per annum. |
|---|---|
| Russell Bailey, (<i>after time</i>) | \$150. (<i>Received March 13.</i>) <i>Accepted March 30, 1871.</i> |

Contract made with Russell Bailey, dated March 30, 1871, at \$150 per annum.
June 15, 1871. Increase service to six times a week, and allow \$150 per annum addi-
tional from July 1, 1871.

Leave Tennille daily, except Sunday, at 10 a. m.; arrive at Sandersville by 11 a. m.
Leave Sandersville daily, except Sunday, at 8.30 a. m.; arrive at Tennille by 9.30
a. m.

ROUTE No. 6132.

From Wrightsville to Tennille, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| A. J. Braddy | \$100. No guarantee; no certificate. |
| T. D. Aaron | 150. |
| Henry Walker | 130. |
| William S. Smith | 130. |
| Jonathan Parker | 125. |
| Stephen A. McWhorter | 103. <i>Accepted March 30, 1871.</i> |

Contract made with Stephen A. McWhorter, dated March 30, 1871, at \$103 per an-
num.

Leave Wrightsville Friday at 10 a. m.; arrive at Tennille by 3 p. m.

Leave Tennille Friday at 4 p. m.; arrive at Wrightsville by 9 p. m.

ROUTE No. 6133.

From Toombsborough to Dublin, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--|
| J. M. Boone, jr. | \$390. |
| W. A. Deason | 325. <i>Accepted March 30, 1871.</i> April 4, offered \$500 twice a week. April 18, accepted. |
| No name, (<i>after time</i>) | 250. (<i>Received March 6.</i>) |

Contract made with W. A. Deason, dated April 18, 1871, at \$500 a year for twice a
service.

Leave Toombsborough Tuesday and Thursday at 7 a. m.; arrive at Dublin by 5 p. m.
Leave Dublin Tuesday and Thursday at 7 a. m.; arrive at Toombsborough by 5 p. m.

ROUTE No. 6134.

From Toombsborough to Laurens Hill, 29 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|----------------------|----------------|
| J. M. Boone, jr..... | \$400. |
| (Suspended.) | |

ROUTE No. 6135.

From Fleetwood to Irwinton, 3 miles and back, daily.
(Suspended.)

ROUTE No. 6136.

From Eatonton to Monticello, 19 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Bragaw & Harris..... | \$666. |
| Albert J. Talmadge..... | 500. <i>Accepted March 30, 1871.</i> |

Contract made with Albert J. Talmadge, dated March 30, 1871, at \$500 per annum.
Leave Eatonton Monday, Wednesday, and Friday at 0.30 p. m.; arrive at Monticello by 6 p. m.
Leave Monticello Monday, Wednesday, and Friday at 6 a. m.; arrive at Eatonton by 11.30 a. m.

ROUTE No. 6137.

From Warrenton to Gibson, 15 miles and back, once a week.
(No bids; no action.)

ROUTE No. 6138.

From Hawkinsville to Irwinville, 56 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Miles Fitzgerald..... | \$573. |
| Bragaw & Harris..... | 498. <i>Accepted March 30, 1871.</i> |
| E. J. Mandlin, (after time)..... | 550. (Received March 3.) |

Contract made with Bragaw & Harris, dated March 30, 1871, at \$498 per annum.
Leave Hawkinsville Thursday at 6 a. m.; arrive at Irwinville next day by 9 a. m.
Leave Irwinville Friday at 11 a. m.; arrive at Hawkinsville next day by 3 p. m.

ROUTE No. 6139.

From Hawkinsville to Jacksonville, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Pleasant Parlin..... | \$480. No guarantee. |
| Bragaw & Harris..... | 477. <i>Accepted March 30, 1871.</i> |

Contract made with Bragaw & Harris, dated March 30, 1871, for \$477 per annum.
Leave Hawkinsville Thursday at 10 a. m.; arrive at Jacksonville next day by 12 m.
Leave Jacksonville Friday at 1 p. m.; arrive at Hawkinsville next day by 9 p. m.

ROUTE No. 6140.

From Savannah to Jacksonville, 333 miles and back, by steamer once a week, and by a schedule of departures and arrivals satisfactory to the Department.
Proposals for weekly service to end at Fernandina, Florida, invited.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Peter La Rose..... | \$9,000. Steamboat. |
| Edward P. Doherty..... | 8,100. Too high. Offered \$7,500 June 7, 1871. June 9, offer accepted; \$7,500. |

Contract made with Edward P. Doherty, dated June 9, 1871, at \$7,500 per annum

FLORIDA.

ROUTE No. 6414.

From Bainbridge, Georgia, to Appalachicola, 201 miles and back, in steamers, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|---------------------------|
| George R. Edwards | \$12,500. | |
| James W. Yearly | 12,000. | Informal. |
| Samuel J. Whiteside | 11,500. | Accepted March 30, 1871. |
| L. C. Armistead | 9,940. | Irregular. |
| Samuel J. Whiteside | 7,000. | Once a week. |
| M. H. Alberger, (after time) | 9,500. | (Received March 2, 1871.) |

Contract made with Samuel J. Whiteside, dated March 30, 1871, at \$11,500 per annum, for twice a week service.

June 13, 1871. Reduce service to once a week, and deduct *pro rata* \$5,750 per annum, from July 1, 1871, according to acceptance of proposal.

Leave Bainbridge Wednesday at 10 a. m.; arrive at Appalachicola next day by 10 a. m.

Leave Appalachicola Thursday at 1 p. m.; arrive at Bainbridge next day by 8 p. m.

ROUTE No. 6415.

From Jacksonville to Fort George, 25 miles and back, in steamers, once a week.

| Bidders' name. | Sum per annum. |
|-------------------|----------------|
| Jacob Brock | \$900. |
| (Suspended.) | |

ROUTE No. 6416.

From Enterprise to Saint Lucie, 200 miles and back, by steamboat, once a week. Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|---|
| Henry T. Titus | \$4,500. | |
| W. H. Gleason | 3,500. | Steamboats. |
| | 2,400. | Conveyance selected by contractor. |
| Jacob Brock | 3,000. | |
| Alexander Bell | 2,500. | Accepted March 30, 1871. |
| Henry T. Titus | 2,000. | Land and sail-boats; schedule proposed. |
| M. H. Alberger, (after time) | 7,500. | 180 miles, water; 20 miles, land. (Received March 2.) |

Contract ordered with Alexander Bell, dated March 30, 1871, at \$2,500 per annum.

Leave Enterprise Tuesday at 12 m.; arrive at Saint Lucie next day by 6 p. m.

Leave Saint Lucie Wednesday at 9 p. m.; arrive at Enterprise next day by 11 a. m.

Contract not executed.

Service by Alexander Bell, to June 30, 1872, at \$2,200 per annum.

ROUTE No. 6417.

From Fernandina to Charleston, South Carolina, 175 miles and back, in steamers, six times a week, or daily, if connecting routes so run.

| Bidders' name. | Sum per annum. |
|------------------------------------|-------------------------------------|
| M. H. Alberger, (after time) | \$19,500. (Received March 2, 1871.) |
| (Suspended.) | |

ROUTE No. 6418.

From Key West to Biscayne, 175 miles and back, by steamboat, twice a month. Bidders to propose a schedule of departures and arrivals. Proposals invited to extend service to Saint Lucie.

| Bidders' names. | Sum per annum. |
|-------------------------------|-------------------------------|
| Burgess, Warr & Burgess | \$15,000. |
| Samuel P. Wreford | 5,900. See proposed schedule. |

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---|
| W. H. Gleason..... | \$3,800. | Sail-boat. |
| | 1,000. | Additional; extend to Saint Lucie. |
| Samuel P. Wreford..... | 1,950. | Biscayne to Saint Lucie. |
| Frederick Filer & Son..... | 1,176. | Sailing-vessel. See schedule. |
| M. H. Alberger, (after time)..... | 7,500. | (Received March 2, 1871.) |
| | 10,000. | (Received March 2, 1871.) Extend to Saint Lucie 1st and 15th of each month. |

Contract negotiated and made with W. H. Gleason, of Biscayne, Florida, to carry mails on route from Key West to Biscayne, Florida, and back, semi-monthly, from July 1, 1871, to June 30, 1872, at the rate of \$1,000 per annum, being his offer.

Leave Key West 1st and 15th of each month; arrive at Biscayne by the 6th and 20th of each month.

Leave Biscayne 8th and 22d of each month; arrive at Key West 13th and 27th of each month.

ROUTE No. 6419.

From McIntosh to Tampa, 428 miles and back, in steamers, once a week, connecting at Tampa with steamers from New Orleans to Key West, and by a schedule of departures and arrivals satisfactory to the Department.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|--------------------------|
| Mark W. Downie..... | \$12,000. | |
| Charles Moore..... | 9,948. | Accepted March 30, 1871. |
| M. H. Alberger, (after time)..... | 13,000. | (Received March 2.) |

Contract made with Charles Moore, dated March 30, 1871, at \$9,948 per annum.

May 23, 1871. Curtail route to begin at Cedar Keys, and deduct \$2,500 per annum from the pay of contractor from July 1, 1871, according to agreement. Contractor, Charles Moore, \$7,448.

By order of May 23, 1871, contract was ordered with M. W. Downie, for that part of route curtailed between New Troy and Cedar Keys, at the rate of \$2,500 per annum, from July 1, 1871.

ROUTE No. 6420.

From Pilatka to Jacksonville, 75 miles and back, in steamers, twice a week. Proposals to extend service from Jacksonville to Fort George, 25 miles farther, invited.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|--|
| Jacob Brock..... | \$2,000. | Accepted March 30, 1871. |
| M. H. Alberger, (after time)..... | 6,000. | Extend to Fort George. (Received March 2.) |

Contract made with Jacob Brock, dated March 30, 1871, at \$2,000 per annum.

Leave Pilatka Monday and Thursday at 6 a. m.; arrive at Jacksonville by 3 p. m.

Leave Jacksonville Saturday and Tuesday at 9 a. m.; arrive at Pilatka by 6 p. m.

ROUTE No. 6421.

From Pilatka to Mellonville, 125 miles and back, in steamers, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|------------------------|--------------------------|
| Jacob Brock..... | \$3,500, twice a week. | Accepted March 30, 1871. |
| W. H. Gleason..... | 2,500. | |
| | 4,000, twice a week. | |
| Jacob Brock..... | 2,000. | |
| Hubbard L. Hart..... | 1,850. | |
| M. H. Alberger, (after time)..... | 5,000, twice a week. | (Received March 2.) |

Contract made with Jacob Brock, dated March 30, 1871, at \$3,500 per annum for twice a week service.

Leave Pilatka Sunday and Wednesday at 6 a. m.; arrive at Mellonville by 9 p. m.

Leave Mellonville Tuesday and Friday at 6 a. m.; arrive at Pilatka by 9 p. m.

ROUTE No. 6422.

From Jesse Edge's (N. O.) to Almivante, Alabama, (N. O.) Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|---|---|
| W. H. Alberger, (<i>after time</i>). | \$1, 100. Twice a week. (Received March 2.) |
| (Not needed.) | |

ROUTE No. 6423.

From Pensacola to Harrington, 9 miles and back, daily.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Charles B. Gonzales..... | \$2, 400. End at Milton. See No.; daily, Sundays excepted. |
| John S. Stanton..... | 1, 500. |
| James McCloskey..... | 1, 125. |
| W. B. Amos..... | 1, 100. |
| Thomas Candon..... | 1, 099. |
| Charles B. Gonzales..... | 900. |
| W. N. Bragan..... | 870. |
| M. J. Harris..... | 848. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| M. H. Alberger..... | 1, 200. (Received March 2, 1871.) |
| Otto Goldstuker..... | 1, 100. (Received March 2, 1871.) |

Contract made with M. J. Harris, dated March 30, 1871, at \$844 per annum.

Leave Pensacola daily, on the arrival of mail from Mobile, say 10 a. m.; arrive at Warrington by 12 m.

Leave Warrington daily at 1.30 p. m.; arrive at Pensacola by 3 p. m.

ROUTE No. 6424.

From Freeport to Pensacola, 90 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--|---|
| John Green..... | \$5, 000, twice a week. |
| George E. Wentworth..... | 4, 000. |
| Thomas Candon..... | 4, 000. |
| Charles B. Gonzales..... | 3, 400, twice a week. |
| W. B. Amos..... | 2, 750. |
| Charles B. Gonzales..... | 3, 500, twice a week. |
| John Green..... | 2, 400. |
| John L. McLean..... | 2, 000. |
| John L. McLean..... | 1, 997. |
| A. C. Monroe..... | 1, 400. Schedule changed. No certificate. |
| M. H. Alberger, (<i>after time</i>)..... | 3, 000, twice a week. (Received March 2, 1871.) |
| (Unnecessary.) | |

ROUTE No. 6425.

From Pollard, Alabama, to Milton, Florida, 32 miles and back, three times a week

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| George Wentworth..... | \$2, 500. |
| John S. Stanton..... | 1, 600. |
| W. B. Amos..... | 1, 500. |
| Charles B. Gonzales..... | 1, 500. |
| William A. Bragan..... | 1, 370. |
| John Green..... | 1, 197. |
| Alfred Holley..... | 939. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| M. H. Alberger..... | 3, 000. (Received March 2.) |
| Otto Goldstuker..... | 1, 800. |

Contract made with Andrew Holley, dated March 30, 1871, at \$939 per annum.

Leave Pollard Monday, Wednesday, and Friday at 8 a. m.; arrive at Milton by 5 p. m.

Leave Milton Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Pollard by 5 p. m.

ROUTE No. 6426.

From Uchee Anna to Freeport, (N. O.), 13 miles and back, once a week

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------------|
| J. G. McLean..... | \$800. Stage. |
| J. B. Price..... | 395. |
| J. G. McLean..... | 200. |
| John Green..... | 153. |
| Neil L. McKinnon..... | 99. <i>Accepted April 5, 1871.</i> |
| <i>(After time.)</i> | |
| M. H. Alberger..... | 200. (Received March 2.) |
| McKinnon & Baltzell..... | 140. (Received March 7.) |

Contract made with Neil L. McKinnon, dated April 5, 1871, at \$99 per annum.
 Leave Uchee Anna Saturday at 8 a. m.; arrive at Freeport by 12 m.
 Leave Freeport Saturday at 1 p. m.; arrive at Uchee Anna by 5 p. m.

ROUTE No. 6427.

From Uchee to Geneva, Alabama, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| John G. McLean..... | \$400. |
| James D. Freeman..... | 390. |
| J. L. McLean..... | 375. |
| John Green..... | 297. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| M. H. Alberger..... | 450. Omit Cerro Gordo in list. (Received March 2.) |
| McKinnon & Baltzell..... | 390. (Received March 7.) |

Contract made with John Green, dated March 30, 1871, at \$297 per annum.
 Leave Uchee Anna Friday at 6 a. m.; arrive at Geneva by 7 p. m.
 Leave Geneva Saturday at 7 a. m.; arrive at Uchee Anna by 6 p. m.

ROUTE No. 6428.

From Vernon to Econfina, (N. O.), 25 miles and back, once a week. Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John Green..... | \$218. Schedule proposed. |
| Abram M. Skipper..... | 199. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| M. H. Alberger..... | 300. (Received March 2.) |
| McKinnon & Baltzell..... | 390. (Received March 7.) |

Contract made with Abram M. Skipper, dated March 30, 1871, at \$199 per annum.
 Leave Vernon Friday at 5 a. m.; arrive at Econfina by 1 p. m.
 Leave Econfina Friday at 2 p. m.; arrive at Vernon by 10 p. m.

ROUTE No. 6429.

From Campbellton to Geneva, Alabama, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| John Green..... | \$497. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| M. H. Alberger..... | 700. (Received March 2.) |
| McKinnon & Baltzell..... | 389. (Received March 7.) |

Contract made with John Green, dated March 30, 1871, at \$497 per annum.
 Leave Campbellton Thursday at 7 a. m.; arrive at Geneva by 8 p. m.
 Leave Geneva Wednesday at 7 a. m.; arrive at Campbellton by 8 p. m.

ROUTE No. 6430.

From Marianna to Uchee Anna, 62 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------------------|
| John G. McLean..... | \$8,000, two-horse stages. |
| Liberty F. Raulerson..... | 2,480. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| John G. McLean..... | \$2,000. |
| James P. Price..... | 1,950, end at Orange Hill. |
| Andrew J. Wilson..... | 1,600. |
| James A. Wilson..... | 1,560. |
| William N. Bragan..... | 1,362. |
| Nelson Conner..... | 1,225. |
| James D. Freeman..... | 990. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| M. H. Alberger..... | 2,000. (Received March 2.) |
| McKinnon & Baltzell..... | 1,490. (Received March 7.) |

Contract made with James D. Freeman, dated March 30, 1871, at \$990 per annum.
Leave Marianna Monday and Thursday at 6 a. m.; arrive at Uchee Anna next day by 12 m.

Leave Uchee Anna Tuesday and Thursday at 1 p. m.; arrive at Marianna next day by 6 p. m.

ROUTE No. 6431.

From Marianna to Saint Andrew's Bay, (N. O.,) 57 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| James B. Price..... | \$1,200. |
| Abram M. Skipper..... | 735. |
| Nelson Conner..... | 720. |
| John Green..... | 684. |
| Tip Warren..... | 680. |
| M. J. Harris..... | 638. |
| Abraham Butler..... | 600. Explains; two ferries to be crossed. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 800. (Received March 2.) |

Contract made with Abraham Butler, dated March 30, 1871, at \$600 per annum.
Leave Marianna Wednesday at 6 a. m.; arrive at Saint Andrew's Bay next day by 12 m.

Leave Saint Andrew's Bay Thursday at 1 p. m.; arrive at Marianna next day by 6 p. m.

ROUTE No. 6432.

From Marianna to Campbellton, 12½ miles and back, once a week. Proposals for semi-weekly service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Nelson Conner..... | \$670, twice a week. |
| Tip Warren..... | 240. |
| John Green..... | 189. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| M. H. Alberger..... | 500, twice a week. (Received March 2.) |
| S. E. Callaway..... | 275. (Received March 3.) |
| McKinnon & Baltzell..... | 240. (Received March 3.) |

Contract made with John Green, dated March 30, 1871, at \$189 per annum.
Leave Marianna Tuesday at 1 p. m.; arrive at Campbellton by 7 p. m.
Leave Campbellton Tuesday at 6 a. m.; arrive at Marianna by 12 m.

ROUTE No. 6433.

From Marianna to Chattahoochee, 28 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Nelson Conner..... | \$1,640. |
| James B. Price..... | 1,400. |
| John Green..... | 897. |
| William N. Bragan..... | 869. |
| Andrew J. Wilson..... | 818. |
| James A. Wilson..... | 800. |

| Bidders' names. | Sum per annum. |
|--------------------------|---------------------------------|
| Lorenzo J. Biggers..... | \$785. Accepted March 30, 1871. |
| (After time.) | |
| M. H. Alberger..... | 900. (Received March 2.) |
| McKinnon & Baltzell..... | 890. (Received March 7.) |

Contract made with Lorenzo J. Biggers, dated March 30, 1871, at \$785 per annum.
 Leave Marianna Tuesday and Friday at 8 a. m.; arrive at Chattahoochee by 5 p. m.
 Leave Chattahoochee Wednesday and Saturday at 8 a. m.; arrive at Marianna by 5 p. m.

ROUTE No. 6434.

From Abe's Spring to Marianna, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| Tip Warren..... | \$480. Commence at Marianna. |
| Robert F. Hosford..... | 450. |
| John Green..... | 347. Accepted March 30, 1871. |
| (After time.) | |
| M. H. Alberger..... | 390. (Received March 2.) |
| McKinnon & Baltzell..... | 590. (Received March 7.) |

Contract made with John Green, dated March 30, 1871, at \$347 per annum.
 Leave Abe's Spring Tuesday at 7 a. m.; arrive at Marianna by 6 p. m.
 Leave Marianna Wednesday at 7 a. m.; arrive at Abe's Spring by 6 p. m.

ROUTE No. 6435.

From Iola to Abe's Spring, (N. O.,) estimated at 25 miles and back, once a week.
 Bidders to state distance.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| Samuel W. Davis..... | \$1,300. No guarantee; no certificate. |
| James W. Yearty..... | 800. No guarantee; no certificate. Iola to Marianna. |
| Tip Warren..... | 350. Commence at Abe's Spring. |
| Robert F. Hosford..... | 350. See schedule. |
| John Green..... | 290. See schedule. |
| M. H. Alberger, (after time)..... | 400. Forty miles. Schedule by Department. (Received March 2.) |

(Suspend.)

ROUTE No. 6436.

From Ochesee to Marianna, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| James W. Yearty..... | \$400. No guarantee; no certificate. |
| Tip Warren..... | 290. Reversed schedule. |
| John Green..... | 287. |
| M. H. Alberger, (after time)..... | 400. (Received March 2.) |

(Suspend.)

ROUTE No. 6437.

From Bristol to Quincy, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|-------------------------------|
| William Reems..... | \$750. |
| Isaac R. Hosford..... | 400. |
| James A. Wilson..... | 390. |
| John W. Hosford..... | 390. |
| Andrew J. Wilson..... | 380. Accepted March 30, 1871. |
| M. H. Alberger, (after time)..... | 500. (Received March 2.) |

Contract made with Andrew J. Wilson, dated March 30, 1871, at \$380 per annum.
 Leave Bristol Thursday at 6 a. m.; arrive at Quincy by 7 p. m.
 Leave Quincy Wednesday at 6 a. m.; arrive at Bristol by 7 p. m.

ROUTE No. 6438.

From Chattahoochee to Quincy, 22 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| M. J. Harris..... | \$969. |
| T. D. Wilson..... | 800. |
| Fletcher Cox..... | 700. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 900. (Received March 2.) |

ROUTE No. 6439.

From Concord (N. O.) to Quincy, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Fletcher Cox..... | \$200. |
| T. D. Wilson..... | 200. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 250. (Received March 2, 1871.) |

Contract made with T. D. Wilson, dated March 30, 1871, at \$200 per annum.
 Leave Concord Saturday at 1 p. m.; arrive at Quincy by 6 p. m.
 Leave Quincy Saturday at 7 a. m.; arrive at Concord by 12 m.

ROUTE No. 6440.

From Bailey's Mills to Miccosukee, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| James B. Price..... | \$494. |
| A. P. Burney..... | 400. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 400. (Received March 2.) |

Contract made with A. P. Burney, dated March 30, 1871, at \$400 per annum.
 Leave Bailey's Mills Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Miccosukee by 4 p. m.
 Leave Miccosukee Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Bailey's Mills by 11 a. m.

ROUTE No. 6441.

From Tallahassee to Bristol, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--|
| James B. Price..... | \$1,140. |
| William H. and Charles F. Avery..... | 1,100. Duplicate and triplicate. |
| W. F. Quaille..... | 750. |
| William Reems..... | 725. |
| Washington R. Bradwell..... | 600. |
| William H. Hosford..... | 575. |
| John W. Hosford..... | 500. |
| Washington R. Bradwell..... | 400. Schedule changed. |
| Alexander Turner..... | 400. |
| Alexander Turner..... | 390. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 1,200. Omit Bluefield in list, distant 70 miles. (Received March 2, 1871.) |

Contract made with Alexander Turner, dated March 30, 1871, at \$390 per annum.
 Leave Tallahassee Wednesday at 7 a. m.; arrive at Bristol next day by 12 m.
 Leave Bristol Thursday at 1 p. m.; arrive at Tallahassee next day by 5 p. m.

ROUTE No. 6442.

From Tallahassee to Thomasville, Georgia, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| James B. Price..... | \$720. |
| W. F. Quaille..... | 700. |
| William Reems..... | 700. |
| W. F. and C. F. Avery..... | 690. Duplicate and triplicate. |
| Eaton J. Douglas..... | 500. Schedule revised. Offered \$350 March 30, 1871. Offer declined April 8, 1871. Suspend. |
| M. H. Alberger, (after time)..... | 1,000. (Received March 2, 1871.) |

ROUTE No. 6443.

From Crawfordville to Sopchoppy, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| W. H. Hosford | \$200. |
| Herndon L. Henderson | 200. |
| John H. Hogue | 200. |
| John S. Moring | 175. |
| William Thomas | 105. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 250. (<i>Received March 2.</i>) |

Leave Crawfordville Friday at 8 a. m.; arrive at Sopchoppy by 12 m.
 Leave Sopchoppy Friday at 1 p. m.; arrive at Crawfordville by 5 p. m.

ROUTE No. 6444.

From Crawfordville to Tallahassee, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| James B. Price | \$700. |
| W. F. and C. F. Avery | 490. |
| H. L. Henderson | 400. |
| W. H. Hosford | 400. |
| John S. Moring | 350. |
| William Thomas | 325. |
| J. H. Hague | 300. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 900. (<i>Received March 2.</i>) |

Contract made with J. H. Hague, dated March 30, 1871, at \$300 per annum.
 Leave Crawfordville Monday and Thursday at 6 a. m.; arrive at Tallahassee by 12 m.
 Leave Tallahassee Monday and Thursday at 1 p. m.; arrive at Crawfordville by 7 p. m.

ROUTE No. 6445

From Sopchoppy to Henry Anderson's, (N. O.), 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| W. H. Hosford | \$250. |
| John S. Moring | 225. |
| H. L. Henderson | 200. |
| William Thomas | 185. |
| M. H. Alberger, (<i>after time</i>) | 450. |

(Suspend; no offices.)

ROUTE No. 6446.

From Weelaunee to Bailey's Mills, 14 miles and back, twice a week

| Bidders' names. | Sum per annum. |
|---|---|
| M. H. Alberger, (<i>after time</i>) | \$365. (<i>Received March 2.</i>) <i>Accepted March 30, 1871.</i> |
| Wash. Thompson, (<i>after time</i>) | 375. (<i>Received March 3, 1871.</i>) |

Contracts were drawn for M. H. Alberger.
 Leave Weelaunee Wednesday and Saturday at 7 a. m.; arrive at Bailey's Mills by 12 m.

Leave Bailey's Mills Wednesday and Saturday at 1 p. m.; arrive at Weelaunee by 6 p. m. August 7, 1871.—The accepted bidder having failed to begin service, contract with Washington Thompson, of Weelaunee, Florida, to carry mails from Weelaunee to Bailey's Mills and back, twice a week, at \$375 per annum, from July 1 to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable; route re-advertised accordingly.

ROUTE No. 6447.

From Rose Head to Madison, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Francis C. Morgan | \$450. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 400. (<i>Received March 2.</i>) |

Contract made with Francis C. Morgan, dated March 30, 1871, at \$450 per annum.

Leave Rose Head Friday at 7 a. m.; arrive at Madison by 5 p. m.
 Leave Madison Thursday at 7 a. m.; arrive at Rose Head by 5 p. m.

ROUTE No. 6448.

From Live Oak to McIntosh, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| W. S. J. Blount..... | \$500. |
| Green Johnson..... | 490. |
| Redden B. Hill..... | 240. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>)..... | 250. (<i>Received March 2.</i>) |

Contract made with Redden B. Hill, dated March 30, 1871, at \$240 per annum.
 Leave Live Oak Saturday at 2 p. m.; arrive at McIntosh by 8 p. m.
 Leave McIntosh Saturday at 6 a. m.; arrive at Live Oak by 12 m.

ROUTE No. 6449.

From Welborn to Blount's Ferry, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| George W. Herring..... | \$700. |
| L. F. Raulerson..... | 645. |
| J. L. Smith..... | 390. One guarantor. Certificate not signed. |
| J. E. Parnell..... | 300. Certificate not signed. |
| H. A. Summerall..... | 290. One guarantor. Certificate not signed. |
| W. C. Mallory..... | 285. |
| M. H. Alberger, (<i>after time</i>)..... | 700. (<i>Received March 2.</i>) |

(Not needed; suspend.)

ROUTE No. 6450.

From White Springs to Bellville, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| James T. Stewart..... | \$500. Offered \$260, March 30, 1871, Jasper to Bellville. Offer accepted April 11, 1871. |
| M. H. Alberger, (<i>after time</i>)..... | 700. (<i>Received March 2.</i>) |

Contract made with James T. Stewart, dated April 11, 1871, at \$260 per annum; service, Jasper to Bellville.

ROUTE No. 6451.

From Lake Butler to Olustee, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| W. K. Cessna..... | \$290. |
| John W. Price..... | 200. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>)..... | 200. (<i>Received March 2.</i>) |

Contract made with John W. Price, dated March 30, 1871, at \$200 per annum.
 Leave Lake Butler Saturday at 8 a. m.; arrive at Olustee by 12 m.
 Leave Olustee Saturday at 1 p. m.; arrive at Lake Butler by 5 p. m.

ROUTE No. 6452.

From Lake City to Blount's Ferry, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| L. F. Raulerson..... | \$488. |
| John W. Price..... | 400. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>)..... | 550. (<i>Received March 2, 1871.</i>) |

Contract made with John W. Price, dated March 30, 1871, at \$400 per annum.
 Leave Lake City Wednesday at 6 a. m.; arrive at Blount's Ferry by 6 p. m.
 Leave Blount's Ferry Thursday at 6 a. m.; arrive at Lake City by 6 p. m.

ROUTE No. 6453

From Lake City to Waldo, 46 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|---|----------------|---|
| E. P. Ward | \$1,000. | |
| John W. Price | 1,000. | Twice a week. |
| E. S. Raymond | 975. | |
| W. K. Cessna | 850. | |
| L. F. Ranlerson | 688. | |
| | 1,198. | Twice a week. |
| John W. Price | 550. | |
| M. H. Alberger, (<i>after time</i>) | 1,000. | Twice a week. (Received March 2, 1871.) |
| (Not needed.) | | |

ROUTE No. 6454.

From Middleburgh to Green Cove Springs, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| Elijah Blitch | \$675. | |
| Alexander W. Fowler | 550. | |
| John W. Price | 500. | |
| Hansford D. Wall | 495. | |
| Lewis Wilson | 400. | |
| W. H. Gleason | 300. | |
| Edward W. Denny | 300. | |
| William H. Dowling | 300. | <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 750. | (Received March 2, 1871.) |

Contract made with William H. Dowling, dated March 30, 1871, at \$300 per annum. Leave Middleburgh Friday at 6 a. m.; arrive at Green Cove Springs by 8 p. m. Leave Green Cove Springs Saturday at 6 a. m.; arrive at Middleburgh by 8 p. m.

ROUTE No. 6455.

From Lake Butler to Starke, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---|
| William K. Cessna | \$290. | |
| John C. Richard | 200. | |
| | 364. | Twice a week. No guarantee; no certificate. |
| Isaac J. Hatch | 174. | |
| <i>(After time.)</i> | | |
| M. H. Alberger | 200. | (Received March 2, 1871.) |
| M. L. McKinney | 218. | (Received March 3, 1871.) |
| (Suspend; not needed.) | | |

ROUTE No. 6456.

From Starke to Lake City, 41 miles and back, once week. Proposals for twice a week service.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|------------------------------|
| Joseph Valentine | \$1,000. | |
| | 1,500. | Twice a week. |
| John W. Price | 1,000. | Twice a week to Lake Butler. |
| Primas Harrison | 600. | |
| L. F. Laulerson | 624. | |
| John W. Price | 550. | |
| <i>(After time.)</i> | | |
| M. H. Alberger | 700. | (Received March 2, 1871.) |
| Piny S. Crews | 1,000. | See signature to guarantors. |
| (Unnecessary.) | | |

ROUTE No. 6457.

From Starke to Middleburgh, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| William K. Cessna | \$595. |
| Edward W. Denny | 500. |
| John W. Price | 500. |
| James T. Stewart | 445. |
| James S. Gaines | 445. |
| Elijah Blitch | 400. |
| Isaac J. Hatch | 349. |
| William H. Dowling | 260. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 700. (<i>Received March 2, 1871.</i>) |

Contract made with William H. Dowling, dated March 30, 1871, at \$260 per annum.
 Leave Starke Monday and Thursday at 5 a. m., or on arrival of mail from Fernandina; arrive at Middleburgh by 9 a. m.

Leave Middleburgh Monday and Thursday at 2 p. m.; arrive at Starke by 6 p. m.

ROUTE No. 6458.

From Gainesville to Tampa, 151 miles and back, three times a week to Ocala, and twice a week the residue.

| Bidders' names. | Sum per annum. |
|---|---|
| D. Quinn | \$10,000 00. |
| William J. McGrath | 9,800 00. See certificate. |
| Lemuel Wilson | 8,500 00, three times a week through. |
| John F. Fletcher | 7,979 00. |
| J. W. Childs and L. G. Dennis .. | 7,700 00. |
| William McFarland | 7,100 53. |
| Arthur Sinclair | 7,000 00. |
| Frank W. Webster | 6,850 00. |
| Frank W. Webster | 6,600 00. |
| Evelyn Mickler | 6,400 00. |
| John W. Price | 6,000 00. See remarks in bid. |
| E. D. McRae | 5,850 00. |
| W. H. Gleason | 5,500 00. |
| Lemuel Wilson | 5,479 00. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 6,975 00. (<i>Received March 2.</i>) |
| | 5,995 00. (<i>Received March 2.</i>) |

Contract made with Lemuel Wilson, dated March 30, 1871, at \$5,479 per annum.
 Leave Gainesville Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Ocala by 6 p. m.

Leave Ocala Wednesday, Friday, and Sunday at 5 a. m.; arrive at Gainesville by 6 p. m.

Leave Ocala Sunday and Wednesday at 5 a. m.; arrive at Tampa by 6 p. m.

Leave Tampa Sunday and Wednesday at 5 a. m.; arrive at Ocala by 6 p. m.

ROUTE No. 6459.

From Gainesville to Newnansville, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Lemuel Wilson | \$500, three times a week. |
| William Thomas | 450. |
| Samuel T. Richards | 400. |
| J. W. Childs and L. G. Dennis .. | 350. |
| Edmund D. McRae | 300. |
| F. Robinson | 298. |
| Lemuel Wilson | 294. |
| William K. Cessna | 288. |
| Paul Allison | 274. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 595. (<i>Received March 2, 1871.</i>) |

Contract made with Paul Allison, dated March 30, 1871, at \$274 per annum.
 Leave Gainesville Tuesday and Friday at 6 a. m.; arrive at Newnansville by 11 a. m.
 Leave Newnansville Tuesday and Friday at 12 m.; arrive at Gainesville by 5 p. m.

ROUTE No. 6460.

From Gainesville to Orange Creek, (N. O.,) 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------|
| Samuel T. Richardson..... | \$600. |
| J. W. Childs and L. G. Dennis... | 590. |
| William K. Cessna..... | 450. |
| Paul Allison..... | 399. |
| M. H. Alberger, (after time)..... | 590. (Received March 2.) |

(Suspend; no offices.)

ROUTE No. 6461.

From Newnansville to Lake City, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Lemuel Wilson..... | \$6,500, three times a week. |
| Edward D. Hodges..... | 1,000. |
| Samuel T. Richardson..... | 600. |
| J. W. Childs and L. G. Dennis... | 550. |
| William Thomas..... | 540. |
| L. B. Raulerson..... | 464. |
| William K. Cessna..... | 398. |
| Lemuel Wilson..... | 350. |
| William Valentine..... | 350. |
| Tillman Robinson..... | 348. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 599. (Received March 2.) |

Contract made with Tillman Robinson, dated March 30, 1871, at \$348 per annum.
 Leave Newnansville Monday at 6 a. m.; arrive at Lake City by 5 p. m.
 Leave Lake City Tuesday at 6 a. m.; arrive at Newnansville by 5 p. m.

ROUTE No. 6462.

From Pilatka to Dunn's Lake, (N. O.,) — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|-----------------------------------|--|
| M. H. Alberger, (after time)..... | \$1,200. Steamers once a week; 50 miles. (Received March 2.) |

(Unnecessary; too high.)

ROUTE No. 6463.

From Pilatka to Okahumpka, (N. O.,) — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| W. H. Gleason..... | \$3,000. |
| Hubbard L. Hart..... | 2,750. Schedule proposed; steamboat part way. |
| | 2,200. Schedule proposed; 236 miles. |
| M. H. Alberger, (after time)..... | 7,500. 365 miles; river steamers once a week. (Received March 2.) |

(Suspend.)

ROUTE No. 6464.

From Pilatka to Irwin, (N. O.,) — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| Hubbard L. Hart..... | \$460. Schedule proposed. |
| W. H. Alberger, (after time)..... | 1 000. 40 miles, once a week. (Received March 2.) |

(Suspend; no offices.)

ROUTE No. 6465.

From Pilatka to Ocala, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| William K. Cessna | \$1,800 00. |
| William J. McGrath | 1,500 00. |
| Hubbard L. Hart | 840 00. |
| W. H. Gleason | 600 00. |
| John S. Crutchfield | 599 50. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 990 00. (<i>Received March 2.</i>) |

Contract drawn and sent to John S. Crutchfield, dated March 30, 1871, at \$599.50 per annum.

April 20, 1871. Contract made with Franklin Crutchfield, of Cotton Plant, Florida, the legal representative of the accepted bidder, (the accepted bidder, J. S. Crutchfield, having deceased,) at the rate of \$599.50 per annum, from July 1, 1871, to June 30, 1875.

Leave Pilatka Wednesday at 6 a. m.; arrive at Ocala by 9 p. m.

Leave Ocala Tuesday at 4 a. m.; arrive Pilatka by 7 p. m.

ROUTE No. 6466.

From Saint Augustine to Jacksonville, 40 miles and back, three times a week. Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|---|---|
| Jacob Brock | \$5,000. |
| | 3,000. |
| Edward W. Denny | 3,000, six times a week, steamers and railroad. |
| William N. Bragaw | 1,969. |
| Edward W. Denny | 1,500. |
| M. H. Alberger, (<i>after time</i>) | 2,000. (<i>Received March 2.</i>) |

(Suspend for the present.)

ROUTE No. 6467.

From Bronson to Levyville, (N. O.), 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-----------------------------------|
| Joseph Valentine | \$350. |
| William J. Jones | 182. |
| M. H. Alberger, (<i>after time</i>) | 200. (<i>Received March 2.</i>) |

(Suspend.)

ROUTE No. 6468.

From Camp Izard to Crystal River, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| W. J. McGrath | \$500 00. |
| John S. Crutchfield | 262 50. |
| M. H. Alberger, (<i>after time</i>) | 300 00. (<i>Received March 2.</i>) |

(Not necessary.)

ROUTE No. 6469.

From Orange Spring to Wacahootie, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-----------------------------------|
| William K. Cessna | \$550. |
| M. H. Alberger, (<i>after time</i>) | 700. (<i>Received March 2.</i>) |

(Suspend.)

ROUTE No. 6470.

From Ocala to Camp Izard, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| W. J. McGrath | \$400 00. |
| John S. Crutchfield | 262 50. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>) | 295 00. |

Contract was drawn and sent to accepted bidder, but not executed.

April 20, 1870. Contract with Franklin Crutchfield, of Cotton Plant, Florida, the legal representative of the accepted bidder, (the accepted bidder, J. S. Crutchfield, having deceased,) at the rate of \$262.50 per annum, from July 1, 1871, to June 30, 1875. This contract was made and executed.

Leave Ocala Saturday at 5 a. m.; arrive at Camp Izard by 12 m.

Leave Camp Izard Saturday at 2 p. m.; arrive at Ocala by 8 p. m.

ROUTE No. 6471.

From Enterprise to Port Orange, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Edward A. McDaniel..... | \$1,250. |
| Laban Wells..... | 695. |
| W. H. Gleason..... | 500. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 725. (Received March 2.) |

Contract made with W. H. Gleason, dated March 30, 1871, at \$500 per annum.

Leave Enterprise Tuesday at 6 a. m.; arrive at Port Orange by 7 p. m.

Leave Port Orange Monday at 6 a. m.; arrive at Enterprise by 7 p. m.

ROUTE No. 6472.

From Orlando to Mellonville, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| W. A. Patrick..... | \$500. |
| Isaac Powell..... | 490. |
| Calm Thomas..... | 475. |
| W. H. Gleason..... | 300. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (after time)..... | 700. (Received March 2.) |

Contract made with W. H. Gleason, dated March 30, 1871, at \$300 per annum

Leave Orlando Monday at 6 a. m.; arrive at Mellonville by 6 p. m.

Leave Mellonville Tuesday at 6 a. m.; arrive at Orlando by 6 p. m.

ROUTE No. 6473.

From Mellonville to Lake Eustace, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| W. H. Gleason..... | \$1,000. Offer \$600, May 15, 1871. <i>Offer accepted May 15, 1871.</i> |
| M. H. Alberger, (after time)..... | 775. (Received March 2.) |

Contract made with W. H. Gleason, dated May 15, 1871, at \$600 per annum.

Leave Mellonville Tuesday at 7 a. m.; arrive at Lake Eustace next day by 11 a. m.

Leave Lake Eustace Wednesday at 2 p. m.; arrive at Mellonville next day by 6 p. m.

(Suspend.)

ROUTE No. 6474.

From Adamsville to Hawkinsville, (N. O.,) 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|------------------------------------|
| John W. Price..... | \$600. |
| Benjamin Rush..... | 550. |
| W. H. Gleason..... | 500. |
| H. McGlon, sr.,..... | 440. No guarantee. No certificate. |
| (After time) | |
| M. H. Alberger..... | 800. (Received March 2.) |
| William W. Ward and L. B. Lee. | 900. (Received March 20.) |

(Not needed.)

ROUTE No. 6475.

From Bayport to Pierceville, 17½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William K. Cessna..... | \$250. |
| Issaac N. Garrison..... | 150. <i>Accepted March 30, 1871.</i> |
| A. J. Lane..... | 150. |
| M. H. Alberger, (<i>after time</i>)..... | 200. (Received March 2.) |

Contract made with Isaac N. Garrison, dated March 30, 1871, at \$150 per annum.
 Leave Bayport Friday at 6 a. m.; arrive at Pierceville by 12 m.
 Leave Pierceville Friday at 1 p. m.; arrive at Bayport by 7 p. m.

ROUTE No. 6476.

From Fort Dade to Fort Taylor, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Joshua Mizell..... | \$149. <i>Accepted March 30, 1871.</i> |
| M. H. Alberger, (<i>after time</i>)..... | 250. (Received March 2.) |

Contract made with Joshua Mizell, dated March 30, 1871, at \$149 per annum.
 Leave Fort Dade Saturday at 1 p. m.; arrive at Fort Taylor by 7 p. m.
 Leave Fort Taylor Saturday at 6 a. m.; arrive at Fort Dade by 12 m.

ROUTE No. 6477.

From Tampa to Fort Harrison, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------|
| John F. Fletcher..... | \$800. |
| W. H. Gleason..... | 435. |
| M. H. Alberger, (<i>after time</i>)..... | 700. (Received March 2.) |
| (Suspend.) | |

ROUTE No. 6478.

From Tampa to Peace Creek, 62 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John F. Fletcher..... | \$1,000, between Barton and Tampa. |
| W. H. Gledson..... | 975. |
| Robert McKinney..... | 575. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| M. H. Alberger..... | 1,000. (Received March 2.) |
| | 800. (Received March 2.) |
| Robert Wilkison..... | 740. (Received March 6.) |

Contract made with Robert McKinney, dated March 30, 1871, at \$575 per annum.
 Leave Tampa Wednesday at 7 a. m.; arrive at Peace Creek next day by 5 p. m.
 Leave Peace Creek Friday at 7 a. m.; arrive at Tampa next day by 5 p. m.

ROUTE No. 6479.

From Alafia to Pine Level, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| John F. Bartholf..... | \$850. Schedule proposed. |
| W. H. Gleason..... | 825. |
| (<i>After time.</i>) | |
| M. H. Alberger..... | 850. (Received March 2.) |
| Th. H. Albritton..... | 740. (Received March 6.) |
| Daniel D. Garner..... | 675. (Received March 6.) |
| And. J. Hendry..... | (Compensation omitted.) |
| (Suspend.) | |

ROUTE No. 6480.

Leesburgh to county-site of Manatee County, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Joseph Valentine..... | \$4,500. Schedule proposed. |
| W. H. Gleason..... | 1,500. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| M. H. Alberger..... | 6,000, between Leesburgh and Pine Level, county-seat of Manatee County, 205 miles. (Received March 2.) |
| | 5,550, to Pine Level, county-seat. (Received March 2.) |
| Robert Wilkison..... | 1,800. (Received March 6.) |

Contract made with W. H. Gleason, dated March 30, 1871, at \$1,500 per annum.
May 15, 1871. Omit Benton and embrace Bartow, between Sumterville and Fort
Mead, without change in distance or pay.

May 18, 1871. Extend route, to begin at Okahumpka; increasing distance five
miles, without change of pay, contractor assenting.

Leave Okahumpka Monday at 6 a. m.; arrive at Pine Level next Friday by 6 p. m.
Leave Pine Level Monday at 6 a. m.; arrive at Okahumpka next Friday by 6 p. m.

ALABAMA.

ROUTE No. 6630.

From Mobile to Cahaba, 289 miles and back, by steamboat, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Mobile Trade Company..... | \$11,856. |
| D. W. Brown..... | 9,990. |
| Robert N. Barr..... | 9,000. |
| William W. Cantine..... | 6,950. Mails to be delivered at Lanaings. |
| John Phillips..... | 4,000. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to John Phillips, at \$4,000 per annum, but never executed.
July 17, 1871. The accepted bidder having failed to begin service, contract with D.
A. Meacher, of Mobile, Alabama, to carry mails from Mobile to Cahaba and back three
times a week, in suitable and safe steamboats, at the rate of \$7,800 per annum, from
July 1, 1811, to December 31, 1871, or longer, if so ordered by the Postmaster General,
and re-advertise route, failing bidder being liable.

Leave Mobile Tuesday, Thursday, and Saturday at 5 p. m.; arrive at Cahaba Thurs-
day, Saturday, and Monday by 4 p. m.

Leave Cahaba Monday, Wednesday, and Saturday at 10 a. m.; arrive at Mobile
Wednesday, Friday, and Monday by 8 a. m.

ROUTE No. 6631.

From Bridgeport to Decatur, 193 miles and back, by steamboat, once a week to
Guntersville, and six times a week the residue. The contractor to take the mail from
and deliver it into the post-offices that have been or may hereafter be established
within one mile of the river.

Bidders to propose a schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------|
| James B. Price..... | \$20,000. |
| J. M. Robertson..... | 18,000. See proviso. |
| J. J. Hinds..... | 18,000. Schedule proposed. |
| | 17,500. Schedule proposed. |
| William C. Sickles..... | 17,500. |
| J. D. Sibley..... | 16,500. Schedule proposed. |
| Hayden McClellan..... | 16,500. Schedule proposed. |
| J. J. Hinds..... | 16,800. Schedule proposed. |
| L. Q. Morton..... | 15,500. Schedule proposed. |
| J. D. Sibley..... | 15,000. |

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---|
| E. A. James | \$15,000. | |
| J. J. Hinds | 15,000. | Schedule proposed. |
| D. W. Brown | 15,000. | Bridgeport to Guntersville. |
| J. P. Kenanek and R. Brigham ... | 14,750. | |
| Samuel Blackwood | 14,000. | (?) |
| S. D. Sibley | 12,500. | Schedule proposed. |
| L. D. Lusk | 11,000. | |
| E. A. James | 10,000. | Proviso, three times a week between Guntersville and Decatur. |
| L. Q. Morton | 10,000. | Schedule proposed. |
| | 9,200. | Schedule proposed. |
| John Phillips | 7,500. | Schedule proposed. |
| | 6,800. | Accepted March 30, 1871. |

Contract drawn and sent to John Phillips, at \$6,800 per annum, but never executed July 17, 1871. Accepted bidder having failed to begin service, contract with J. J. Hinds, of Decatur, Alabama, to carry mails from Decatur to Bridgeport and back once a week to Guntersville, and six times a week the residue, in suitable and safe steamboats, at \$18,000 per annum, from July 1, 1871, to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Bridgeport Saturday at 9 p. m.; arrive at Guntersville next day by 12 m. Leave Guntersville Saturday at 6 a. m.; arrive at Bridgeport same day by 7 p. m. Leave Guntersville daily, except Sunday, at 6 a. m.; arrive at Decatur by 6 p. m. Leave Decatur daily, except Sunday, at 7 a. m.; arrive at Guntersville by 6 p. m.

ROUTE No. 6632.

From Mobile to Demopolis, 243 miles and back, by steamboat, once a week. Bidders to propose a schedule of departures and arrivals. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|-------------------------------------|
| William W. Cantine | \$4,500. | during navigation. |
| Osceola Wilson | 4,000. | twice a week, water permitting, &c. |
| John Phillips | 3,000. | Accepted March 30, 1871. |

Contracts drawn and sent to John Phillips, at \$3,000 per annum, but never executed.

ROUTE No. 6633.

From Florence to Waterloo, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| J. J. Hinds | \$390. | |
| James H. Chandler | 299. | Schedule proposed. |
| M. A. Price | 290. | Accepted March 30, 1871. |
| James H. Chandler | 250. | Schedule proposed. |
| John W. Stough | 300. | |

Contract made with M. A. Price, at \$290 per annum.

Leave Florence Wednesday at 9 a. m.; arrive at Waterloo by 6 p. m. Leave Waterloo Thursday at 9 a. m.; arrive at Florence by 6 p. m.

ROUTE No. 6634.

From Athens to Florence, 43 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| J. J. Hinds | \$1,290. | See certificate. |
| Stephen B. Severs | 1,249. | |
| W. A. Price & Son | 800. | |
| A. H. Slaughter | 794. | |
| Daniel J. Ray | 750. | |
| Jacob Couch | 700. | Schedule proposed. |
| | 500. | Informal. |
| John W. Stough | 700. | Accepted March 30, 1871. |

Contracts drawn and sent to John W. Stough, at \$700 per annum, but never executed August 11, 1871. Accepted bidder having failed to begin service, contract with J. J.

Hinds, of Decatur, Alabama, to carry mails from Athens to Florence and back twice a week, at \$1,200 per annum, (it being alleged that it costs \$64 per quarter for ferriage,) from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Athens Tuesday and Thursday at 6 a. m.; arrive at Florence by 7 p. m.

Leave Florence Wednesday and Friday at 6 a. m.; arrive at Athens by 7 p. m.

ROUTE No. 6635.

From Mount Roszelle to Prospect Station, 13½ miles and back, twice a week.

Proposals to begin at Gilbertsborough, omitting Mount Roszelle, invited.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---|
| John W. Stough..... | \$260. | |
| J. J. Hinds..... | 400. | |
| C. L. Gilbert..... | 85. | Begin at Gilbertsborough. See guarantee. |
| Bryant Smith..... | 85. | Begin at Gilbertsborough. <i>Accepted March 30, 1871.</i> |

(After time.)

James P. Ragle..... 50. Informal.

James L. Davis..... Informal.

Contract made with Bryant Smith, at \$85 per annum.

Leave Mount Roszelle Wednesday and Saturday at 8 a. m.; arrive at Prospect Station by 12 m.

Leave Prospect Station Wednesday and Saturday at 1 p. m.; arrive at Mount Roszelle by 5 p. m.

ROUTE No. 6636.

From Brownsborough to New Market, 17½ miles and back, twice a week.

| Bidders' names. | Sum per annum | |
|---------------------------|---------------|---------------------------------|
| John Murry Robertson..... | \$725. | |
| J. J. Hinds..... | 525. | |
| John M. Stough..... | 400. | |
| John H. McMullin..... | 300. | |
| James Wilson..... | 300. | <i>Accepted March 30, 1871.</i> |

Contract made with James Wilson, at \$300 per annum.

Leave Brownsborough Wednesday and Saturday at 9 a. m.; arrive at New Market by 1 p. m.

Leave New Market Wednesday and Saturday at 2 p. m.; arrive at Brownsborough by 6 p. m.

ROUTE No. 6637.

From Huntsville to Fayetteville, Tennessee, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| Samuel B. Davis..... | \$1,149. | See statement as to oath. |
| John Murry Robertson..... | 624. | |
| J. J. Hinds..... | 450. | |
| Stephen B. Severs..... | 449. | |
| Jesse C. Montgomery and George W. Hodges..... | 448. | |
| A. H. Slaughter..... | 430. | |
| G. H. McMullin and Joseph C. Bradley..... | 400. | |
| John W. Stough..... | 300. | |
| James Wilson..... | 200. | <i>Accepted March 30, 1871.</i> |

June 26, 1871. Rescind acceptance of James Wilson's bid, the route being covered by route No. 10134, from Shelbyville, Tennessee, to Huntsville, Alabama.

ROUTE No. 6638.

From Huntsville to Claysville, 39 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| A. H. Slaughter..... | \$440. |
| J. M. Robertson..... | 600. |

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| J. M. Robertson..... | \$1,600, twice a week. |
| J. H. McMullin..... | 595, twice a week. |
| J. J. Hinds..... | 585. |
| Stephen B. Severs..... | 500. |
| Jesse C. Montgomery & George W. Hodges..... | 498. |
| | 880. Invited service. |
| Nathan J. Proctor..... | 400. |
| | 750, twice a week. |
| John W. Stough..... | 400. |
| James Wilson..... | 300. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$300 per annum, but never executed.

ROUTE No. 6639.

From Huntsville to Athens, 34 miles and back, once a week. Proposals for service to end at Elkton, (Tennessee,) omitting Centre Hill and Athens, invited.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| J. J. Hinds..... | \$510. |
| Steven B. Severs..... | 495. |
| Jesse C. Montgomery & G. W. Hodges..... | 488. |
| John W. Stough..... | 400. |
| J. H. McMullin..... | 400, end at Elkton. |
| A. H. Slaughter..... | 370. |
| James Wilson..... | 300. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$300 per annum, but never executed. (Not let.)

ROUTE No. 6640.

From New Market to Elora, (N. O.), 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------|
| John W. Stough..... | \$150. |
| J. H. McMullin..... | 100. |
| | 200, twice a week. |

(Not let.)

ROUTE No. 6641.

From Bellefonte to Gaylesville, 44 miles and back, once a week. Proposals for service twice a week, between Rawlingsville and Gaylesville, invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| John W. Stough..... | \$500. |
| Fred. D. Gregg..... | 1,000. |
| | 1,000, twice a week between Gaylesville and Rawlingsville. |
| | 2,000, end at Rome, Georgia. |
| A. A. Simmons..... | 975. |
| Hiram D. Barr..... | 895. |
| Miles R. Hammond..... | 675. |
| | 870. Invited service. |
| J. J. Hinds..... | 660. |
| J. M. Robertson..... | 625. |
| George W. Lawrence..... | 600, twice a week between Rawlingsville and Gaylesville. |
| A. A. Simmons..... | 520, twice a week from Rawlingsville to Gaylesville. |
| A. H. Slaughter..... | 470. |
| John Hamilton..... | 449, Rawlingsville to Gaylesville. |
| Joseph H. Powell..... | 439. Begin at Rawlingsville. (See certificate.) <i>Accepted March 30, 1871.</i> |
| James Wilson..... | 400. |

Contract made with Joseph H. Powell, at \$439 per annum, for twice-a-week service from Rawlingsville to Gaylesville.

Leave Bellefonte Thursday at 6 a. m.; arrive at Gaylesville by 7 p. m.

Leave Gaylesville Wednesday at 6 a. m.; arrive at Bellefonte by 7 p. m.

ROUTE No. 6642.

From Dodsonville to Larkinsville, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| Hiram D. Barr..... | \$600. |
| J. J. Hinds..... | 300. |
| William Stockton..... | 100. |
| John W. McLemore..... | 98. |
| H. H. Hopkins..... | 97. |
| Lester Morris..... | 75. <i>Accepted March 30, 1871.</i> |
| John W. Stough..... | 250. |
| James Wilson..... | 200. |

Contract made with Lester Morris, at \$75 per annum.

Leave Dodsonville Wednesday and Saturday at 9 a. m.; arrive at Larkinsville by 12 m.

Leave Larkinsville Wednesday and Saturday at 1 p. m.; arrive at Dodsonville by 4 p. m.

ROUTE No. 6643.

From Larkin's Fork to Hunt's Station, Tennessee, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Hiram D. Barr..... | \$600. |
| Jasper J. Money..... | 290, begin at Scottsborough. |
| John W. Stough..... | 250. |
| William F. Fowler..... | 149. |
| John A. Green..... | 125. <i>Accepted March 30, 1871.</i> |

Contract made with John A. Green, at \$125 per annum.

Leave Larkin's Fork Friday at 6 a. m.; arrive at Hunt's Station by 12 m.

Leave Hunt's Station Friday at 1 p. m.; arrive at Larkin's Fork by 7 p. m.

ROUTE No. 6644.

From Larkinsville to Larkin's Fork, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Hiram D. Barr..... | \$545 00. |
| J. J. Hinds..... | 345 00. |
| John W. Stough..... | 250 00. |
| John Compton..... | 250 00. |
| John P. Davis..... | 195 00. |
| Holmes H. Hopkins..... | 179 40. |
| Asa D. Fowler..... | 174 00. |
| Lester Morris..... | 165 00. <i>Accepted March 30, 1871.</i> |
| James Wilson..... | 230 00. |

Contract made with Lester Morris, at \$165 per annum.

Leave Larkinsville Friday at 6 a. m.; arrive at Larkin's Fork by 12 m.

Leave Larkin's Fork Friday at 2 p. m.; arrive at Larkinsville by 5 p. m.

ROUTE No. 6645.

From Scottsborough to Lebanon, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William Holland..... | \$799. |
| Hiram D. Barr..... | 560. |
| J. M. Robertson..... | 500. |
| Jesse C. Montgomery & George W. Hodges..... | 484. |
| F. M. Kirby..... | 400. |
| J. J. Hinds..... | 390. |
| John W. Stough..... | 300. |
| James Wilson..... | 200. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to James Wilson, at \$200 per annum, but never executed.

ROUTE No. 6646.

From Scottsborough to Cottonville, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John D. Jackson..... | \$3, 200. |
| William Holland..... | 999. |
| Hiram D. Barr..... | 595. |
| J. M. Robertson..... | 500. |
| J. J. Hinds..... | 420. |
| John W. Stough..... | 300. |
| James Wilson..... | 250. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$250 per annum, but never executed.

ROUTE No. 6647.

From Scottsborough to Salem, Tennessee, 40 miles and back, once a week. Proposals to end at Estill's Fork, 25 miles, invited.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Hiram D. Barr..... | \$750. |
| J. M. Robertson..... | 600. |
| J. J. Hinds..... | 600. |
| Jesse C. Montgomery & George W. Hodges..... | 498. |
| T. J. Holland..... | 473. |
| John W. Stough..... | 400. |
| James Wilson..... | 350. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$350 per annum, but never executed.

ROUTE No. 6648.

From Stevenson to Estill's Fork, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Hiram D. Barr..... | \$645. |
| J. M. Robertson..... | 500. |
| J. J. Hinds..... | 405. |
| Jesse C. Montgomery & George W. Hodges..... | 397. |
| John W. Stough..... | 300. <i>Accepted March 30, 1871.</i> |
| Pleasant W. Cargile..... | 129, end at Big Coon. |
| James Wilson..... | 225, end at Princeburg. |

Contract drawn and sent to John W. Stough at \$300 per annum, but never executed. August 3, 1871. Accepted bidder having failed to begin service, curtail route to end at Big Coon, reducing distance 15 miles, and contract with Pleasant W. Cargile, of Stevenson, Alabama, to carry mails from Stevenson to Big Coon and back once a week, at \$129 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Leave Stevenson Friday at 8 a. m.; arrive at Estill's Fork by 5 p. m.

Leave Estill's Fork Saturday at 8 a. m.; arrive at Stevenson by 5 p. m.

ROUTE No. 6649.

From Sand Mountain (N. O.) to Bellefonte, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Hiram D. Barr..... | \$795. |
| J. M. Robertson..... | 600. |
| J. J. Hinds..... | 570. |
| Jesse C. Montgomery & George W. Hodges..... | 498. |
| L. D. Lusk..... | 470. |
| John W. Stough..... | 400. |
| A. H. Slaughter..... | 369. |
| James Wilson..... | 350. |

(Not let.)

ROUTE No. 6650.

From Trenton (Georgia) to Gadsden, 74 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Hiram D. Barr..... | \$3,945. |
| J. J. Hinds..... | 2,220. |
| J. D. Sibley..... | 2,000. |
| L. Q. Morton..... | 1,800. |
| Jesse C. Montgomery & George W. Hodges..... | 1,498. |
| John W. Stough..... | 1,200. |
| James McCauley..... | 1,200. |
| James Wilson..... | 1,000. |

(Not let.)

ROUTE No. 6651.

From Guntersville to Blountsville, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| J. J. Hinds..... | \$900. | |
| J. M. Robertson..... | 900. | |
| Stephen B. Severs..... | 849. | |
| Elvis Helms..... | 800. | One guarantor. |
| Hiram D. Barr..... | 745. | Informal. |
| J. D. Sibley..... | 800. | |
| L. D. Martin..... | 700. | |
| William E. Culbreath..... | 699. | |
| George T. Montgomery..... | 699. | |
| John M. Robertson..... | 624. | |
| William D. Thomas..... | 599. | |
| John McCauley..... | 550. | No guarantors. |
| John W. Stough..... | 500. | |
| Joseph E. Barcliffe..... | 499. | |
| L. D. Lusk..... | 490. | |
| A. H. Slaughter..... | 860. | |
| James Wilson..... | 400. | Accepted March 30, 1871. |
| <i>(After time.)</i> | | |
| John W. Gamble..... | 895. | (March 3, 1871.) |
| Ellis Hellams..... | 700. | |

Contract drawn and sent to James Wilson, at \$400 per annum, but never executed ; and contract ordered with W. Thomas, at \$450 per annum, but not executed.

ROUTE No. 6652.

From Guntersville to Scottsborough, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--------------------------|
| Hiram D. Barr..... | \$698. | |
| J. M. Robertson..... | 550. | |
| J. J. Hinds..... | 495. | |
| L. Q. Morton..... | 400. | |
| Reuben R. Kirby..... | 399. | |
| John W. Stough..... | 350. | |
| Reuben R. Kirby..... | 300. | |
| A. H. Slaughter..... | 370. | |
| James Wilson..... | 300. | Accepted March 30, 1871. |

Contract drawn and sent to James Wilson, at \$300 per annum, but never executed ; and contract ordered with William Thomas, at \$375 per annum, and executed accordingly.

Leave Guntersville Friday at 7 a. m. ; arrive at Scottsborough by 6 p. m.

Leave Scottsborough Saturday at 7 a. m. ; arrive at Guntersville by 6 p. m.

ROUTE No. 6653.

From Decatur to Jasper, 70 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Stephen B. Severs..... | \$3,449. |
| William R. McDonald..... | 2,184. |
| J. J. Hinds..... | 2,100. |

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| J. M. Robertson | \$1,990. | |
| Jesse C. Montgomery & George W. Hodges | 1,984. | |
| J. D. Sibley | 1,800. | |
| G. & H. P. Green | 1,785. | |
| Ebenezer A. Dozier | 1,764. | |
| L. Q. Morton | 1,700. | |
| John McCauley | 1,400. | No guarantor. |
| David Day | 1,390. | |
| John Dutton & George W. Day .. | 1,257. | |
| David J. Tarrentine | 1,175. | |
| R. H. Smith | 800. | <i>Accepted March 30, 1871.</i> |
| A. H. Slaughter | 1,670. | |
| John W. Stough | 1,200. | |

Contracts drawn and sent to R. H. Smith at \$300 per annum, but never executed.

July 17, 1871. The accepted bidder having failed to begin service, contract with J. J. Hinds, of Decatur, Alabama, to carry mails from Decatur to Jasper and back twice a week, at \$1,700 per annum, from July 1, 1871, to December 31, 1871, or longer if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Decatur Wednesday and Saturday at 1 p. m.; arrive at Basham's Gap by 7 p. m. Leave Basham's Gap Thursday and Monday at 6 a. m.; arrive at Jasper next days at 12 m.

Leave Jasper Friday and Tuesday at 7 p. m.; arrive at Basham's Gap next day by 7 p. m.

Leave Basham's Gap Wednesday and Saturday at 6 a. m.; arrive at Decatur by 12 m.

ROUTE No. 6654.

From Somerville to Elyton, 85 miles and back, once a week.

Proposals invited to go by Bunley's, Brady's, and Williams's, omitting Gandy's Cove, Mount Alvis, and Thacker's Creek.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---------------------------------|
| O. T. Fogg | \$4,000. | Informal. |
| Stephen B. Severs | 2,449. | |
| Hiram D. Barr | 1,495. | |
| W. G. Byar & J. F. Livingston .. | 1,380. | |
| J. J. Hinds | 1,275. | |
| Ebenezer A. Dozier | 1,244. | |
| J. M. Robertson | 1,200. | |
| J. D. Sibley | 1,150. | |
| G. T. & H. P. Green | 1,125. | |
| L. Q. Morton | 1,000. | |
| A. H. Slaughter | 967. | |
| | 990. | Invited service. |
| R. H. Smith | 700. | <i>Accepted March 30, 1871.</i> |
| John McCauley | 700. | No guarantor. |
| John W. Stough | 700. | |

Contracts drawn and sent to R. H. Smith, at \$700 per annum, but never executed.

July 25, 1871. The accepted bidder having failed to begin service, contract with J. J. Hinds, of Decatur, Alabama, to carry mails from Somerville to Elyton and back once a week, at \$1,250 per annum, from July 1, 1871, to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Somerville Monday at 6 a. m.; arrive at Elyton next day by 7 p. m.

Leave Elyton Wednesday at 6 a. m.; arrive at Somerville next day by 7 p. m.

ROUTE No. 6655.

From Somerville to Oleander, (N. O.,) 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Hiram D. Barr | \$600. |
| J. J. Hinds | 315. |
| J. M. Robertson | 300. |
| John W. Stough | 210. |

(Not let.)

ROUTE No. 6656.

From Basham's Gap to Hanby's Mills, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Hiram D. Barr..... | \$895. |
| J. J. Hinds..... | 675. |
| J. M. Robertson..... | 600. |
| J. D. Sibley..... | 600. |
| William R. McDonald..... | 595. |
| L. Q. Morton..... | 550. |
| G. & H. P. Green..... | 425. |
| David Day..... | 420. |
| John Dutton & George W. Day.. | 397. |
| David J. Turrentine..... | 393. |
| R. H. Smith..... | 300. <i>Accepted March 30, 1871.</i> |
| John W. Stough..... | 400. |

Contracts drawn and sent to R. H. Smith, at \$300 per annum, but never executed.

July 17, 1871. The accepted bidder having failed to begin service, contract with John Dutton, of Basham's Gap, Alabama, to carry mails from Basham's Gap to Hanby's Mills and back once a week, at \$390 per annum, from July 1, 1871, to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Basham's Gap Thursday at 5 a. m.; arrive at Hanby's Mills by 7 p. m.
Leave Hanby's Mills Friday at 5 a. m.; arrive at Basham's Gap by 7 p. m.

ROUTE NO. 6657.

From Courtland to Moulton, 15½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Thomas H. Jones..... | \$1,150. |
| Hiram D. Barr..... | 1,000. |
| Thomas H. Jones..... | 900, begin at Wheeler Station. |
| J. M. Shoemaker..... | 800. One guarantor. |
| Mary A. De Graffenmel..... | 750. No guarantor; no certificate. |
| J. J. Hinds..... | 697. |
| J. M. Robertson..... | 690. |
| Ebenezer A. Dozier..... | 680. |
| A. H. Slaughter..... | 670. |
| J. D. Sibley..... | 620. |
| John W. Rutherford..... | 595. |
| L. Q. Morton..... | 550. |
| G. T. & H. P. Green..... | 500. |
| M. A. Price & Son..... | 499. |
| John Dutton & George W. Day.. | 493. |
| W. P. Holmes..... | 475. |
| William Michael..... | 450. |
| John W. Stough..... | 400. |
| David Day..... | 390. |
| R. H. Smith..... | 350. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to R. H. Smith at \$350 per annum.

July 18, 1871. Contract ordered with W. S. McDonald, at \$468 per annum, but declined.

ROUTE No. 6658.

From Moulton to Somerville, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|----------------|
| Hiram D. Barr..... | \$1,000. |
| J. M. Robertson..... | 590. |
| J. J. Hinds..... | 585. |
| J. D. Sibley..... | 500. |
| John E. Seal..... | 500. |
| Jesse C. Montgomery & George | |
| W. Hodges..... | 497. |
| Ebenezer A. Dozier..... | 490. |

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| L. Q. Morton | \$475. |
| M. A. Price & Son..... | 450. |
| A. H. Slaughter | 444. |
| David Day..... | 380. |
| David J. Turrentine | 375. |
| John Dutton & George W. Day .. | 347. <i>Accepted March 30, 1871.</i> |
| R. H. Smith..... | 280. <i>No guarantor.</i> |
| John W. Stough..... | 390. |

Contract made with John Dutton & George W. Day at \$347 per annum.
 Leave Moulton Tuesday at 6 a. m.; arrive at Somerville by 6 p. m.
 Leave Somerville Wednesday at 6 a. m.; arrive at Moulton by 6 p. m.

ROUTE No. 6659.

From Moulton to Tuscaloosa, 113 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---|--|
| H. M. Dillard..... | \$6,400. |
| | 7,900, three times a week. |
| R. C. Knight..... | 4,500, three times a week. |
| Jesse Mabry..... | 4,000. |
| W. H. Green..... | 3,675. |
| A. H. Slaughter..... | 3,647. |
| | 5,400, three times a week. |
| William R. McDonald..... | 3,185. |
| | 4,777, three times a week. |
| J. J. Hinds..... | 3,390. |
| | 5,000, invited service. |
| J. D. Sibley..... | 3,000. |
| | 4,500, three times a week. |
| J. P. Allen..... | 3,000. |
| Andrew J. Ingle & Jonathan Barton..... | 4,000, three times a week. |
| David Day..... | 2,930. |
| L. Q. Morton..... | 2,800. |
| | 4,100, three times a week. |
| M. A. Price & Son..... | 2,690. |
| | 4,190, three times a week. |
| John Dutton & George W. Day.. | 2,473. |
| G. H. & H. P. Green..... | 2,300. |
| | 4,000, three times a week. |
| John McCauley..... | 1,800. |
| | 2,700. <i>No guarantor; invited service.</i> |
| George Stough..... | 1,100. <i>No guarantor or certificate.</i> |
| R. H. Smith..... | 1,000. <i>Accepted March 30, 1871.</i> |
| | 1,500, three times a week. |
| John W. Stough..... | 1,800. |
| | 2,500, three times a week. |

Contract drawn and sent to R. H. Smith, at \$1,000 per annum, but never executed.
 July 17, 1871. The accepted bidder having failed to begin service, contract with A. J. Ingle, of Larissa, Alabama, to carry mails from Moulton to Tuscaloosa and back three times a week, at \$4,000 per annum, from July 1 to December 31, 1871, or longer if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Moulton Monday and Thursday at 1 p. m.; arrive at Tuscaloosa next days by 7 p. m.

Leave Tuscaloosa Monday and Thursday at 10 a. m.; arrive at Moulton next days by 4 p. m.

ROUTE No. 6660.

From Mount Hope to Leighton, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| John Dutton & George W. Day.. | \$473. |
| H. M. Dillard..... | 390. |
| Andrew J. Ingle & Jonathan Barton..... | 300. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| G. T. & H. P. Green..... | \$300. |
| G. W. Robertson..... | 300. |
| J. J. Hinds..... | 270. |
| David Day..... | 219. |
| Joseph Smith..... | 200. <i>Accepted March 30, 1871.</i> |
| John W. Stough..... | 200. |

Contract made with Joseph Smith, at \$200 per annum.
 Leave Mount Hope Saturday at 6 a. m.; arrive at Leighton by 12 m.
 Leave Leighton Saturday at 1 p. m.; arrive at Mount Hope by 7 p. m.

ROUTE No. 6661.

From Burleson to Bexar, (N. O.,) 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| H. M. Dillard..... | \$480. |
| Andrew J. Ingle..... | 400. |
| Brice Knykendall..... | 400. |
| A. A. Hughes..... | 365. |
| J. M. Robertson..... | 350. |
| J. J. Hinds..... | 330. |
| John E. Seal..... | 300. |
| Peyton Burnett..... | 297. |
| J. D. Sibley..... | 290. |
| Brice Knykendall..... | 275. |
| Alfred W. Devaney..... | 196. |
| John W. Stough..... | 200. |

(Not let.)

ROUTE No. 6662.

From Chickasaw to Dickson, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| H. M. Dillard..... | \$400. |
| Thomas Spencer..... | 140. |
| William A. Walker..... | 125. |
| John W. Stough..... | 200. |

(Not let.)

ROUTE No. 6663.

From Chickasaw to Cherokee, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Thomas Spencer..... | \$824. |
| H. M. Dillard..... | 460. |
| John W. Stough..... | 250. |
| Thomas Spencer..... | 140. |
| W. L. Nance..... | 135. |
| William A. Walker..... | 130. <i>Accepted March 30, 1871.</i> |

Contract made with William A. Walker, at \$130 per annum.
 Leave Chickasaw Saturday at 7 a. m.; arrive at Cherokee by 12 m.
 Leave Cherokee Saturday at 1 p. m.; arrive at Chickasaw by 6 p. m.

ROUTE No. 6664.

From Frankfort to Tuscumbia, 15 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| A. H. Slaughter..... | \$570 00. |
| Andrew J. Ingle..... | 560 00. |
| J. M. Robertson..... | 500 00. |
| H. M. Dillard..... | 450 00. |
| J. J. Hinds..... | 450 00. |
| J. D. Sibley..... | 400 00. |

| Bidders' names. | Sum per annum. |
|--------------------------------|---|
| John E. Seal | \$350 00. |
| John W. Stough | 350 00. |
| R. H. Smith | 300 00. |
| A. A. Hughes | 299 00. |
| A. W. Devaney | 280 00. |
| Chapman A. L. Flake | 274 50. |
| John Dutton & George W. Day .. | 267 00. |
| Henry C. Terrell | 260 00. |
| James Mills | 249 00. |
| Fred. A. Gates | 225 00. |
| William T. Grissom | 220 00. |
| Henry F. Rikard | 175 00. <i>Accepted March 30, 1871.</i> |

Contract made with Henry F. Rikard, at \$175 per annum.

Leave Frankfort Tuesday and Friday at 7 a. m.; arrive at Tusculmbia by 12 m.

Leave Tusculmbia Tuesday and Friday at 1 p. m.; arrive at Frankfort by 6 p. m.

ROUTE No. 6665.

From Russellville to Pleasant Site, 28 miles and back. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| H. M. Dillard | \$750. |
| | 1,200, twice a week. |
| A. H. Slaughter | 560. |
| J. M. Robertson | 500, end at Frankfort. |
| R. H. Smith | 500. |
| Andrew J. Ingle | 460. |
| A. A. Hughes | 449, twice a week. |
| A. A. Simmons & Robert N. Dickerson | 449. |
| J. J. Hinds | 420. |
| John E. Seal | 400. |
| | 600. |
| J. D. Sibley | 390. |
| A. H. Slaughter | 360. |
| John W. Stough | 300. |
| John S. Goodwin | 300. |
| John Dutton & George Day | 287. |
| James H. Srygley | 260. |
| A. W. Devany | 225. |
| | 450, twice a week. |
| George W. Smith | 200. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Smith, at \$200 per annum.

Leave Russellville Friday at 8 a. m.; arrive at Pleasant Site by 4 p. m.

Leave Pleasant Site Saturday at 8 a. m.; arrive at Russellville by 4 p. m.

ROUTE No. 6666.

From Rock Creek (N. O.) to Dickson, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------|
| J. M. Dillard | \$465. |
| J. M. Robertson | 300. |
| John Dutton & George W. Day .. | 207. |
| John W. Stough | 200. |
| James H. Srygley | 160. |
| Alfred W. Devaney | 150. |
| John S. Goodwin | 135. |

(Not let.)

ROUTE No. 6667.

From Russellville to Pikeville, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| H. M. Dillard | \$1,100. |
| Silas Morphew & Paul Engle | 712. |
| John E. Seal | 700. |
| A. A. Simmons & R. N. Dickerson .. | 695. |
| Jesse Montgomery & George W. Hodges | 694. |

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Peyton Burnett..... | \$690. |
| J. J. Hinds | 675. |
| J. M. Robertson | 675. |
| John Dutton & George W. Day.. | 597. |
| A. H. Slaughter | 493. |
| A. W. Devaney | 400. |
| John W. Stough | 400. |
| R. H. Smith..... | 300. |
| George Stough..... | 270. |
| J. D. Sibley..... | 550. |

Accepted March 30, 1871.

Contracts drawn and sent to George Stough, at \$270 per annum, but never executed. July 25, 1871. The accepted bidder having failed to begin service, contract with A. W. Devaney, of Russellville, Alabama, to carry mails from Russellville to Pikeville and back once a week, at \$338 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Russellville Monday at 6 a. m.; arrive at Pikeville by 8 p. m.

Leave Pikeville Tuesday at 6 a. m.; arrive at Russellville by 8 p. m.

ROUTE No. 6668.

From Russellville to Mount Hope, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| H. M. Dillard | \$475. |
| Alexander A. Simmons & Robert N. Dickerson..... | 300. |
| G. L. & H. P. Green..... | 275. |
| Silas Morphey & Paul Engle.... | 250. |
| J. M. Robertson | 250. |
| J. J. Hinds | 240. |
| John Dutton & George W. Day.. | 197. |
| Joseph Smith..... | 150. |
| John W. Stough | 150. |
| A. W. Devaney..... | 125. |
| R. H. Smith..... | 100. |
| J. D. Sibley | 200. |

Accepted March 30, 1871.

Contracts drawn and sent to R. H. Smith, at \$100 per annum, but never executed. July 25, 1871. Accepted bidder having failed to begin service, contract with A. W. Devaney, of Russellville, Alabama, to carry mails from Russellville to Mount Hope and back, once a week, at \$104 per annum, from July 1 to December 31, 1871, or longer, at the same rate of pay, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Russellville Saturday at 7 a. m.; arrive at Mount Hope by 12 m.

Leave Mount Hope Saturday at 1 p. m.; arrive at Russellville by 6 p. m.

ROUTE No. 6669.

From Russellville to Tusculmbia, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| J. W. Robertson..... | \$450 00. |
| J. J. Hinds | 810 00. |
| Alexander A. Simmons & Robert N. Dickerson..... | 789 00. |
| H. M. Dillard | 750 00. |
| A. H. Slaughter | 743 00. |
| Silas Morphey & Paul Engle ... | 738 40. |
| John W. Stough..... | 500 00. |
| John Dutton & George W. Day.. | 457 00. |
| William T. Walker..... | 449 00. |
| John E. Seal | 435 00. |
| Joseph Smith | 400 00. |
| A. W. Devaney..... | 395 00. |
| R. H. Smith..... | 350 00. |
| J. D. Sibley..... | 700 00. |

Accepted March 30, 1871.

Contracts drawn and sent to R. H. Smith, at \$350 per annum, but never executed. July 25, 1871. The accepted bidder having failed to begin service, contract with A. W. Devaney, of Russellville, Alabama, to carry mails from Russellville to Tusculmbia and back three times a week, at \$390 per annum, from July 1 to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Russellville Monday, Wednesday, and Friday at 6.30 a. m.; arrive at Tusculmbia by 11.30 a. m.

Leave Tusculmbia Monday, Wednesday, and Friday at 12.30 p. m.; arrive at Russellville by 5.30 p. m.

ROUTE No. 6670.

From Russellville to Fayette, 62 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| H. M. Dillard | \$1,500. |
| John Dutton & George W. Day .. | 1,193. |
| John E. Seal | 1,000, end at Fayetteville. |
| Silas Morpew & Paul Engle.... | 961. |
| J. J. Hinds..... | 930. |
| J. M. Robertson..... | 930. |
| James Hogan | 875. |
| J. D. Sibley..... | 850. |
| Alexander A. Simmons & Robert N. Dickerson..... | 838. |
| L. Q. Morton..... | 800. |
| John C. Moore | 799. |
| Jesse C. Montgomery & George W. Hodges..... | 794. |
| Benjamin D. Haney | 700. |
| John W. Stough..... | 600. |
| A. W. Devaney..... | 575. |
| R. H. Smith..... | 400. |
| George Stough | 375. <i>Accepted March 30, 1871.</i> |
| A. H. Slaughter | 559. |

Contracts drawn and sent to George Stough, at \$375 per annum.

July 25, 1871. The accepted bidder having failed to begin service, contract with A. W. Devaney, of Russellville, Alabama, to carry mails from Russellville to Fayette and back once a week, at \$520 per annum, from July 1 to December 31, 1871, or longer at the same rate of pay if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Russellville Wednesday at 6 a. m.; arrive at Fayette next day by 12 m.

Leave Fayette Thursday at 1 p. m.; arrive at Russellville next day by 6 p. m.

ROUTE No. 6671.

From Tusculmbia to Florence, 5 miles and back, daily.

| Bidders' names. | Sum per annum. |
|-------------------------------|-----------------------------|
| J. M. Robertson | \$765. |
| H. M. Dillard | 700. |
| John Dutton & George W. Day.. | 547. |
| John W. Stough..... | 500. |
| M. A. Price & Son..... | 400, end at South Florence. |
| A. H. Slaughter | 299. |

(Not let.)

ROUTE No. 6672.

From Pikeville to Thorn Hill, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Benjamin D. Haney | \$300. |
| H. M. Dillard | 595. |
| J. M. Robertson | 500. |
| John Dodd | 405. |
| J. J. Hinds..... | 375. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| J. D. Sibley | \$350. |
| Peyton Burnett | 349. |
| Ebenezer A. Dozier | 348. |
| L. Q. Morton | 320. |
| G. & H. P. Green | 300. |
| James O. Bolin | 275. |
| John W. Stough | 250. |
| A. W. Devaney | 240. |
| George Stough | 190. |
| R. H. Smith | 175. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to R. H. Smith, at \$175 per annum, but not executed.

October 31, 1871. Accepted bidder having failed to begin service, contract with B. D. Haney, of Pikeville, Alabama, to carry mails from Pikeville to Thorn Hill and back once a week, at \$250 per annum, from July 1, 1871, to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General; re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Pikeville Friday at 10 a. m.; arrive at Thorn Hill by 5 p. m.

Leave Thorn Hill Saturday at 10 a. m.; arrive at Pikeville by 5 p. m.

ROUTE No. 6673.

From Pikeville to Aberdeen, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| H. M. Dillard | \$880. |
| Peyton Burnett | 772. |
| J. M. Robertson | 675. |
| J. J. Hinds | 675. |
| J. D. Sibley | 620. |
| Ebenezer A. Dozier | 615. |
| L. Q. Morton | 575. |
| A. W. Devaney | 440. |
| A. H. Slaughter | 424. |
| R. H. Smith | 350. |
| George Stough | 300. <i>Accepted March 30, 1871.</i> |
| John W. Stough | 450. |

Contract drawn and sent to George Stough, at \$300 per annum, but never executed.

Contract made with Allen Bannister, at \$500 per annum, by order of October 31, 1871, from July 1 to December 31, 1871.

Leave Pikeville Tuesday at 2 p. m.; arrive at Aberdeen next day by 3 p. m.

Leave Aberdeen Wednesday at 4 p. m.; arrive at Pikeville next day at 6 p. m.

ROUTE No. 6674.

From Pikeville to Vernon, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Simpson P. Goodwin | \$1,000. |
| H. M. Dillard | 660. |
| J. M. Robertson | 500. |
| J. J. Hinds | 450. |
| Peyton Burnett | 430. |
| J. D. Sibley | 410. |
| L. Q. Morton | 375. |
| Ebenezer A. Dozier | 364. |
| H. P. Downum | 200. |
| R. H. Smith | 190. <i>Accepted March 30, 1871.</i> |
| John W. Stough | 300. |
| Montgomery & Hodges, (after time) | 549. (Received March 2, 1871.) |

Contract drawn and sent to R. H. Smith at \$190 per annum but never executed.

Contract made with Allen Bannister, at \$300 per annum, by order of October 31, 1871, from July 1 to December 31, 1871.

Leave Pikeville Wednesday at 8 a. m.; arrive at Vernon by 5 p. m.

Leave Vernon Thursday at 8 a. m.; arrive at Pikeville by 5 p. m.

ROUTE No. 6675.

From Blountsville to Bennettsville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|----------------------------|
| Hiram D. Barr..... | \$745 00. | |
| J. J. Hinds..... | 525 00. | |
| J. M. Robertson..... | 500 00. | |
| J. D. Sibley..... | 500 00. | |
| John Dutton & George W. Day.. | 500 00. | |
| L. Q. Morton..... | 440 00. | |
| Ebenezer A. Dozier..... | 384 00. | |
| Jesse C. Montgomery & George W. Hodges..... | 349 00. | |
| John McCauley..... | 350 00. | No guarantor. |
| Elvis Helms..... | 300 00. | No guarantor. |
| James Wilson..... | 300 00. | |
| John G. Walker..... | 300 00. | Informal. |
| William Edward Culbreath..... | 249 50. | |
| S. T. Fowler..... | 248 00. | Accepted March 30, 1871. |
| John W. Stough..... | 375 00. | |
| (After time.) | | |
| Elvis Hellum..... | 200 00. | (Received March 9, 1871.) |
| John Bynum..... | 245 00. | (Received March 27, 1871.) |

Contract made with S. T. Fowler, at \$248 per annum.

Leave Blountsville Monday at 7 a. m. ; arrive at Bennettsville by 6 p. m.

Leave Bennettsville Tuesday at 7 a. m. ; arrive at Blountsville by 6 p. m.

ROUTE No. 6676.

From Blountsville to Montevallo, 81 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|--------------------------|
| A. P. Fogg..... | \$4,000 00. | |
| M. A. Metts..... | 4,490 00. | |
| John Dutton & George W. Day.. | 4,093 00. | |
| George W. Lawrence..... | 4,000 00. | |
| R. C. Knight..... | 3,800 00. | |
| John W. Moore..... | 3,750 00. | |
| Stephen B. Severs..... | 3,749 00. | |
| William V. Metcalf..... | 3,645 00. | |
| J. J. Hinds..... | 3,645 00. | |
| A. G. Wisdom..... | 3,500 00. | |
| Hiram D. Barr..... | 3,300 00. | |
| J. D. Sibley..... | 3,200 00. | |
| Rolins P. Crow, jr..... | 3,000 00. | |
| David Day..... | 2,900 00. | |
| L. Q. Morton..... | 2,900 00. | |
| William Cole..... | 2,700 00. | |
| Jesse C. Montgomery & George W. Hodges..... | 2,498 00. | |
| Ebenezer A. Dozier..... | 2,480 00. | |
| G. T. & H. P. Green..... | 2,425 00. | |
| A. H. Slaughter..... | 2,430 00. | |
| Joseph B. Robinson..... | 2,343 60. | |
| John McCauley..... | 2,000 00. | No guarantor. |
| John W. Stough..... | 2,000 00. | |
| John E. Montgomery..... | 1,999 00. | |
| James Wilson..... | 1,500 00. | Accepted March 30, 1871. |

Contracts drawn and sent to James Wilson at \$1,500 per annum, but never executed.
Leave Blountsville Monday, Wednesday, and Friday at 6 a. m. ; arrive at Montevallo
next days by 6 p. m.

Leave Montevallo Monday, Wednesday, and Friday at 6 a. m. ; arrive at Blountsville
next days by 6 p. m.

ROUTE No. 6677.

From Cedar Bluff to Gunterville, 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Hiram D. Barr..... | \$1,245. |
| George W. Lawrence..... | 900. |
| J. J. Hinds..... | 735. |
| James W. Bogan..... | 650. |
| A. G. Wisdom..... | 600. |
| William Johns..... | 549. |
| John McCauley..... | 500. No guarantor. |
| John W. Stough..... | 500. |
| L. D. Lusk..... | 490. |
| A. H. Slaughter..... | 489. |
| James Wilson..... | 400. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$400 per annum, but never executed.
 Leave Cedar Bluff Friday at 5 a. m.; arrive at Guntersville by 8 p. m.
 Leave Guntersville Saturday at 5 a. m.; arrive at Cedar Bluff by 8 p. m.

ROUTE No. 6678.

From Centre to Dyke's Store, (N. O.,) Georgia, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------|
| Hiram D. Barr..... | \$550. |
| William C. Higgins..... | 550. See certificate. |
| Frederick D. Gregg..... | 500. |
| J. M. Robertson..... | 300. |
| William Johns..... | 299. |
| John W. Stough..... | 200. |
| Samuel C. Ward, (after time).... | 99. (Received March 11, 1871.) |

(Not let.)

ROUTE No. 6679.

From Gaylesville to La Fayette, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Hiram D. Barr..... | \$694. |
| J. J. Hinds..... | 570. |
| J. M. Robertson..... | 550. |
| George W. Lawrence..... | 550. |
| A. J. Wisdom..... | 490. |
| William J. Russell..... | 489. |
| Miles R. Hammon..... | 450. |
| John Hamilton..... | 449. |
| Alexander A. Simmons & William H. Rogers..... | 440. |
| John W. Stough..... | 400. |
| Thomas Griffin..... | 382. |
| A. H. Slaughter..... | 370. |
| Reuben Jay..... | 349. |
| Jacob M. Weaver..... | 337. <i>Accepted March 30, 1871.</i> |
| Joseph H. Powell..... | 469. See certificate. |

Contract made with Jacob M. Weaver at \$337 per annum.
 Leave Gaylesville Monday at 6 a. m.; arrive at La Fayette by 6 p. m.
 Leave La Fayette Tuesday at 6 a. m.; arrive at Gaylesville by 6 p. m.

ROUTE No. 6680.

From Cross Plains to Chattanooga, Tennessee, 94½ miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---|----------------------------|
| Hiram D. Barr..... | \$3,995. |
| Andrew J. Healan..... | 3,600. three times a week. |
| M. A. Metts..... | 3,490. |
| A. A. Simmons & William H. Rogers..... | 3,300. |
| W. T. Russell..... | 4,900. three times a week. |
| Reuben Jay..... | 2,888. |
| | 2,845. |

| Bidders' names. | Sum per annum. |
|---|--|
| Renben Jay | \$4,250. Invited service. |
| J. J. Hinds | 2,835. |
| | 4,200. Invited service. |
| C. D. Hiel..... | 2,700. |
| | 2,989. Invited service. |
| J. D. Sibley | 2,600. |
| | 3,900, three times a week. |
| Abner J. Wisdom..... | 2,500. |
| | 3,550, three times a week. |
| George W. Lawrence..... | 2,500. |
| | 3,500, three times a week. |
| Isaac Frank | 2,500. |
| W. D. Sharpe..... | 2,450. |
| | 3,470, three times a week. |
| H. T. Vernon & John D. Ham- mond | 2,400. |
| Bragan & Harris | 2,333. |
| | 2,700, three times a week. |
| Alexander B. Rineheart | 2,193. |
| | 3,393, three times a week. |
| John McCauley..... | 2,000. |
| | 3,000, three times a week. |
| John W. Stough | 2,000. |
| | 3,000, three times a week. |
| Miles R. Hammon..... | 1,950. |
| | 2,900, three times a week. |
| James Wilson | 1,500. |
| | 2,000, three times a week. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to James Wilson, at \$2,000 per annum for three times a week service, but never executed.

Leave Cross Plains Monday and Thursday at 6 a. m.; arrive at Chattanooga next day by 8 p. m.

Leave Chattanooga Wednesday and Saturday at 6 a. m.; arrive at Cross Plains next day by 6 p. m.

ROUTE No. 6681.

From Cross Plains to Pumpkin Pile, (N. O.,) 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Hiram D. Barr..... | \$550. |
| H. F. Vernon & John D. Hammon | 550. |
| William C. Higgins..... | 549. |
| Isaac Frank..... | 450. |
| J. M. Robertson | 350. |
| J. J. Hinds..... | 330. |
| John W. Stough | 300. |
| W. D. Sharpe..... | 225. |

(Not let.)

ROUTE No. 6682.

From Jacksonville to Munford, 32 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| George W. Lawrence | \$1,500. |
| J. M. Robertson | 1,000. |
| J. J. Hinds..... | 960. |
| J. D. Sibley | 850. |
| M. J. Harris & G. F. Taylor..... | 770. |
| W. D. Sharpe | 750. |
| John A. De Arman | 730. |
| William C. Higgins | 697. |
| Ebenezer A. Dozier..... | 668. |
| Isaac Frank..... | 650. |
| John W. Stough..... | 650. |
| Hiram D. Barr | 645. |
| Rowling B. Crow, jr. | 600. |

| Bidders' names. | Sum per annum. |
|--|----------------|
| Jesse C. Montgomery & George W. Hodges | \$589. |
| H. F. Vernon & John D. Hammond | 560. |
| James Wilson | 550. |
| Absalom McGinnis | 500. |
| W. O. Hutchinson | 497 |

Accepted March 30, 1871.

Contract made with W. O. Hutchinson at \$497 per annum.

Leave Jacksonville Tuesday and Friday at 8 a. m.; arrive at Munford by 4 p. m.

Leave Munford Monday and Thursday at 8 a. m.; arrive at Jacksonville by 4 p. m.

ROUTE No. 6683.

From Jacksonville to Guntersville, 62 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| M. J. Harris & W. N. Bragaw | \$11,800. |
| George W. Lawrence | 9,000. |
| J. J. Hinds | 8,000. |
| M. A. Price | 7,900. |
| Valcin Broussard | 7,500. |
| George W. Lawrence | 7,500. |
| J. J. Hinds | 7,500. |
| A. J. Wisdom | 7,300. |
| John Murphy | 7,000. |
| J. J. Hinds | 6,800. |
| A. C. Davis | 6,500. |
| J. D. Sibley | 6,200. |
| Hiram D. Barr | 5,995. |
| Charles Meadows | 5,700. |
| J. D. Sibley | 5,600. |
| L. D. Lusk | 5,489. |
| J. D. Sibley | 5,200. |
| L. Q. Morton | 5,000. |
| Jesse Mabry | 4,999. |
| H. F. Vernon & John D. Hammond | 4,970. |
| J. W. Baird & J. P. Hunt | 4,900. |
| L. Q. Morton | 4,890. |
| W. O. Hutchinson | 4,826. |
| John Phillips | 4,350. |
| Elvis Helms | 4,000. |
| John Phillips | 3,800. |
| Jesse C. Montgomery & George W. Hodges | 2,989. |

No guarantor or certificate.

Informal.

Accepted March 30, 1871

Informal.

Contracts drawn and sent to John Phillips, at \$3,800 per annum, but never executed.

Leave Jacksonville daily, except Sunday, at 6.30 p. m.; arrive at Guntersville next day by 3.30 a. m.

Leave Guntersville daily, except Sunday, at 4 a. m.; arrive at Jacksonville by 3 p. m.

ROUTE No. 6684.

From Jacksonville to Jacksonville, equal to 34½ miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------------------|---|
| W. C. Higgins | \$715. |
| Hiram D. Barr | 695. |
| James Gidley | 670, twice a week. |
| H. F. Vernon & John D. Hammond | 575. |
| Isaac Frank | 550. |
| J. M. Robertson | 525. |
| J. J. Hinds | 515. |
| Harris & Taylor | 1,000, three times a week. |
| | 500, end at Kemp's Creek. |
| | 774, end at Kemp's Creek; twice a week. |
| Ebenezer A. Dozier | 480. |

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------|
| J. D. Sibley | \$450. |
| | 850, twice a week. |
| L. Q. Morton | 400. |
| | 750, twice a week. |
| Montgomery & Hodges | 383. |
| John A. De Arman | 365. |
| John W. Stough | 350. |
| James Gidley | 343. |
| James Wilson | 200. |

Contract made with James Gidley, at \$670 per annum.

Leave Jacksonville Wednesday at 6 a. m.; arrive at Kemp's Creek by 6 p. m.

Leave Kemp's Creek Thursday at 6 a. m.; arrive at Jacksonville by 6 p. m.

ROUTE No. 6685.

From Jacksonville to Elyton, 79 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------------|---|
| William C. Higgs | \$3,300 00. See certificate. |
| A. J. Wisdom | 3,200 00, three times a week. |
| G. T. & H. P. Green | 2,450 00. |
| J. J. Hinds | 2,370 00. |
| | 3,500 00, three times a week. |
| M. A. Metts | 2,290 00. |
| J. D. Sibley | 2,200 00. |
| | 3,000 00, three times a week. |
| L. Q. Morton | 2,000 00. |
| | 2,700 00, three times a week. |
| Hiram D. Barr | 1,745 00. |
| Ebenezer A. Dozier | 1,700 00. |
| William A. Vandergrift | 1,699 97. |
| Ebenezer A. Dozier | 2,400 00, three times a week. |
| Bragaw & Harris | 1,670 00. |
| | 1,969 00, three times a week. |
| David B. Stewart | 1,650 00. Horseback. |
| | 1,850 00. Buggy. |
| James Rowan | 1,600 00. |
| John McCauley | 1,600 00. |
| | 2,400 00, three times a week; no guarantor. |
| John W. Stough | 1,500 00. |
| | 2,200 00, three times a week. |
| Asa Wyatt | 1,499 00. |
| | 1,700 00, three times a week. |
| Montgomery & Hodges | 1,484 00. |
| Augustus W. Cox | 1,475 00. |
| | 1,649 00, three times a week. |
| | 549 00, end at Ashville. |
| John Yarbrangh | 1,449 00. |
| | 1,625 00, three times a week. |
| | 749 00, end at Ashville. |
| Joseph B. Robinson | 1,445 00. |
| Rolin B. Crow, jr | 1,400 00. |
| George W. Turner | 1,399 00. |
| Joseph B. Robinson | 1,200 00. |
| John C. Brown | 1,173 00. |
| | 1,760 00, three times a week. |
| James Wilson | 1,000 00. Accepted March 30, 1871. |
| | 1,500 00, three times a week. |
| W. O. Hutchinson | 850 00, end at Ashville. |
| | 947 00, three times a week. |
| S. D. Brice | 800 00, end at Ashville. |
| | 1,000 00, three times a week. |
| Isaac Frank | 775 00, end at Ashville. |
| John A. De Arman | 730 00, end at Ashville. |
| R. B. Crow, jr | 7 00, end at Ashville. |
| William A. Montgomery | 548 00, end at Ashville. |
| | 832 00, three times a week. |

Contracts drawn and sent to James Wilson, at \$1,000 per annum, but never executed. Leave Jacksonville Tuesday and Thursday at 7 a. m.; arrive at Elyton next days by 7 p. m.

Leave Elyton Tuesday and Thursday at 7 a. m.; arrive at Jacksonville next days by 7 p. m.

ROUTE No. 6686.

From Ashville to Wilsonville, 54 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|--------------------------|
| William C. Higgins..... | \$1,497 00. | |
| H. F. Vernon & John D. Hammond..... | 950 00. | |
| J. M. Robertson..... | 890 00. | |
| Isaac Frank..... | 850 00. | |
| J. J. Hinds..... | 810 00. | |
| Wiley J. Bailey..... | 795 00. | |
| Hiram D. Barr..... | 700 00. | |
| Robert F. Newton..... | 700 00. | |
| John W. Stough..... | 600 00. | |
| William A. Vandergrift..... | 524 98. | |
| Roling B. Crow, jr..... | 500 00. | |
| Asa Wyatt..... | 499 00. | |
| John Yarbrough..... | 490 00. | |
| Montgomery & Hodges..... | 484 00. | |
| George W. Turner..... | 449 00. | |
| Joseph R. Robinson..... | 440 00. | |
| James Wilson..... | 400 00. | |
| Josiah Hodges..... | 367 00. | Horseback. |
| S. T. Fowler..... | 344 00. | Accepted March 30, 1871. |
| J. D. Sibley..... | 700 00. | |
| A. H. Slaughter..... | 538 00. | |

Contract made with S. T. Fowler, at \$344 per annum.

Leave Ashville Wednesday at 6 a. m.; arrive at Wilsonville next day by 12 m.

Leave Wilsonville Thursday at 1 p. m.; arrive at Ashville next day by 6 p. m.

ROUTE No. 6687.

From Ashville to Cedar Grove, 30 miles and back, once a week. Proposals invited to extend service from Cedar Grove, by Bridgton, to Ironton, 10 miles farther.

| Bidders' names. | Sum per annum. | |
|---|-------------------------|--------------------------|
| William C. Higgins..... | \$695. | |
| Hiram D. Barr..... | 645. | |
| Isaac Frank..... | 525. | |
| H. F. Vernon & John D. Hammond..... | 500. | |
| Wiley J. Bailey..... | 450. | |
| J. J. Hinds..... | 400. | |
| J. D. Sibley..... | 350. | |
| William A. Vandergrift..... | 350. | |
| Asa Wyatt..... | 350, end at Ironton. | |
| Robert F. Newton..... | 340. | |
| Roling B. Crow, jr..... | 300. | |
| John W. Stough..... | 300. | |
| Joseph B. Robinson..... | 295. | |
| Josiah Hodges..... | 283, horseback | |
| Asa Wyatt..... | 274. | |
| Jesse C. Montgomery & George W. Hodges..... | 374, end at Ironton. | |
| John Yarbrough..... | 270. | |
| James Wilson..... | 240. | |
| George W. Turner..... | 239. | |
| John C. Brown..... | 183. | Accepted March 30, 1871. |
| J. M. Robertson..... | 500. | |
| | 640, extend to Ironton. | |

Contract made with John C. Brown, at \$183 per annum.

Leave Ashville Monday at 8 a. m.; arrive at Cedar Grove by 4.30 p. m.

Leave Cedar Grove Tuesday at 8 a. m.; arrive at Ashville by 4.30 p. m.

ROUTE No. 6688.

From Ashville to Blountsville, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William C. Higgins..... | \$690. |
| Hiram D. Barr | 595. |
| Isaac Frank..... | 525. |
| J. M. Robertson..... | 500. |
| Wiley J. Bailey..... | 495. |
| Robert F. Newton..... | 480. |
| John W. Moore..... | 475. |
| J. J. Hinds..... | 415. |
| Roling B. Crow, jr..... | 400. |
| Willison Cole..... | 400. |
| J. D. Sibley..... | 375. |
| Asa Wyatt..... | 339. |
| John Yarbrough..... | 330. |
| John Bowling..... | 325. |
| Joseph B. Robinson..... | 300. |
| John W. Stough..... | 300. |
| A. H. Slaughter..... | 298. |
| Jesse C. Montgomery & George W. Hodges..... | 298. |
| James Wilson..... | 240. |
| John C. Brown..... | 223. <i>Accepted March 30, 1871.</i> |
| John Yarbrough..... | 295. <i>No guarantor.</i> |

Contract made with John C. Brown, at \$223 per annum.
Leave Ashville Friday at 8 a. m.; arrive at Blountsville by 6 p. m.
Leave Blountsville Saturday at 8 a. m.; arrive at Ashville by 6 p. m.

ROUTE No. 6689.

From Jasper to Blountsville, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Stephen B. Severs..... | \$999. |
| John Dodd..... | 900. |
| J. M. Robertson..... | 890. |
| J. J. Hinds..... | 825. |
| Hiram D. Barr..... | 795. |
| M. A. Metts..... | 790. |
| James Hogan..... | 765. |
| John W. Moore..... | 750. |
| J. D. Sibley..... | 720. |
| James B. Boshell..... | 700. |
| A. H. Slaughter..... | 696. |
| L. Q. Morton..... | 660. |
| Cader Burton..... | 625. |
| David Day..... | 620. |
| Joseph Benjamin Byers..... | 598. |
| G. T. & H. P. Green..... | 595. |
| John Dutton & George W. Day.. | 577. |
| John W. Stough..... | 575. |
| James Cain..... | 500. |
| John McCauley..... | 500. <i>No guarantor.</i> |
| Jerre Murphree..... | 480. |
| John C. Brown..... | 448. |
| R. H. Smith..... | 300. |
| James Wilson..... | 300. <i>Accepted March 30, 1871.</i> |
| John Yarbrough..... | 295. <i>No guarantor.</i> |

Contracts drawn and sent to James Wilson, at \$300 per annum, but never executed.
Leave Jasper Thursday at 6 a. m.; arrive at Blountsville next day by 12 m.
Leave Blountsville Friday at 1 p. m.; arrive at Jasper next day by 6 p. m.

ROUTE No. 6690.

From Jasper to Eldridge, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------|----------------|--------------------------|
| Hiram D. Barr..... | \$645. | |
| J. M. Robertson..... | 475. | |
| J. J. Hinds..... | 390. | |
| David Day..... | 360. | |
| J. D. Sibley..... | 350. | |
| William R. McDonald..... | 338. | No certificate. |
| James B. Boshell..... | 320. | |
| S. P. Trawell..... | 300. | |
| Engle & Morpew..... | 300. | Duplicate. |
| L. Q. Morton..... | 200. | |
| John Brown..... | 200. | |
| John Dutton & George W. Day.. | 297. | |
| G. T. & H. P. Green..... | 290. | |
| James M. Blackwell..... | 214. | |
| Madison Sherer..... | 210. | |
| S. R. Weeme..... | 205. | |
| R. H. Smith..... | 150. | Accepted March 30, 1871. |
| John W. Stough..... | 280. | |

Contracts drawn and sent to R. H. Smith, at \$150 per annum, but never executed.

Leave Jasper Thursday at 7 a. m.; arrive at Eldridge by 4 p. m.

Leave Eldridge Friday at 7 a. m.; arrive at Jasper by 4 p. m.

ROUTE No. 6691.

From Jasper to Jonesborough, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---|
| Engle & Morpew..... | \$800. | |
| Robert F. Newton..... | 784. | |
| Hiram D. Barr..... | 745. | |
| S. M. Robertson..... | 720. | |
| J. J. Hinds..... | 720. | |
| James Madison Blackwell..... | 719. | |
| James C. Boshell..... | 650. | |
| J. D. Sibley..... | 650. | |
| James Hogan..... | 647. | |
| L. Q. Morton..... | 600. | |
| A. H. Slaughter..... | 570. | |
| John Dutton & George W. Day.. | 517. | |
| G. T. & H. P. Green..... | 485. | |
| R. H. Smith..... | 300. | Accepted March 30, 1871. |
| John W. Stough..... | 500. | |
| John W. Gamble, (after time).... | 975. | twice a week. (Received March 3, 1871.) |

Contracts drawn and sent to R. H. Smith, at \$300 per annum, but never executed.

Leave Jasper Thursday at 12 m.; arrive at Jonesborough next day by 2 p. m.

Leave Jonesborough Friday at 3. m.; arrive at Jasper next day by 3 p. m.

ROUTE No. 6692.

From Fayette Court-House to Columbus, Mississippi, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|------------------|
| Artemas Moody..... | \$2,000. | |
| Simpson P. Goodwin..... | 1,975. | |
| Andrew J. Ingle..... | 1,664. | |
| J. M. Robertson..... | 1,500. | |
| J. J. Hinds..... | 1,500. | |
| A. H. Slaughter..... | 1,470. | |
| Peston Burnett..... | 1,417. | |
| J. D. Sibley..... | 1,350. | |
| H. S. Brooks & Co..... | 1,347. | See certificate. |
| M. A. Metts..... | 1,290. | |
| G. T. & H. P. Green..... | 1,200. | |
| L. Q. Morton..... | 1,100. | |
| John C. Moore..... | 999. | |
| John C. Montgomery & George W. Hodges..... | 998. | |

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| A. W. Devaney | \$900. |
| John W. Stough | 900. |
| Uriah W. Mullins | 840. |
| George Stough | 700. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough, at \$700 per annum, but never executed ;
Leave Fayette Court-House Monday and Thursday at 6 a. m. ; arrive at Columbus
by 8 p. m.

Leave Columbus Tuesday and Friday at 6 a. m. ; arrive at Fayette Court-House by
8 p. m.

ROUTE No. 6693.

From Fayette Court-House to Columbus, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Andrew G. Engle | \$1, 100. |
| Simpson P. Goodwin | 1, 000. |
| Peyton Burnett | 933. |
| J. M. Robertson | 930. |
| J. J. Hinds | 900. |
| G. T. & H. P. Green | 900. |
| M. A. Metts | 890. |
| H. S. Brooks & Co | 889. |
| Ebenezer A. Dozier | 872. |
| Jesse C. Montgomery & George W. Hodges | 844. |
| J. D. Sibley | 800. |
| L. Q. Morton | 750. |
| A. H. Slaughter | 740. |
| John W. Stough | 600. |
| A. W. Devaney | 600. |
| John C. Moore | 599. |
| George Stough | 375. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough at \$375 per annum, but never executed
Leave Fayette Court-House Monday at 6 a. m. ; arrive at Columbus next day by 11
a. m.

Leave Columbus Tuesday at 1 p. m. ; arrive at Fayette Court-House next day by
6 p. m.

ROUTE No. 6694.

From Fayette Court-House to Reform, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Jesse C. Montgomery & George W. Hodges | \$584. |
| Andrew J. Ingle | 500. |
| J. M. Robertson | 500. |
| M. A. Metts | 490. |
| Peyton Burnett | 435. |
| J. D. Sibley | 410. |
| J. J. Hinds | 400. |
| J. D. Sibley | 385. |
| H. S. Brooke & Co | 375. |
| L. Q. Morton | 370. |
| Ebenezer A. Dozier | 360. |
| John C. Moore | 347. |
| G. T. & H. P. Green | 345. |
| A. H. Slaughter | 320. |
| John W. Stough | 280. |
| George Stough | 200. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough, at \$200 per annum, but never executed
Leave Fayette Court-House Friday at 7 a. m. ; arrive at Reform by 4 p. m.
Leave Reform Friday at 4.30 p. m. ; arrive at Fayette Court-House next day by 12 m

ROUTE No. 6695.

From Fayette Court-House to Moscow, 25 miles and back, once a week

| Bidders' names. | Sum per annum. |
|------------------------------|--------------------------------------|
| Jesse C. Montgomery & George | |
| W. Hodges | \$594. |
| J. M. Robertson | 450. |
| Andrew J. Ingle | 416. |
| M. A. Metts | 390. |
| J. J. Hinds | 375. |
| Ebenezer A. Dozier | 262. |
| J. D. Sibley | 350. |
| H. S. Brooke & Co | 350. |
| Peyton Burnett | 338. |
| L. Q. Morton | 320. |
| G. T. & H. P. Green | 300. |
| John W. Stough | 250. |
| Alfred W. Devaney | 250. |
| John C. Moore | 249. |
| George Stough | 200. <i>Accepted March 30, 1871.</i> |
| A. H. Slaughter | 299. |

Contracts drawn and sent to George Stough, at \$200 per annum, but never executed.
 Leave Fayette Court-House Saturday at 5 a. m.; arrive at Moscow by 12 m.
 Leave Moscow Saturday at 1 p. m.; arrive at Fayette Court-House by 8 p. m.

ROUTE No. 6696.

From Fayette Court-House to Elyton, 72 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|--------------------------------------|
| G. T. & H. P. Green | \$1,500. |
| James B. Price | 1,200. |
| J. J. Hinds | 1,080. |
| J. M. Robertson | 1,048. |
| J. D. Sibley | 1,000. |
| John C. Moore | 999. |
| M. A. Metts | 990. |
| A. H. Slaughter | 989. |
| Benjamin S. Walker | 950. |
| William C. McCollum | 900. |
| L. Q. Morton | 900. |
| James C. Tidwell | 899. |
| H. S. Brooke & Co | 899. |
| Jesse C. Montgomery & George | |
| W. Hodges | 884. |
| John W. Stough | 750. |
| George Stough | 430. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough, at \$430 per annum, but never executed.
 Leave Fayette Court-House Wednesday at 6 a. m.; arrive at Elyton next day by 6 p. m.
 Leave Elyton Friday at 6 a. m.; arrive at Fayette Court-House next day by 6 p. m.

ROUTE No. 6697.

From New River to Dublin, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------------|
| J. J. Hinds | \$150. |
| G. T. & H. P. Green | 145. |
| James McDonald | 137. |
| John W. Stough | 100. |
| John C. Moore | 99. |
| James C. Tidwell | 75. <i>Accepted March 30, 1871.</i> |

Contract made with James C. Tidwell, at \$75 per annum.
 Leave New River Saturday at 12 m.; arrive at Dublin by 3 p. m.
 Leave Dublin Saturday at 7 a. m.; arrive at New River by 10 a. m.

ROUTE No. 6698.

From Vernon to Sarepta, 93 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| J. J. Hinds | \$1,395. |
| W. L. Green | 1,800. |
| Andrew J. Ingle | 1,740. |
| James B. Price | 1,700. |
| J. M. Robertson | 1,500. |
| M. A. Metts | 1,390. |
| J. D. Sibley | 1,300. |
| L. Q. Morton | 1,000. |
| A. H. Slaughter | 997. |
| John W. Stough | 800. |
| George Stough | 550. |

Not let.

ROUTE No. 6699.

From Big Pond to Olinda, (N. O.), 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| J. J. Hinds | \$270. |
| John W. Stough | 200. |

Not let.

ROUTE No. 6700.

From Tomlin's (N. O.) to Vernon.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|-----------------------|------------------------------|
| Thomas Ashcraft | \$325, begin at Cave Spring. |

Not let.

ROUTE No. 6701.

From Bridgeville to Fairville, (N. O.), 8 miles and back, once a week.

No bid; not let.

ROUTE No. 6702.

From Pickensville to Columbus, (Miss.), 24 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| T. A. Buffington | \$2,300. |
| | 1,800, back. |
| A. Moody | 1,750. |
| M. A. Metts | 1,290. |
| J. J. Hinds | 1,080. |
| J. M. Robertson | 1,000. |
| Jesse Mabry | 1,000. |
| A. H. Slaughter | 947. |
| J. D. Sibley | 900. |
| Uriah W. Mullins | 840. |
| John W. Stough | 750. |
| Robert Johnson | 500. |
| George Stough | 400. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough, at \$400 per annum, but never executed. Leave Pickensville Tuesday, Thursday, and Saturday at 5 a. m.; arrive at Columbus by 1 p. m.

Leave Columbus Monday, Wednesday, and Friday at 2 p. m.; arrive at Pickensville by 9 p. m.

ROUTE No. 6703.

From Providence to Pickensville, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| T. A. Buffington | \$650. |
| | 1,000. No guarantor; no certificate; twice a week. |
| Thomas Fish | 500. |
| J. M. Robertson | 475. |
| J. J. Hinds | 360. |
| John W. Stough | 300. |

Not let.

ROUTE No. 6704.

From Reform to Pickensville, 21 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Artemus Moody | \$1,400. |
| T. A. Buffington | 1,100. |
| Andrew J. Ingle | 1,000. |
| M. A. Metts | 990. |
| J. M. Robertson | 999. |
| Alfred M. Prude | 980. |
| J. M. Robertson | 950. |
| J. J. Hinds | 945. |
| Robert Johnson | 899. |
| J. D. Sibley | 825. |
| T. A. Buffington | 800, twice a week. |
| William P. Owing | 750. |
| John W. Stough | 600. |
| G. T. & H. P. Green | 600. |
| Uriah W. Mullins | 595. |
| George Stough | 400. <i>Accepted March 30, 1871.</i> |
| A. H. Slaughter | 947. |
| <i>(After time.)</i> | |
| A. C. Richardson | 595. (Received March 4, 1871.) |
| D. Sruneburger | 600. (Received March 4, 1871.) |

Contracts drawn and sent to George Stough, at \$400 per annum, but never executed. Leave Reform Monday, Wednesday, and Friday at 12 m.; arrive at Pickensville by 6 p. m.

Leave Pickensville Tuesday, Thursday, and Saturday, on arrival of mails from Greensburgh, say at 7 a. m.; arrive at Reform by 1 p. m.

ROUTE No. 6705.

From Blockers' (N. O.) to Centerville, 21½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| J. M. Robertson | \$320. |
| John W. Stough | 300. |
| Samuel Frazer | 300. |
| Not let. | |

ROUTE No. 1706.

From New Lexington to Fayette C. H., 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. M. Robertson | \$300. |
| M. A. Metts | 290. |
| J. J. Hinds | 255. |
| Peyton Burnett | 247. |
| Ebenezer A. Dozier | 244. |
| J. D. Sibley | 230. |
| L. Q. Morton | 200. |
| John C. Moore | 199. |
| Andrew J. Ingle | 180. |
| G. T. & H. P. Green | 175. |
| John W. Stough | 150. |
| George Stough | 100. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Stough, at \$100 per annum, but never executed.

Leave New Lexington Monday at 1 p. m.; arrive at Fayette C. H. by 6 p. m.

Leave Fayette C. H. Monday at 7 a. m.; arrive at New Lexington by 12 m.

ROUTE No. 6707.

From Trion to Elyton, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| J. J. Hinds | \$555. |
| J. M. Robertson | 550. |
| 1,000, twice a week. | |
| John W. Stough | 400. |
| A. H. Slaughter | 368. Duplicate. |
| | 600. Invited service. |
| John W. Gamble, (<i>after time</i>) | 1,125. Invited service. (Received March 3, 1871.) |

Not let.

ROUTE No. 6708.

From Tuscaloosa to Newbern, 50 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------|
| A. Moody | \$5,500, end at Greenborough. |
| George W. Lawrence | 4,250. |
| T. Benton Dougherty | 3,795. |
| Ebenezer A. Dozier | 3,200, end at Greenborough. |
| Jesse Mabry | 2,800. |
| J. M. Robertson | 2,500. |
| G. T. & H. P. Green | 2,500. |
| A. H. Slaughter | 2,470. |
| Ingle and Barton | 2,340. |
| J. J. Hinds | 2,250. |
| Andrew Johnson | 2,200, end at Greenborough. |
| J. D. Sibley | 2,100. |
| Montgomery & Hodges | 1,993. |
| L. Q. Morton | 1,900. |
| John W. Strongh | 1,500. |
| John McCauley | 1,500. No guarantor. |
| Uriah Mullins | 1,490. See time of service. |
| George Stough | 1,000. Accepted March 30, 1871. |

Contracts drawn and sent to George Stough, at \$1,000 per annum, but never executed.

Leave Tuscaloosa Monday, Wednesday, and Friday at 6 a. m.; arrive at Newbern by 8 p. m.

Leave Newbern Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Tuscaloosa by 8 p. m.

ROUTE No. 6709.

From Tuscaloosa to Eutaw, 35 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|-------------------------------|
| George W. Lawrence | \$3,850. |
| J. M. Robertson | 2,000. |
| George A. Kitchens | 2,000. |
| Montgomery and Hodges | 1,884. |
| J. J. Hinds | 1,575. |
| Jesse Mabry | 1,549. |
| G. T. & H. P. Green | 1,500. |
| J. D. Sibley | 1,450. |
| L. Q. Morton | 1,100. |
| Robert Johnson | 999. |
| A. H. Slaughter | 967. |
| John W. Stough | 900. |
| John McCauley | 900. No guarantor. |
| George Stough | 750. |
| A. J. Ingle & Jonathan Barton | 750. Accepted March 30, 1871. |
| Uriah W. Mullins | 1,140. |

Contracts drawn and sent to A. J. Ingle and Jonathan Barton, at \$750 per annum, but never executed.

Leave Tuscaloosa Tuesday, Thursday, and Saturday at 12 m.; arrive at Eutaw by 1 p. m.

Leave Eutaw Monday, Wednesday, and Friday at 2 p. m.; arrive at Tuscaloosa by 12 midnight.

ROUTE No. 6710.

From Tuscaloosa to Providence, 43 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------|
| Artemus Moody | \$4,500 00, three times a week. |
| A. M. Prude | 2,480 00, three times a week. |
| G. T. & H. P. Green | 900 00. |
| R. C. Knight | 900 00. |
| | 1,400 00, three times a week. |
| A. H. Slaughter | 866 00. Duplicate. |
| J. M. Robertson | 675 00. |
| Ingle & Barton | 670 80. |
| J. J. Hinds | 645 00. |

| Bidders' names. | Sum per annum. |
|---|---|
| Uriah W. Mullins | \$640 00. |
| | 990 00, twice a week. |
| | 1,200 00, three times a week. |
| J. D. Sibley | 600 00. |
| Ebenezer A. Dozier | 600 00. |
| Jesse C. Montgomery & George W. Hodges | 594 00. |
| L. Q. Morton | 555 00. |
| John W. Stough | 400 00. |
| | 1,200 00, three times a week. |
| George W. Stough..... | 300 00. <i>Accepted March 30, 1881.</i> |
| Wm. R. Hughes, (<i>after time</i>) ... | 500 00. (Received March 6, 1871.) Invited serv- ice. |
| | 1,400 00. |

Contracts drawn and sent to George W. Stough, at \$300 per annum, but never executed.

Leave Tuscaloosa Wednesday at 6 a. m.; arrive at Providence by 8 p. m.

Leave Providence Thursday at 6 a. m.; arrive at Tuscaloosa by 8 p. m.

ROUTE No. 6711.

From Tuscaloosa to Jasper, 59 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| J. M. Robertson | \$1,000. |
| J. G. Mabry | 1,000. Guarantee defective. |
| R. C. Knight | 980. |
| Ingle and Barton | 920. |
| Montgomery and Hodges | 898. |
| M. A. Metts | 890. |
| J. J. Hinds | 875. |
| J. D. Sibley | 800. |
| James Hogan | 775. |
| L. Q. Morton | 750. |
| James B. Bishell | 700. |
| G. H. & H. P. Green | 695. |
| A. H. Slaughter | 690. |
| C. Burton | 690. |
| S. R. Weemes | 675. |
| John Dutton & G. W. Dutton... | 657. |
| Joseph Ben Byers | 598. |
| John W. Stough | 550. |
| James Cain | 500. |
| George Stough | 360. |
| R. H. Smith | 300. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to R. H. Smith, at \$300 per annum, but never executed.

Leave Tuscaloosa Thursday at 2 p. m.; arrive at Jasper next day by 6 p. m.

Leave Jasper Wednesday at 6 a. m.; arrive at Tuscaloosa next day by 11 a. m.

ROUTE No. 6712.

From Tuscaloosa to Bridgeville, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| G. T. and H. P. Green | \$1,200. |
| George A. Kitchen | 1,000. |
| Robert Johnson | 999. |
| Ingle & Barton | 665. |
| J. M. Robertson | 625. |
| J. J. Hinds | 600. |
| Montgomery & Hodges | 594. |
| J. D. Sibley | 550. |
| L. Q. Morton | 500. |
| A. H. Slaughter | 498. |
| John W. Stough | 400. |
| George Stough | 250. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to George Stough, at \$250 per annum, but never executed

Leave Tuscaloosa Friday at 6 a. m.; arrive at Bridgeville by 6 p. m.

Leave Bridgeville Saturday at 6 a. m.; arrive at Tuscaloosa by 6 p. m.

ROUTE No. 6713.

From Tuscaloosa to Pilgrims' Rest, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------|
| George W. Lawrence | \$1,500. | |
| G. T. & H. P. Green | 800. | |
| R. C. Knight | 760. | |
| John C. Moore | 650. | Schedule provided. |
| J. J. Hinds | 600. | |
| J. M. Robertson | 600. | |
| Montgomery & Hodges | 594. | |
| J. D. Sibley | 550. | |
| John C. Moore | 550. | |
| L. Q. Morton | 500. | |
| A. H. Slaughter | 497. | |
| John J. Hendricks | 495. | |
| Jacob Shepherd | 495. | |
| Solomon McGee | 490. | |
| John W. Stough | 400. | |
| George Stough | 280. | |
| (Not let.) | | |

ROUTE No. 6714.

From Columbiana to Cropwell, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|------------------|
| John W. Stough | \$500. | |
| William C. Higgins | 995. | See certificate. |
| Wiley J. Bailey | 850. | |
| William J. May | 800. | |
| Hiram D. Barr | 745. | |
| Robert F. Newton | 700. | |
| J. M. Robertson | 600. | |
| Montgomery & Hodges | 448. | |
| A. H. Slaughter | 419. | |
| John C. Brown | 287. | |
| (Not let.) | | |

ROUTE No. 6715.

From Pinkneyville to Goldville, 12 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| Hiram D. Barr | \$398. | |
| William C. Higgins | 380. | |
| J. M. Robertson | 275. | |
| John R. Gilbert | 250. | |
| | 480. | twice a week. |
| Ebenezer A. Dozier | 216. | |
| Peter Mitchell | 198. | Accepted March 30, 1871. |
| John W. Stough | 200. | |

Contract made with Peter Mitchell, at \$198 per annum.
Leave Pinkneyville Saturday at 1 p. m.; arrive at Goldville by 5 p. m.
Leave Goldville Saturday at 8 a. m.; arrive at Pinkneyville by 12 m.

ROUTE No. 6716.

From Talladega to Dadeville, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Wiley J. Bailey | \$1,790. |
| William C. Higgins | 1,585. |
| Hiram D. Barr | 1,500. |
| Harris & Taylor | 1,287. |
| Peter Mitchell | 1,198. |
| William J. May | 1,000. |

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| P. J. Slaughter | \$970. |
| J. F. Saveny | 950. |
| Thomas J. Smith | 950. |
| J. M. Robertson | 940. |
| Philip G. Stringer | 930. |
| Ebenezer A. Dozier | 916. |
| Robert F. Newton | 900. |
| Joseph B. Robinson | 812. |
| A. L. Robinson | 760. |
| Jesse C. Montgomery & George W. Hodges | 743. |
| John W. Stough | 700. |
| J. C. Brown | 537. <i>Accepted March 30, 1871.</i> |

Contract made with J. C. Brown, at \$587 per annum.
 Leave Talladega Wednesday at 6 a. m.; arrive at Dadeville next day by 12 m.
 Leave Dadeville Thursday at 1 p. m.; arrive at Talladega next day by 7 p. m.

ROUTE No. 6717.

From Talladega to Wedowee, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Wiley J. Bailey | \$1,590 00. |
| W. C. Higgins | 1,500 00. |
| Hiram D. Barr | 1,395 00. |
| William J. May | 1,000 00. |
| Peter Mitchell | 998 00. |
| Robert F. Newton | 900 00. |
| J. M. Robertson | 875 00. |
| J. A. Saveny | 800 00. |
| J. J. Hinds | 765 00. |
| Harris and Taylor | 744 00. |
| A. L. Robinson | 720 00. |
| A. Allen | 700 00. No guarantee or certificate. |
| | 637 50. No guarantee or certificate. |
| Ebenezer A. Dozier | 634 00. |
| Q. F. Cole | 500 00. |
| E. Y. Hurst | 500 00. |
| Jesse C. Montgomery & George W. Hodges | 498 00. <i>Accepted March 30, 1871.</i> |
| John W. Stough | 600 00. |

Contract made with Jesse C. Montgomery and George W. Hodges at \$498 per annum.
 Leave Talladega Thursday at 6 a. m.; arrive at Wedowee next day by 12 m.
 Leave Wedowee Friday at 1 p. m.; arrive at Talladega by 6 p. m.

ROUTE No. 6718.

From Talladega to Talladega, equal to 20½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| William J. May | \$900. |
| Wiley J. Bailey | 600. |
| Hiram D. Barr | 600. |
| William C. Higgins | 490. |
| Peter Mitchell | 390. |
| Robert F. Newton | 340. |
| J. J. Hinds | 307. |
| Harris and Taylor | 250. |
| Montgomery & Hodges | 248. |
| Philip G. Stringer | 240. |
| A. L. Robinson | 183. <i>Accepted March 30, 1871.</i> |
| John W. Stough | 250. |

Contract made with A. L. Robinson, at \$183 per annum.
 Leave Talladega Saturday at 6 a. m.; arrive at Talladega by 6 p. m.

ROUTE No. 6719.

From Flatrock to Chulafinnee, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------------|
| William C. Higgins..... | \$495, end at Delta. |
| Hiram D. Barr..... | 490. |
| J. M. Robertson..... | 300. |
| A. Allen..... | 200. No guarantor; no certificate. |
| Harris & Taylor..... | 199. |
| Peter Mitchell..... | 198. |
| W. N. Clifton..... | 198. |
| A. L. Robinson..... | 197. |
| Ebenezer A. Dozier..... | 178. |
| David Watty..... | 175. |
| Elijah J. Hurst..... | 155. Accepted March 30, 1871. |

Contract made with Elijah J. Hurst, at \$155 per annum.

Leave Flatrock Saturday at 6 a. m.; arrive at Chulafinnee by 12 m.

Leave Chulafinnee Saturday at 1 p. m.; arrive at Flatrock by 7 p. m.

ROUTE No. 6720.

From Louina to Ashland, 26½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------|
| William J. May..... | \$800. |
| William C. Higgins..... | 690. |
| Hiram D. Barr..... | 645. |
| J. R. Gilbert..... | 600. |
| J. M. Robertson..... | 500. |
| Gilbert S. Pate..... | 500. |
| Peter Mitchell..... | 388. |
| Harris & Taylor..... | 338. |
| A. L. Robinson..... | 280. |
| Ebenezer A. Dozier..... | 244. |
| William H. Culpepper..... | 220. |
| William N. Clifton..... | 219. Accepted March 30, 1871. |

Contract made with William N. Clifton, at \$219 per annum.

Leave Louina Thursday at 8 a. m.; arrive at Ashland by 5 p. m.

Leave Ashland Friday at 8 a. m.; arrive at Louina by 5 p. m.

ROUTE No. 6721.

From Wedowee to Bowdon, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-----------------------------------|
| William J. May..... | \$800. |
| William C. Higgins..... | 735. |
| Hiram D. Barr..... | 725. |
| J. M. Robertson..... | 500. |
| John R. Brown..... | 416. |
| Peter Mitchell..... | 388. |
| Harris & Taylor..... | 327. |
| A. L. Robinson..... | 320. |
| John W. Stough..... | 300. |
| R. A. Caldwell..... | 299. No guarantor. |
| William N. Clifton..... | 238. Accepted March 30, 1871. |
| Ebenezer A. Dozier..... | 238. |
| A. Allen..... | 200. No guarantor or certificate. |

Contract made with William N. Clifton, at \$238 per annum.

Leave Wedowee Thursday at 7 a. m.; arrive at Bowdon by 5 p. m.

Leave Bowdon Friday at 7 a. m.; arrive at Wedowee by 5 p. m.

ROUTE No. 6722.

From West Point, Georgia, to Wedowee, 41½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| T. Benton Dougherty..... | \$3,727. |
| George W. Lawrence..... | 3,000. |
| Allison H. Wood..... | 2,500. |
| Joseph H. Davis..... | 1,600. |

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|-------------------------------|
| Richard Taylor..... | \$1,800. | |
| J. M. Robertson..... | 1,800. | |
| Montgomery & Hodges..... | 1,784. | |
| Hiram D. Barr..... | 1,690. | |
| Harris & Taylor..... | 1,660. | |
| Wiley J. Bailey..... | 1,590. | |
| William C. Higgins..... | 1,545. | |
| John W. Stough..... | 1,500. | |
| William J. May..... | 1,500. | Guarantee incomplete. |
| Luke Robinson..... | 1,495. | |
| Peter Mitchel..... | 1,490. | |
| Drury D. Dunkin..... | 1,445. | |
| P. J. Slaughter..... | 1,440. | |
| John G. Carpenter..... | 1,420. | |
| A. Allen..... | 1,300. | No guarantor; no certificate. |
| Hubbard & Johnson..... | 1,292. | |
| G. G. Pate..... | 1,200. | |
| W. B. Nichols..... | 1,070. | |
| John R. Brown..... | 1,048. | |
| Ebenezer A. Dozier..... | 994. | Accepted March 30, 1871. |

Contract made with Ebenezer A. Dozier, at \$994 per annum.

Leave West Point Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Wetlowee by 8 p. m.

Leave Wetlowee Monday, Wednesday, and Friday at 7 a. m.; arrive at West Point by 8 p. m.

ROUTE No. 6723.

From Chambers to Oxford, 72 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------------|
| Gilbert G. Pate..... | \$2,399. | |
| James B. Price..... | 2,200. | |
| S. J. Costley..... | 2,195. | |
| J. M. Robertson..... | 2,000. | |
| Joseph H. Davis..... | 2,000. | |
| Peter Mitchell..... | 1,800. | |
| Richard Taylor..... | 1,800. | buggy and horseback. |
| Hiram D. Barr..... | 1,690. | |
| Harris & Taylor..... | 1,608. | |
| William J. May..... | 1,600. | |
| John G. Carpenter..... | 1,600. | |
| Charles J. Lamb..... | 1,580. | |
| Hubbard & Johnson..... | 1,540. | |
| Oliver D. Fowler..... | 1,500. | |
| John W. Stough..... | 1,500. | |
| John G. Carpenter..... | 1,495. | |
| William C. Higgins..... | 1,491. | |
| P. J. Slaughter..... | 1,440. | |
| W. B. Nichols..... | 1,430. | |
| Luke Robinson..... | 1,425. | |
| A. Allen..... | 1,400. | No guarantors; no certificate. |
| John R. Brown..... | 1,348. | |
| Ebenezer A. Dozier..... | 1,320. | Accepted March 30, 1871. |

Contract made with Ebenezer A. Dozier, at \$1,320 per annum.

Leave Chambers Monday and Thursday at 6 a. m.; arrive at Oxford next day by 6 p. m.

Leave Oxford Wednesday and Friday at 6 a. m.; arrive at Chambers next day by 6 p. m.

ROUTE No. 6724.

From Cusseta to Notasulga, (N. O.), 33½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| Peter Mitchell..... | \$68. |
| William C. Higgins..... | 615. |
| Hiram D. Barr..... | 612. |
| Wiley J. Bailey..... | 600. |
| J. M. Robertson..... | 500. |
| A. L. Robinson..... | 380. |
| John W. Stough..... | 350. |
| M. J. Harris & George F. Taylor .. | 342. |

Not let.

ROUTE No. 6725.

From Cusseta to Salem, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--------------------------------------|
| Peter Mitchell | \$588. |
| Wiley J. Bailey | 500. |
| William C. Higgins | 499. |
| Hiram D. Barr | 485. |
| J. M. Robertson | 475. |
| John G. Carpenter | 370, horseback. |
| M. J. Harris & George F. Taylor | 330. |
| A. L. Robinson | 289. |
| Ebenezer A. Dozier | 268. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenezer A. Dozier, at \$268 per annum.
 Leave Cusseta Wednesday at 8 a. m.; arrive at Salem by 5 p. m.
 Leave Salem Thursday at 8 a. m.; arrive at Cusseta by 5 p. m.

ROUTE No. 6726.

From Cusseta to Chambers, 10½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Peter Mitchell | \$1,800. |
| Richard Taylor | 1,000, horseback or buggy. |
| J. M. Robertson | 800. |
| Hiram D. Barr | 798. |
| P. J. Slaughter | 767. |
| Hubbard & Johnson | 724. |
| Wiley J. Bailey | 650. |
| John R. Brown | 624. |
| John G. Carpenter | 550. |
| Ebenezer A. Dozier | 480. <i>Accepted March 30, 1871.</i> |

Acceptances rescinded and route not let.

ROUTE No. 6727.

From Oak Bowery, (N. O.), to Dudleyville, (N. O.), 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Hiram D. Barr | \$400. |
| W. C. Higgins | 350. |
| J. M. Robertson | 300. |
| Peter Mitchell | 260. |
| A. L. Robinson | 179. |

Not let.

ROUTE No. 6728.

From Dadeville to Nixburgh, (N. O.), 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|----------------|
| Hiram D. Barr | \$995. |
| Peter Mitchell | 698. |
| John R. Gilbert | 620. |
| Wiley J. Bailey | 650. |
| J. M. Robertson | 550. |
| Robert C. Goodman | 500. |
| Wade A. Herren | 498. |
| Thomas J. Smith | 400. |
| R. H. Bragan and M. J. Harris | 370. |

(Not let.)

ROUTE No. 6729.

From Dadeville to Bradford, (N. O.), 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Wiley J. Bailey | \$750. |
| John R. Gilbert | 560. |
| Hiram D. Barr | 520. |
| J. M. Robertson | 500. |

| Bidders' names. | Sum per annum. |
|-----------------------------------|------------------------------------|
| Wade H. Herren | \$489. |
| Thomas J. Smith | 400. |
| Peter Mitchell | 398. |
| R. H. Bragan & M. J. Harris | 330. <i>Accepted June 8, 1871.</i> |

Contract made with R. H. Bragan & M. J. Harris, at \$330 per annum.
 Leave Dadeville Thursday at 5 a. m.; arrive at Bradford by 12 m.
 Leave Bradford at 1 p. m.; arrive at Dadeville by 8 p. m.

ROUTE No. 6730.

From Goldville to Franklin, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Thomas J. Smith | \$1,400. |
| Joseph H. Davis | 1,000, end at State line. |
| Hiram D. Barr | 995. |
| John R. Gilbert | 988. |
| W. J. May | 900. |
| Harris & Taylor | 824. |
| J. M. Robertson | 800. |
| Wiley J. Bailey | 795. |
| Gilbert S. Pate | 779. |
| James B. Price | 740. |
| A. L. Robinson | 700. |
| Peter Mitchell | 698. |
| Ebenezer A. Dozier | 572. |
| William H. Culpepper | 440. |
| W. N. Clifton | 438. <i>Accepted March 30, 1871.</i> |



Contract made with W. N. Clifton, at \$438 per annum.
 Leave Goldville Monday at 12 m.; arrive at Franklin next day by 7 p. m.
 Leave Franklin Wednesday at 6 a. m.; arrive at Goldville next day by 11 a. m.

ROUTE No. 6731.

From Jones' Cross-Roads to Channahatchee, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Hiram D. Barr | \$430. |
| Wade A. Herren | 400. |
| Thomas J. Smith | 400. |
| Harris & Taylor | 394. |
| J. M. Robertson | 300. |
| Samuel G. Adams | 300. |
| A. L. Robinson | 290. |
| Samuel Gray | 224. |
| Ebenezer A. Dozier | 220. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenezer A. Dozier, at \$220 per annum, but afterward annulled.

Leave Jones' Cross-Roads Monday at 12 m.; arrive at Channahatchee by 6 p. m.
 Leave Channahatchee Monday at 5 a. m.; arrive at Jones' Cross-Roads by 11 a. m.

ROUTE No. 6732.

From Yonngsville to New Site, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Hiram D. Barr | \$590. |
| J. R. Gilbert | 520. |
| Peter Mitchell | 398. |
| J. M. Robertson | 300. |

Not let.)

ROUTE No. 6733.

From Randolph to Tuscaloosa, 61 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| J. M. Robertson | \$3,000. |
| G. T. & H. P. Green | 2,750. |
| William V. Metcalf | 2,745. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| J. J. Hinds..... | \$2,745. |
| Montgomery & Hodges..... | 2,498. |
| J. D. Sibley..... | 2,440. |
| Jesse Mabry..... | 2,300. |
| John W. Stough..... | 2,000. |
| A. H. Slaughter..... | 1,970. |
| Samuel Frazer..... | 1,200. |
| George Stough..... | 1,100. |
| W. D. Carter..... | 430. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to W. D. Carter, at \$430 per annum, but never executed.
 Leave Randolph Monday, Wednesday, and Friday at 2 p. m.; arrive at Tuscaloosa
 next days by 7 a. m.

Leave Tuscaloosa Tuesday, Thursday, and Friday at 10 a. m.; arrive at Randolph
 next days by 6 a. m.

ROUTE No. 6734.

From Newbern to Grove Cottage, 5 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Mike Donnell..... | \$225. |
| William O. Smith..... | 100. <i>Accepted March 30, 1871.</i> 150, twice a week. |

Contract made with William O. Smith, at \$100 per annum.
 Leave Newbern Saturday at 8 a. m.; arrive at Grove Cottage by 9½ a. m.
 Leave Grove Cottage Saturday at 10½ a. m.; arrive at Newbern by 12 m.

ROUTE No. 6735.

From Marion to Prattsville, 67 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William J. May..... | \$1,500. |
| James B. Price..... | 2,250, twice a week. 1,440. 2,500, twice a week. |
| J. M. Robertson..... | 1,200. |
| Hugh L. Narramore..... | 1,200. 2,400, twice a week. |
| William V. Metcalf..... | 1,100. 2,000, twice a week. |
| Ebenezer A. Dozier..... | 1,062. |
| M. A. Metts..... | 1,040. |
| John W. Stough..... | 700. |
| W. D. Carter..... | 470. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to W. D. Carter, but never executed.
 Leave Marion Monday at 7 a. m.; arrive at Prattsville next day by 4 p. m.
 Leave Prattsville Wednesday at 7 a. m.; arrive at Marion next day by 4 p. m.

ROUTE No. 6736.

From Marion to Randolph, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William J. May..... | \$950. |
| J. M. Robertson..... | 600. |
| Bragaw & Harris..... | 540. |
| Samuel Frazier..... | 475. |
| Ebenezer A. Dozier..... | 458. |
| William Reddin..... | 400. Informal. |
| W. D. Carter..... | 260. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to W. D. Carter, at \$260 per annum, but never executed.
 Leave Marion Tuesday at 6 a. m.; arrive at Randolph by 6 p. m.
 Leave Randolph at 6 a. m.; arrive at Marion by 6 p. m.

ROUTE No. 6737.

From Marion to Marion, equal to 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| William J. May | \$900. |
| J. M. Robertson | 600. |
| Ebenezer A. Dozier | 580. |
| John W. Stough | 350. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to John Stough, at \$350 per annum, but never executed.
 Leave Marion Friday at 7 a. m.; arrive at Five Mile by 6 p. m.
 Leave Five Mile Saturday at 7 a. m.; arrive at Marion by 6 p. m.

ROUTE No. 6738.

From Uniontown to Linden, 31 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| J. M. Robertson | \$1,800. |
| B. T. Beverly | 1,575. |
| John R. Brown | 1,560. |
| Ebenezer A. Dozier | 1,500. |
| Bragaw & Harris | 1,493. |
| Joseph S. Shop | 1,450. |
| Jack Crawford | 1,300. <i>Informal.</i> |
| M. A. Mettes | 1,240. |
| Fred. Cooley | 1,200. |
| William Kirkland | 1,157. |
| J. D. Williamson | 1,000. |
| Jona Glass | 909. |
| W. D. Carter | 245. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to W. D. Carter, at \$245 per annum, but never executed.
 Leave Uniontown Monday, Wednesday, and Friday at 8 a. m.; arrive at Linden by 5 p. m.
 Leave Linden Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Uniontown by 5 p. m.

ROUTE No. 6739.

From Autaugaville to Montgomery, 29 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|---|
| George W. Laurence | \$7,000. |
| Hardy Wilkins | 1,950. |
| | 1,560, six times a week between Montgomery and Battville. |
| Baird & Hunt | 1,890. |
| J. M. Robertson | 1,600. |
| Hugh L. Narramore | 1,560. |
| | 2,484, six times a week in service. |
| Elliott & Williamson | 1,500, six times a week in service. |
| Bragan & Harris | 1,420. |
| | 2,000. <i>Increased service.</i> |
| James W. Bragan | 1,400, six times a week from Battville. |
| D. C. Whiting | 1,300. |
| John Metcalf | 2,250. |
| | 1,900. <i>Increased service.</i> |
| Ebenezer A. Dozier | 1,230. |
| | 1,760. <i>Increased service.</i> |
| John R. Hubbard | 1,040, six times a week in service. |
| W. D. Carter | 800. |
| J. R. Hubbard & R. H. Johnson .. | 690. <i>Accepted March 30, 1871.</i> |
| John W. Stough | 1,000. |
| W. A. Johns, (<i>after time</i>) | 1,900. (<i>Received May 14, 1871.</i>) |
| | 1,600. <i>Increased service.</i> |

Contract drawn and sent to John B. Hubbard & Robert H. Johnson, at \$690 per annum, but never executed.
 Leave Autaugaville Monday, Wednesday, and Friday at 8 a. m.; arrive at Montgomery by 5 p. m.
 Leave Montgomery Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Autaugaville by 5 p. m.

ROUTE No. 6740.

From Wetumpka to Talladega, 78 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|-------------------------------|
| | \$1,250. | |
| Wiley J. Bailey..... | 1,998. | |
| Peter Mitchell..... | 1,795. | |
| Hiram D. Barr..... | 1,500. | |
| William H. Sprigner..... | 1,400. | |
| J. M. Robertson..... | | |
| Jessie C. Montgomery and George W. Hodges..... | 1,349. | |
| A. Allen..... | 1,200. | No guarantee nor certificate. |
| William J. May..... | 1,200. | |
| D. C. Whiting..... | 1,170. | |
| Ebenezer A. Dozier..... | 1,048. | |
| A. H. Slaughter..... | 962. | |
| William D. Carter..... | 600. | Accepted March 30, 1871. |
| John W. Stough..... | 800. | |

Contracts drawn and sent to W. D. Carter, at \$600 per annum, but never executed.
 Leave Wetumpka Wednesday at 6 a. m.; arrive at Talladega next day by 6 p. m.
 Leave Talladega Friday at 6 a. m.; arrive at Wetumpka by 6 p. m.

ROUTE No. 6741.

From Wetumpka to Childersburgh, 63½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|------------------------|
| Wiley J. Bailey..... | \$1,150 00. | |
| | 2,000 00, | twice a week. |
| Peter Mitchell..... | 1,888 00. | |
| Hiram D. Barr..... | 1,645 00. | |
| William J. May..... | 1,200 00. | |
| | 1,950 00. | Increased service. |
| J. M. Robertson..... | 1,200 00. | |
| William H. Sprigner..... | 995 00. | |
| | 950 00, | omit Fig Grove. |
| | 1,800 00, | twice a week. |
| Montgomery & Hodges..... | 984 00. | |
| D. C. Whiting..... | 950 00. | |
| A. H. Slaughter..... | 932 00. | |
| Ebenezer A. Dozier..... | 890 00. | |
| W. D. Carter..... | 500 00. | Accepted May 23, 1871. |
| Samuel G. Adams..... | 82 25. | (†) error. |
| John W. Stough..... | 720 00. | |

Contracts drawn and sent to W. D. Carter, at \$500 per annum, but never executed.
 Leave Wetumpka Monday at 7 a. m.; arrive at Childersburgh next day by 4 p. m.
 Leave Childersburgh Wednesday, at 7 a. m.; arrive at Wetumpka next day by 4 p. m.

ROUTE No. 6742.

From Wetumpka to Randolph, 58 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Peter Mitchell..... | \$1,880. |
| J. M. Robertson..... | 1,100. |
| William J. May..... | 1,000. |
| William H. Sprigner..... | 995. |
| D. C. Whiting..... | 870. |
| Jesse C. Montgomery and George W. Hodges..... | 848. |
| Samuel Frazer..... | 800. |
| Ebenezer A. Dozier..... | 760. |
| A. H. Slaughter..... | 750. |
| W. D. Carter..... | 450. |
| Wiley J. Bailey..... | 1,150. |
| John W. Stough..... | 600. |

Not let.

ROUTE No. 6743.

From Wetumpka to Mullin's, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| Peter Mitchell | \$1,880. | End ranch. |
| William J. May | 1,000. | |
| J. M. Robertson | 900. | |
| Montgomery & Hodges | 698. | |
| D. C. Whiting | 675. | |
| Elijah H. Lewis | 594. | |
| Eben. A. Dozier | 590. | |
| A. H. Slaughter | 464. | |
| Edmond Giles | 450. | |
| William D. Carter | 350. | Accepted March 30, 1871. |
| Elijah H. Lewis | 900. | Extra to Columbiana. |
| Wiley J. Bailey | 900. | |
| John W. Stough | | |

Contract was drawn, dated March 30, 1871, at \$350 per annum, but not executed by Carter.

The acceptance was in June rescinded, and special supply for Chestnut Creek and Mullin's ordered, and Clanton was embraced in 6604.

ROUTE No. 6744.

From Crawford to Columbus, Georgia, 14 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|----------------------------|----------------|------------------------------|
| Benjamin R. Lawrence | \$1,800. | |
| Peter Mitchell | 1,000. | |
| J. M. Robertson | 780. | |
| Harris & Taylor | 646. | |
| Hubbard & Johnson | 598. | |
| Thomas J. Lewis | 495. | |
| Ebenezer A. Dozier | 460. | |
| W. T. Moreland | 450. | No guarantee or certificate. |
| A. L. Robinson | 290. | Accepted March 30, 1871. |

Contract was drawn, dated March 30, 1871, at \$290 per annum, and sent to A. L. Robinson, but never executed by him.

Leave Crawford Monday, Wednesday, and Friday at 9 a. m.; arrive at Columbus by 12 m.

Leave Columbus Monday, Wednesday, and Friday at 1 p. m.; arrive at Crawford by 4 p. m.

ROUTE No. 6745.

From Seal's Station to Glennville, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| Peter Mitchell | \$1,200. | |
| W. J. May | 1,000. | |
| Hubbard & Johnson | 790. | |
| J. M. Robertson | 780. | |
| Carpenter & Harris | 745. | |
| James R. Comley | 650. | |
| C. McBride | 590. | |
| William C. Dawson | 584. | |
| Ebenezer A. Dozier | 580. | Accepted March 30, 1871. |

Contract made with Ebenezer H. Dozier, dated March 30, 1871, at \$580 per annum.

Leave Seal's Station Monday, Wednesday, and Friday at 7 a. m.; arrive at Glennville by 12 m.

Leave Glennville Monday, Wednesday, and Friday at 1 p. m.; arrive at Seal's Station by 6 p. m.

ROUTE No. 6746.

From Seal's Station to Uchee, (N. O.,) 13 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--|
| Cicero McBride | \$400. | |
| Peter Mitchell | 388. | |

(Suspended.)

ROUTE No. 6747.

From Auburn to Society Hill, 14 miles and back, once a week. Proposals for semi-weekly service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Peter Mitchell | \$398. |
| Harris & Taylor | 233. |
| | 400., twice a week. |
| Ebenzer A. Dozier..... | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenzer A. Dozier, dated March 30, 1871, at \$190 per annum.
 Leave Auburn Saturday at 1 p. m.; arrive at Society Hill by 5 p. m.
 Leave Society Hill Saturday at 6 a. m.; arrive at Auburn by 11 a. m.

ROUTE No. 6748.

From Loachapoka to Dadeville, 22 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Peter Mitchell | \$1,890. |
| William J. May..... | 1,000. |
| J. M. Robertson..... | 950. |
| Harris & Taylor | 800. |
| P. J. Slaughter..... | 760. |
| Hubbard & Johnson..... | 600. |
| Thomas J. Smith..... | 600. |
| William J. Jinks..... | 548. |
| Ebenzer A. Dozier..... | 448. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenzer A. Dozier, dated March 30, 1871, at \$448 per annum.
 Leave Loachapoka Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Dadeville
 by 7 p. m.

Leave Dadeville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Loachapoka
 by 12 m.

ROUTE No. 6749.

From New Potosi, (N. O.,) to Tuskegee, 9 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------|----------------|
| Peter Mitchell | \$388. |

(Suspended.)

ROUTE No. 6750.

From Tuskegee to Chehaw, 5½ miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Benjamin R. Lawrence | \$1,600. |
| Peter Mitchell | 1,200. |
| William V. Metcalf..... | 900. |
| Hubbard & Johnson..... | 560. |
| Ebenzer A. Dozier..... | 380. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenzer A. Dozier, dated March 30, 1871, at \$380 per annum.
 Leave Tuskegee daily, except Sunday, at 7 a. m.; arrive at Chehaw by 8.30 a. m.
 Leave Chehaw daily, except Sunday, at 10 a. m.; arrive at Tuskegee by 11.30 a. m.

ROUTE No. 6751.

From Tuskegee to Guerryton, (N. O.,) 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Benjamin R. Lawrence..... | \$800. |
| Hubbard & Johnson | 490. |
| Wiley J. Bailey..... | 390. |

(N. O.; suspended.)

ROUTE No. 6752.

From Tuskegee to Cross-Keys, (N. O.,) 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Benjamin R. Lawrence | \$600. |
| Wiley J. Bailey..... | 299. |

N. O.; suspended.

ROUTE No. 6753.

From Montgomery to Wetumpka, 14 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------|
| George W. Lawrence..... | \$8,000, | six times a week. |
| Jesse Mabry..... | 2,000. | |
| J. M. Robertson..... | 1,800. | |
| Hardy Wilkins..... | 1,650. | |
| Hubbard & Johnson..... | 1,198. | |
| D. C. Whiting..... | 1,260. | |
| James W. Bogan..... | 1,000. | |
| Ebenezer A. Dozier..... | 998. | |
| Baird & Hunt..... | 990. | |
| W. G. Oliver..... | 950. | |
| W. D. Carter..... | 700. | |
| Jesse C. Montgomery and George W. Hodges..... | 698. | Accepted March 30, 1871. |
| Wiley J. Bailey..... | 950. | |
| <i>(After time.)</i> | | |
| George W. Simpson..... | 1,800. | (Received March 3, 1871.) |
| William A. Johns..... | 1,600. | (Received March 3, 1871.) |
| | 1,600. | (Received March 3, 1871.) |

Contract made with Jesse C. Montgomery and George W. Hodges, dated March 30, 1871, at \$698 per annum.

March 18, 1871. Change route to begin at Elmore Station, reducing distance 7 miles, and deduct *pro rata* \$349 per annum, from July 1, 1871, contractors failing to perform service to Montgomery.

ROUTE No. 6754.

From Montgomery to Rutledge, 50 miles and back, once a week.

Proposals for service twice a week invited.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------|
| W. B. Amos..... | \$1,500. | |
| | 2,100, | twice a week. |
| James W. Bogan..... | 1,250. | |
| Wiley J. Bailey..... | 950. | |
| | 1,800, | twice a week. |
| Bragan & Harris..... | 9,000. | |
| Knight & Walker..... | 900. | |
| D. C. Whiting..... | 750. | |
| Hardy Wilkins..... | 750. | |
| | 1,500, | twice a week. |
| W. D. Carter..... | 400. | |
| <i>(After time.)</i> | | |
| William A. Johns..... | 700. | (Received March 6, 1871.) |
| | 1,400. | Increased service. |
| Thomas Bassett..... | 1,500. | (Received March 9, 1871.) |
| E. H. Johnson..... | 800. | (Received March 3, 1871.) |
| Not let. | | |

ROUTE No. 6755.

From Pine Level to Union Springs, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------|
| William J. May..... | \$800. | |
| H. Wilkins..... | 570. | |
| D. C. Whiting..... | 500. | |
| Wiley J. Bailey..... | 400. | |
| Eben. A. Dozier & Wiley C. Gordon | 400. | |
| W. D. Carter..... | 260. | Accepted March 30, 1871. |
| William A. Johns, <i>(after time)</i> | 550. | (Received March 6, 1871.) |

August 21, 1871. The accepted bidder having failed to begin service, contract with B. J. Dismakes, of Mount Hilliard, Alabama, to carry mails from Pine Level to Union Springs and back, once a week, at \$300 per annum, from July 1, 1871, to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and readvertise route, failing bidder being liable.

Contract was made accordingly.

Leave Pine Level Saturday at 7 a. m.; arrive at Union Springs by 6 p. m.

Leave Union Springs Friday at 7 a. m.; arrive at Pine Level by 6 p. m.

ROUTE No. 6756.

From Ramer to Argus, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| W. B. Amos..... | \$1,200. |
| Hardy Wilkins..... | 300. |
| Wiley J. Bailey..... | 250. <i>Accepted March 30, 1871.</i> |

Contract with Wiley J. Bailey, dated March 30, 1871, at \$250 per annum.
 Leave Ramer Wednesday at 7 a. m.; arrive at Argus by 12 m.
 Leave Argus Wednesday at 1 p. m.; arrive at Ramer by 6 p. m.

ROUTE No. 6757.

From Letohatchee to Argus, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| A. B. Amos..... | \$1,200. |
| William J. May..... | 800. |
| Caswell Garrett..... | 450. |
| Wiley J. Bailey..... | 390. |

(Not needed. Omit.)

ROUTE No. 6758.

From Letohatchee to Whitman, 17½ miles and back, three times a week.

Proposals for six times a week service between Letohatchee and Haynerville, 6 miles, invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Baird & Hunt..... | \$1,500. |
| Bragan & Harris..... | 1,471. <i>Invited service.</i> |
| | 1,168. |
| D. C. Whiting..... | 780. |
| William H. McRae..... | 650. |
| W. D. Carter..... | 400. <i>Accepted March 30, 1871.</i> |

Contract was drawn, dated March 30, 1871, at \$400 a year, with W. D. Carter and was sent to him, but never executed.

October 4, 1871. The accepted bidder having failed to begin service, contract with John Rogers, of Montgomery, Alabama, (care of James Buell,) to carry mails from Letohatchee to Whitman and back, three times a week, at \$650 per annum, from July 1, 1871, to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster-General, failing bidder being liable.

Contract was made accordingly.

ROUTE No. 6759.

From Cahaba to McKinley, 54 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| P. T. Beverly..... | \$1,650 00. |
| J. D. Williamson..... | 1,500 00. |
| John W. Portis..... | 985 00. |
| A. Lundie..... | 975 00. |
| John Perine..... | 900 00. |
| A. K. Canterbury..... | 865 00. |
| John Perine..... | 862 50. |
| Jonathan Elass..... | 850 00. |
| D. C. Whiting..... | 810 00. |
| John E. Brown..... | 630 00. |
| W. D. Carter..... | 400 00. <i>Accepted March 30, 1871.</i> |

John Perine \$5 less than anybody. No guarantee.

Austin Lundie \$10 less than anybody.

A. K. Canterbury \$15 less than anybody.

Contract with W. D. Carter, dated March 30, 1871, at \$400 per annum, was drawn and sent to him, but never executed.

ROUTE No. 6760.

From Cahaba to Richmond, 23 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| A. K. Canterbury..... | \$1,500. Invited service. |
| J. D. Williamson | 900. |
| Austin Lundie | 1,250, twice a week. |
| | 875. |
| | 1,500, twice a week. |
| A. K. Canterbury..... | 750. |
| George Hatcher | 745. |
| | 1,490, twice a week. |
| D. C. Whiting..... | 345. |
| John R. Brown..... | 290. |
| W. D. Carter..... | 175. <i>Accepted March 30, 1871.</i> |

Contract with W. D. Carter drawn, dated March 30, 1871, at \$175 per annum, and sent to him, but not executed.

ROUTE No. 6761.

From Cahaba to Selma, 10 miles and back, three times a week. Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| J. D. Williamson | \$1,000 00. |
| | 1,800 00. Invited service. |
| John R. Hubbard..... | 900 00, six times a week. |
| John Perine..... | 800 00. |
| Austin Lundie..... | 795 00. |
| George Evans | 790 00, six times a week. |
| John Perine..... | 747 50. |
| A. K. Canterbury..... | 750 00, six times a week. |
| Wiley J. Bailey | 590 00. |
| | 1,000 00, six times a week. |
| Hubbard & Johnson..... | 500 00. |
| D. C. Whiting..... | 500 00. |
| | 1,000 00, six times a week. |
| R. C. Knight | 450 00. |
| John Perine..... | 400 00. |
| S. G. Standford..... | 470 00. Informal. |
| Austin Lundie..... | 395 00. |
| Baird & Hunt | 390 00. |
| George Evans | 390 00. |
| A. K. Canterbury..... | 375 00. |
| John Perine..... | 372 50. |
| R. C. Knight..... | 300 00. |
| W. D. Carter..... | 250 00. <i>Accepted March 30, 1871.</i> |
| | 500 00, six times a week. |

Austin Lundie \$10 less than any one.

A. K. Canterbury \$15 less than any one.

John Perine \$5 less than any one.

Contract with W. D. Carter drawn, dated March 30, 1871, at \$250 per annum, and sent to him, but never executed.

ROUTE No. 6762.

From Selma to Greenville, 62 miles and back, once a week. Proposals for twice week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|---------------------------------------|
| A. K. Canterbury..... | \$5,000. |
| Austin Lundie..... | 3,000. |
| W. J. May..... | 2,000. |
| J. D. Williams..... | 950. |
| Austin Lundie..... | 1,775. |
| John R. Brown..... | 1,660. |
| Caswell Garrett | 1,650. |
| A. K. Canterbury..... | 1,500. |
| Harris and Beverly | 1,495, twice a week; begin at Cahaba. |
| Stephen F. Gafford | 1,490, twice a week. |
| J. D. Williams..... | 1,450. |
| Baird and Hunt | 1,200. |
| James B. Price | 1,140. |
| | 1,990, twice a week. |

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Stephen F. Gafford | \$1,000. |
| Caaswell Garrett | 975. |
| D. C. Whiting | 930. |
| | 1,800, twice a week. |
| Montgomery and Hodges..... | 884. |
| Harris and Beverly | 878, begin at Cahaba. |
| John R. Brown | 860. |
| W. D. Carter..... | 500. <i>Accepted March 30, 1871.</i> |
| | 950, twice a week. |

A. Lundie \$10 less than any one.

A. Lundie \$10 less than any one, twice a week.

A. K. Canterbury \$15 less than any one.

A. K. Canterbury \$18 less than any one, twice a week.

Contract with W. D. Carter, dated March 30, 1871, at \$500 per annum, was drawn and sent to him, but not executed.

October 4, 1871. The accepted bidder having failed to begin service, contract with D. C. Whiting, of Montgomery, Alabama, to carry mails from Selma to Greenville and back once a week, at \$900 per annum, from July 1, 1871, to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General, failing bidder being liable.

Contract was made accordingly.

ROUTE No. 6763.

From Summerfield to Selma, 8½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| P. P. Bloxton | \$300. Informal. |
| J. D. Williamson | 850. |
| Hubbard and Johnson | 518. |
| Montgomery and Hodges..... | 497. |
| D. C. Whiting | 400. |
| Vaiters Sykes | 364. |
| R. C. Knight | 250. |
| W. D. Carter | 210. |
| James Melton | 200. <i>Change of schedule proposed. Accepted March 30, 1871.</i> |

Contract made with James Melton, dated March 30, 1871, at \$200 per annum.

Leave Summerfield Monday, Thursday, and Saturday at 8½ a. m.; arrive at Selma by 10½ a. m.

Leave Selma Monday, Thursday, and Saturday at 11 a. m.; arrive at Summerfield by 2 p. m.

ROUTE No. 6764.

From Demopolis to Eutaw, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William P. May | \$1,200. |
| J. D. Williamson | 1,000. |
| Harris & Beverly | 868. |
| P. T. Beverly | 800. |
| R. C. Knight | 481. |
| Thompson H. Coker | 475. Offered \$350 per annum if office at Forkland is re-established. Offer declined but accepted at \$400 a year on account of ferry, June 5, 1871. |

Contract made with Thompson H. Coker, dated June 5, 1871, at \$400 per annum.

Leave Demopolis Wednesday at 8 a. m.; arrive at Eutaw by 5 p. m.

Leave Eutaw Thursday at 8 a. m.; arrive at Demopolis by 5 p. m.

ROUTE No. 6765.

From Gainesville to Livingston, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Hubbard & Johnson..... | \$598. |
| M. A. Metts | 490. |

Offered Metts \$200 from Sumterville to Livingston; offer declined June 19; will perform service at \$300 per annum.

June 19, 1871. Omit Gainesville and Jones's Bluff, and begin route at Sumterville, reducing distance 6 miles; and contract with M. A. Metts, of Louisville, Mississippi, at \$300 per annum, from July 1 to June 30, 1875.

Contract was made accordingly.

ROUTE No. 6766.

From Jones's Bluff to Eutaw, 20 miles and back, once a week. Proposals for twice a week service invited.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Caswell Garrett | \$400. |

Covered by railroad.

ROUTE No. 6767.

From Linden to Coffeetown, 54 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Joseph S. Shoap | \$2,000. |
| Thompson H. Coker | 1,800. |
| John W. Fortis | 1,792. |
| P. T. Beverly | 1,600. |
| J. D. Williamson | 1,500. |
| Joseph H. Harwell | 1,470. |
| Harris & Beverly | 1,460. |
| Beverly & Glass | 995. |

Not needed; omit.

ROUTE No. 6758.

From Livingston to York Station, 10 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| William J. Macy | \$1,550. |
| J. M. Robertson | 1,200. |
| Bragan & Harris | 800. |
| M. A. Metts | 790. |
| Hubbard & Johnson | 692. |

Covered by railroad.

ROUTE No. 6769.

From Livingston to Greensborough, 40 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| John M. Robertson | \$2,100. |
| Robert Johnson | 1,999. |
| Harris & Beverly | 1,960. |
| D. C. Whiting | 1,800. |
| M. A. Metts | 1,790. |
| Handy Wilkins | 1,500. |
| William Kirkland | 1,387. |
| W. D. Carter | 900. |

Suspend for offices.

ROUTE No. 6770.

From York Station to Butler, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| William J. May | \$1,800. |
| P. T. Beverly | 1,500. |
| J. M. Robertson | 1,300. Duplicate. |
| D. C. Whiting | 1,110. |
| John W. Fortis | 984. |
| M. A. Metts | 940. |
| Robert J. Johnson | 799. |
| Joseph W. Hall | 794. |
| Harris & Beverly | 793. |
| William Kirkland | 787. |
| W. H. Green | 701. |
| W. D. Carter | 560. Accepted March 30, 1871. |

Contract drawn with W. D. Carter, dated March 30, 1871, at \$560 per annum, and sent to him, but not executed.

July 22, 1871. The accepted bidder having failed to begin service, contract with J. M. Osgood, of Gaston, Alabama, to carry mails from York Station to Butler and back, twice a week, at \$832 per annum, from July 1, 1871, to December 31, 1871, or longer at

same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

Leave York Station Monday and Wednesday at 8 a. m.; arrive at Butler by 6 p. m.

Leave Butler Tuesday and Thursday at 8 a. m.; arrive at York Station by 6 p. m.

ROUTE No. 6771.

From Linden to Demopolis, 19 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. D. Williamson..... | \$800. |
| | 1,200, twice a week. |
| Jonathan Glass..... | 800. |
| Harris & Beverly..... | 700, twice a week. |
| John R. Brown..... | 700, twice a week. |
| Joseph S. Thomp..... | 700. |
| Thompson H. Coker..... | 650, twice a week. |
| John R. Brown..... | 460. |
| D. C. Whiting..... | 390. |
| | 750, twice a week. |
| William Kirkland..... | 387. |
| Harris & Beverly..... | 386. |
| Thompson H. Coker..... | 350. |
| W. D. Carter..... | 200. <i>Accepted March 30, 1871.</i> |
| | 400. <i>Invited service.</i> |

Contract drawn and sent to W. D. Carter, dated March 30, 1871, at \$200 per annum, but not executed.

August 7, 1871. Accepted bidder having failed to begin service, contract with Jonathan Glass, of Linden, Alabama, to carry mails from Linden to Demopolis and back once a week, at \$350 per annum, from July 1, 1871, to December 31, 1871, or longer at the same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

Leave Linden Monday at 8 a. m.; arrive at Demopolis by 5 p. m.

Leave Demopolis Wednesday at 8 a. m.; arrive at Linden by 5 p. m.

ROUTE No. 6772.

From Barryton to Quitman, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------------|
| John W. Portis..... | \$885. |
| Joseph H. Harwell..... | 715. |
| John H. Evans..... | 390. <i>Accepted May 31, 1871.</i> |

Contract made with John H. Evans, dated May 31, 1871, at \$390 per annum.

June 29, 1871. Curtail route to begin at Nicholson's Store, reducing distance 15 miles and deduct *pro rata* \$167.14 per annum July 1, 1871, according to acceptance of proposal.

ROUTE No. 6773.

From Buccatunna to Bladen Springs, 28 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Alfred Gray..... | \$998. |
| John W. Portis..... | 997. |
| William Martin..... | 900. |
| William R. Batley..... | 700. |
| Joseph H. Harwell..... | 699. |
| John H. Evans..... | 697. |
| R. H. Bragan & M. J. Harris.... | 679. <i>Accepted March 30, 1871.</i> |
| W. N. Worsham..... | 495, horseback. <i>Illegal.</i> |

Contract made with R. H. Bragan & M. J. Harris, dated March 30, 1871, at \$679 per annum.

Leave Buccatunna Tuesday and Friday at 7 a. m.; arrive at Bladen Springs by 4 p. m.

Leave Bladen Springs Monday and Tuesday at 7 a. m.; arrive at Buccatunna by 4 p. m.

ROUTE No. 6774.

From Butler to Meridian, 47 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--|---|
| William J. May | \$2,250, twice a week. |
| John W. Portis | 1,590, twice a week. |
| William J. May | 1,500. |
| Bragan & Harris | 1,400, twice a week. |
| W. G. Grace | 1,200. |
| John I. Wilson | 1,100. |
| John W. Portis | 930. |
| Bragan & Harris | 847. |
| William Kirkland | 787, twice a week. |
| D. Shannon | 650. |
| William Kirkland | 487. <i>Accepted March 30, 1871.</i> |
| Joseph B. Daniel (<i>after time</i>) | 650. Informal. |
| | 1,250, twice a week. (Received March 29, 1871.) |

Contract made with William Kirkland, dated March 30, 1871, at \$487 per annum.
Leave Butler Wednesday at 5 a. m.; arrive at Meridian by 8 p. m.
Leave Meridian Thursday at 5 a. m.; arrive at Butler by 8 p. m.

ROUTE No. 6775.

From De Sotoville to Ransomville, 30 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------|----------------|
| John W. Portis | \$745. |

(Suspend; N. O.)

ROUTE No. 6776.

From Clifton to Shiloh, 20½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------------|
| M. G. Candee | \$1,000, change of route proposed. |
| J. D. Williamson | 1,000. |
| M. G. Candee | 800. |
| John W. Portis | 765. |
| William P. May | 500. |
| P. T. Beverly | 249. |
| M. J. Harris | 248. |

(Suspend; N. O.)

ROUTE No. 6777.

From Prairie Bluff to Grove Hill, 52 miles and back, once a week.
Proposals for three times a week service invited; also, to extend service to Coffeeville, 22 miles further.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| William J. May | \$2,000. |
| J. B. Amos | 1,800. |
| | 2,750, three times a week. |
| | 2,250, end at Coffeeville; once a week. |
| | 3,250, end at Coffeeville; three times a week. |
| P. T. Beverly | 1,800. |
| | 3,500, to Coffeeville; three times a week. |
| J. D. Williamson | 1,500. |
| | 2,500. Invited service. |
| Harris & Beverly | 1,295. |
| | 2,664, three times a week. |
| | 3,000, three times a week, and extend to Coffeeville. |
| Alfred Gray | 1,650, once a week; end at Coffeeville. |
| | 2,258, twice a week; end at Coffeeville. |
| | 3,108, three times a week; end at Coffeeville. |
| | 1,245. |
| | 1,850, twice a week. |
| | 2,700. Invited service. |

| Bidders' names. | Sum per annum. |
|----------------------|--|
| John W. Porter..... | \$1, 189. |
| | 2, 990, to Coffeeville; three times a week. |
| Jonathan Glass..... | 1, 000. |
| William J. May..... | 2, 500, extend to Coffeeville, as invited. |
| | 3, 000, three times a week. |
| | 3, 500, extend to Coffeeville; three times a week. |
| Dawson & Carter..... | 914. |
| Osceola Wilson..... | 999. |
| John W. Cobb..... | 900. |
| | 1, 300, extend to Coffeeville. |
| D. C. Whiting..... | 780. |
| | 3, 240, three times a week, to Coffeeville. |
| W. D. Carter..... | 400. <i>Accepted March 30, 1871.</i> |
| | 1, 600, three times a week, to Coffeeville. |

Contract for W. D. Carter, dated March 30, 1871, at \$400 per annum, drawn and set to him, but not executed.

(Service was re-advertised August 4, 1871.)

ROUTE No. 6778.

From Enon to Midway, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------|
| William L. Taylor..... | \$520. |
| Ebenezer Dozier & W. C. Gordon. | 224. Offered \$120; declined. |

Offer of \$120 accepted June 5, 1871, by William L. Taylor.

Contract made with William L. Taylor, dated June 5, 1871, at \$120 per annum.

ROUTE No. 6779.

From Union Springs to Perote, 15 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Benjamin R. Lawrence..... | \$1, 200. |
| William L. Taylor..... | 690. |
| Hubbard & Johnson..... | 600. |
| Wiley P. Bailey..... | 400. |
| William L. Bragan..... | 390. |
| Ebenezer A. Dozier and William C. Gordon..... | 290. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenezer A. Dozier and Wiley C. Gordon, dated March 30, 1871, at \$290 per annum.

Leave Union Springs Tuesday and Friday at 7 a. m.; arrive at Perote by 12 m.

Leave Perote Tuesday and Friday at 1 p. m.; arrive at Union Springs by 6 p. m.

ROUTE No. 6780.

From Clayton to Barnes's Cross Roads, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William L. Taylor..... | \$694. |
| John R. Ard..... | 600. |
| Dozier & Gordon..... | 416. |
| T. F. Smith..... | 270. <i>Accepted March 30, 1871.</i> |
| Wiley J. Bailey..... | 690. (Pencil.) |

Contract made with T. F. Smith, dated March 30, 1871, at \$270 per annum.

Leave Clayton Thursday at 7 a. m.; arrive at Barnes's Cross Roads by 6 p. m.

Leave Barnes's Cross Roads Friday at 7 a. m.; arrive at Clayton by 6 p. m.

ROUTE No. 6781.

Enfaula to Union Springs, 47 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Samuel Tullis..... | \$4, 000. |
| W. H. Streater..... | 4, 600. |
| J. M. Robertson..... | 4, 500. |
| D. C. Whiting..... | 4, 030. |
| John L. Jones..... | 3, 098, daily. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William L. Taylor..... | \$2,994. |
| Carpenter & Harris..... | 2,820. |
| Dozier & Gordon..... | 2,700. |
| W. V. Metcalf..... | 2,500. |
| Carpenter & Harris..... | 2,347, end at railroad. |
| W. D. Carter..... | 2,000. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to W. D. Carter, dated March 30, 1871, at \$2,000 per annum, but not executed.

ROUTE No. 6782.

From Eufaula to Mariana, 90 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---|--|
| James B. Price..... | \$3,600, end at Greenwood. |
| Alfred Gray..... | 4,700, three times a week. |
| J. W. Robertson..... | 2,990. |
| John R. Ard..... | 4,785. <i>Invited service.</i> |
| William L. Taylor..... | 2,900. |
| Ebenezer A. Dozier & Wiley C. Gordon..... | 2,840. |
| D. C. Whiting..... | 2,780. |
| Lorenzo J. Biggers..... | 2,993, three times a week. |
| Carpenter and Harris..... | 2,700. |
| Charles Gordon..... | 2,700. |
| John Green..... | 4,000, three times a week. |
| W. D. Carter..... | 2,490. |
| Wiley J. Bailey..... | 3,600, three times a week. |
| | 2,468. |
| | 3,300. <i>Invited service.</i> |
| | 2,190. |
| | 2,090. |
| | 1,400. <i>Accepted March 30, 1871.</i> |
| | 2,000, three times a week. |
| | 2,700. |
| | 4,000; three times a week. |

July 17, 1871. The accepted bidder having failed to begin service, contract with Z. F. Nauce, of Eufaula, Alabama, to carry mails from Eufaula to Mariana, Florida, and back, twice a week, at \$2,800 per annum, from July 1, 1871, to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 6783.

From Eufaula to Skipperville, 41½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| W. V. Metcalf..... | \$780. |
| James B. Price..... | 700. |
| William L. Taylor..... | 675. |
| J. M. Robertson..... | 630. |
| D. C. Whiting..... | 620. |
| Dozier & Gordon..... | 470. |
| W. D. Carter..... | 310. |
| John Heath..... | 300. |

(Not needed; omit.)

ROUTE No. 6784.

From Eufaula to Cowikee, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| William L. Taylor..... | \$625. |
| W. H. Streater..... | 400. <i>No certificate.</i> |
| Dozier & Gordon..... | 380. |
| D. C. Whiting..... | 350. |
| J. M. Pleasonton..... | 330. |
| W. D. Carter..... | 180. <i>Accepted March 30, 1871.</i> |
| Wiley J. Bailey..... | 400. |

Contract drawn and sent to W. D. Carter, dated March 30, 1871, at \$180 per annum. but never executed.

July 17, 1871. The accepted bidder having failed to begin service, contract with Tip Smith, from Eufaula, Alabama, to carry mails from Eufaula to Cowikee and back, once a week, at \$480 per annum, from July 1, 1871, to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 6785.

From Eufaula to Ozark, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| W. H. Streater..... | \$2,000. |
| Charles Griffin..... | 1,800. |
| J. M. Robertson..... | 1,800. |
| William L. Taylor..... | 1,793. |
| J. H. Sturgis..... | 1,750. |
| John L. Jones..... | 1,582. |
| James B. Price..... | 1,500. |
| D. C. Whiting..... | 1,500. |
| W. V. Metcalf..... | 1,250. |
| John R. Ard..... | 1,200. |
| Carpenter & Harris..... | 1,169. |
| T. F. Smith..... | 850. |
| W. D. Carter..... | 750. |
| Ebenezer A. Dozier & Wiley C. Gordon..... | 590. <i>Accepted March 30, 1871.</i> |

Contract made with Ebenezer A. Dozier & Wiley C. Gordon, dated March 30, 1871, at \$590 per annum.

July 17, 1871. The accepted bidder having failed to begin service, contract with L. J. Laird, of Eufaula, Alabama, to carry mails from Eufaula to Ozark and back, twice a week, at \$1,500 a year, from July 1, 1871, to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Leave Eufaula Tuesday and Thursday at 7 a. m.; arrive at Ozark by 10 a. m.

Leave Ozark Wednesday and Friday at 2 p. m.; arrive at Eufaula by 5 p. m.

ROUTE No. 6786.

From Henderson to Andalusia, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| William L. Taylor..... | \$693. |
| W. V. Metcalf..... | 600. |
| Amos Hudson..... | 550. |
| Th. P. Cottle..... | 550, or 50 cents less than any other bid for each. |
| John R. Salter..... | 500. |
| James C. White..... | 450. |
| E. P. Holly..... | 450. |
| Absalom Stokes..... | 449. |
| Simeon W. Wootan..... | 420. |
| James Ward..... | 390. <i>Accepted March 30, 1871.</i> |

Contract made with James Ward, dated March 30, 1871, at \$390 per annum.

Leave Henderson Friday at 6 a. m.; arrive at Andalusia by 7 p. m.

Leave Andalusia Thursday at 7 a. m.; arrive at Henderson by 7 p. m.

ROUTE No. 6787.

From Troy to Geneva, 66 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------|
| James B. Price..... | \$1,570. |
| W. V. Metcalf..... | 1,050. |
| | 1,800. <i>Invited service.</i> |
| J. M. Robertson..... | 1,000. |
| | 1,900, twice a week service. |
| John L. Jones..... | 998. |
| | 1,598, twice a week. |

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------------------|
| D. C. Whiting..... | \$990. |
| | 1,980, twice a week. |
| Harris & Taylor..... | 949. |
| | 1,672, twice a week. |
| William L. Taylor..... | 899. |
| Dyer & Gordon..... | 780. |
| Amos Hudson..... | 695. |
| W. D. Carter..... | 500. <i>Accepted May 1, 1871.</i> |
| | 1,000, twice a week. |

Contract was drawn, dated May 1, 1871, at \$500 per annum, and sent to W. D. Carter, but not executed.

Leave Troy Monday at 5 a. m.; arrive at Geneva next day by 12 m.

Leave Geneva Tuesday at 1 p. m.; arrive at Troy next day by 6 p. m.

ROUTE No. 6788.

From Troy to Ozark, 38 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Levi K. Powell..... | \$1,050, twice a week. |
| Amor Hudson..... | 650. |
| J. M. Robertson..... | 600. |
| | 1,150, twice a week. |
| John R. Ard..... | 600. See guarantee. |
| D. C. Whiting..... | 590. |
| | 1,140, twice a week. |
| William V. Metcalf..... | 550. |
| | 1,000, twice a week. |
| Harris & Taylor..... | 543. |
| | 1,100. <i>Invited service.</i> |
| W. L. Taylor..... | 520. |
| | 1,000, twice a week. |
| Dozier & Gordon..... | 468. |
| T. F. Smith..... | 295. |
| | 590, twice a week. |
| W. D. Carter..... | 290. <i>Accepted March 30, 1871.</i> |
| | 540, twice a week. |

Contract drawn and sent to W. D. Carter, dated March 30, 1871, at \$290 per annum, but was never executed.

Leave Troy Thursday at 6 a. m.; arrive at Ozark by 6 p. m.

Leave Ozark Friday at 6 a. m.; arrive at Troy by 6 p. m.

ROUTE No. 6789.

From Troy to Louisville, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|---|
| John Metcalf..... | \$650. |
| John R. Ard..... | 600. |
| J. M. Robertson..... | 550. |
| Levi K. Powell..... | 525. |
| William L. Taylor..... | 520. |
| Amos Hudson..... | 500. |
| Harris & Taylor..... | 470. |
| D. C. Whiting..... | 465. |
| Dozier & Gordon..... | 440. |
| Felix Stones..... | 369. |
| W. D. Carter..... | 240. <i>Accepted March 30, 1871.</i> |
| John Wiley, (after time)..... | 400. (<i>Received March 8, 1871.</i>) |

Contract drawn and sent to W. D. Carter, dated March 30, 1871, at \$240 per annum, but not executed.

ROUTE No. 6790.

From Troy to Montgomery, 49 miles and back, once a week.

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| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. M. Robertson | \$1,000. |
| William L. Taylor | 993. |
| John Metcalf | 890. |
| Bragaw & Harris..... | 854. |
| Hardy Wilkins..... | 750. |
| D. C. Whiting | 735. |
| W. D. Carter..... | 430. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to W. D. Carter, dated March 30, 1871, at \$430 per annum, but not executed.

ROUTE No. 6791.

From Troy to Montgomery, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John Metcalf..... | \$1,990. |
| J. M. Robertson..... | 1,900. |
| W. L. Laylor..... | 1,799. |
| Hubbard & Johnson..... | 1,740. |
| D. C. Whiting..... | 1,500. |
| Dozier & Gordon..... | 1,368. |
| Bragan & Harris..... | 1,369. |
| W. D. Carter..... | 800. <i>Accepted March 30, 1871.</i> |

Contract was drawn, dated March 30, 1871, at \$800 per annum, and sent to W. D. Carter, but was not executed.

ROUTE No. 6792.

From Rutledge to Andalusia, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| Stephen F. Gafford..... | \$940. |
| John L. Jones..... | 765. |
| Harris & Taylor..... | 747. |
| William L. Taylor..... | 694. |
| J. M. Robertson..... | 650. |
| John R. Salter..... | 600. |
| Caaswell Garrett..... | 600. |
| Thomas P. Cottle..... | 550. <i>See bid on 6786.</i> |
| | 550, or 50 cents less than any one, unless below |
| | \$495. |
| E. P. Holly..... | 450. |
| Absalom Stokes..... | 449. |
| Lemon W. Wootan..... | 430. |
| James Ward..... | 390. <i>Accepted March 30, 1871.</i> |
| E. H. Johnson, (after time)..... | 600. (<i>Received March 3, 1871.</i>) |

Contract made with James Ward, dated March 30, 1871, at \$390 per annum. Leave Rutledge Tuesday at 6 a. m.; arrive at Andalusia by 7 p. m. Leave Andalusia Monday at 6 a. m.; arrive at Rutledge by 7 p. m.

ROUTE No. 6793.

From Georgiana to South Butler, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| Stephen F. Gafford..... | \$374. |
| John Rhodes..... | 200. |
| Samuel N. Graham..... | 80. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel N. Graham, dated March 30, 1871, at \$80 per annum. Leave Georgiana Saturday at 12 m.; arrive at South Butler by 2 p. m. Leave South Butler Saturday at 10 a. m.; arrive at Georgiana by 12 m.

ROUTE No. 6794.

From Greenville to Troy, 57 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| William J. May..... | \$2,000. |
| William L. Taylor..... | 1,793. |
| John W. Cobb..... | 950. |
| James B. Price..... | 940. |
| Stephen F. Gafford..... | 940. |

| Bidders' names. | Sum per annum. |
|---------------------------------------|--------------------------------------|
| Archibald A. McKellar..... | \$845. |
| J. M. Robertson..... | 840. |
| Harris & Taylor..... | 838. |
| John Metcalf..... | 800. |
| Eben A. Dozier & Wiley C. Gordon..... | 790. <i>Accepted March 30, 1871.</i> |

Contract made with Eben A. Dozier and Wiley C. Gordon, dated March 30, 1871, at \$790 per annum.

Leave Greenville Monday at 7 a. m.; arrive at Troy next day by 10 a. m.

Leave Troy Tuesday at 11 a. m.; arrive at Greenville by 5 p. m.

ROUTE No. 6795.

From Greenville to Andalusia, 47 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|-------------------------|--------------------------------------|
| Harris & Taylor..... | \$747. |
| William J. May..... | 2,000. |
| Stephen F. Gafford..... | 940. |
| James B. Price..... | 920. |
| John W. Cobb..... | 875. |
| William L. Taylor..... | 795. |
| E. P. Holley..... | 750. |
| Dozier and Gordon..... | 712. |
| J. M. Robertson..... | 700. |
| John Metcalf..... | 700. |
| John L. Jones..... | 647. |
| John R. Salter..... | 600. |
| A. A. McKellar..... | 590. <i>Accepted March 30, 1871.</i> |

Contract made with A. A. McKellar, dated March 30, 1871, at \$590 per annum.

Leave Greenville Monday at 5 a. m.; arrive at Andalusia by 8 p. m.

Leave Andalusia Tuesday at 5 a. m.; arrive at Greenville by 8 p. m.

ROUTE No. 6796.

From Greenville to Camden, 49 miles and back, twice a week.

| Bidders' name. | Sum per annum. |
|-------------------------|--|
| James P. Price..... | \$2,440. |
| W. B. Amos..... | 2,100. |
| M. G. Candee..... | 2,000. |
| R. M. L. Watson..... | 2,000. |
| Baird & Hunt..... | 1,990. |
| John W. Cobb..... | 1,775. |
| John Metcalf..... | 1,500. |
| Stephen F. Gafford..... | 1,490. |
| Harris & Taylor..... | 1,470. |
| A. A. McKellar..... | 1,400. |
| J. M. Robertson..... | 1,400. |
| Dozier & Gordon..... | 1,360. |
| John W. Portis..... | 1,294. |
| Alfred Gray..... | 1,193. <i>Accepted March 30, 1871.</i> |

(After time.)

| | | | |
|----------------------|--------|---------------------------|-----------|
| John W. Cobb..... | 2,100. | (Received March 8, 1871.) | Informal. |
| Stephen Gafford..... | 1,200. | (Received March 8, 1871.) | Informal. |

Contract made with Alfred Gray, dated March 30, 1871, at \$1,193 per annum.

Leave Greenville Monday and Thursday at 5 a. m.; arrive at Camden by 8 p. m.

Leave Camden Tuesday and Friday at 5 a. m.; arrive at Greenville by 8 p. m.

ROUTE No. 6797.

From Jacksonville to Tallapoosa, Georgia, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| James B. Price..... | \$700. |
| J. M. Robertson..... | 600. |
| Hiram D. Barr..... | 545. |
| J. J. Hinds..... | 525. |
| Harris & Taylor..... | 500. |
| E. S. Dozier..... | 480. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| George W. Leach | \$480. |
| James Edley | 380. |
| J. A. De Arman | 365. |
| Montgomery & Hodges..... | 348. |
| James Wilson | 300. <i>Accepted March 30, 1871.</i> |

Contract was drawn, dated March 30, 1871, at \$300 per annum, and sent to James Wilson, but not executed.

ROUTE No. 6798.

From Grove Hill to Linden, 47 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| W. B. Amos..... | \$1,850. |
| T. H. Coker..... | 1,800. |
| Dawson & Carter..... | 1,800. |
| James B. Price..... | 1,790. |
| Joseph S. Shaup..... | 1,700. |
| Jesse S. Lambard..... | 1,600. |
| William J. May..... | 1,600. |
| J. D. Williamson..... | 1,500. |
| Harris & Beverly..... | 1,460. |
| B. T. Beverly..... | 1,449. |
| John W. Porter..... | 1,394. |
| Osceola Wilson..... | 1,300. |
| Richard D. Hudson..... | 1,000. |
| Jonathan Glass..... | 990. <i>Accepted March 30, 1871.</i> |

Contract made with Jonathan Glass, dated March 30 1871, at \$990 per annum. Leave Grove Hill Monday and Thursday at 6 a. m.; arrive at Linden by 8 p. m. Leave Linden Tuesday and Friday at 6 a. m.; arrive at Grove Hill by 8 p. m.

ROUTE No. 6799.

From Morvin to Pine Hill, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| J. D. Williamson..... | \$1,000. |
| John W. Portis..... | 868. |
| P. T. Beverly..... | 500. |
| Richard T. Hudson..... | |

(Not needed; omit.)

ROUTE No. 6800.

From Suggsville to State Line mission, Mississippi, 56 miles and back, once a week. Proposals for service to begin at Saint Stephen's invited.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------------------|
| William B. Amos..... | \$1,900. |
| J. D. Williamson..... | 1,500. |
| Dawson & Carter..... | 1,234. |
| John W. Portis..... | 1,190. |
| Dawson & Carter..... | 1,134. |
| Joseph W. Harwell..... | 1,090. |
| Osceola Wilson..... | 1,050. |
| John L. Jones..... | 997. |
| William N. Bragaw..... | 980. |
| Thompson H. Coker..... | 975. * |
| William N. Bragaw..... | 600, com nce at Saint Stephen's. |

Offered Thompson H. Coker \$250, once a week to Jackson. Declined; will pay at \$300. Department accepts.

Contract made with Thompson H. Coker, dated June 5, 1871, at \$300 per week. Service between Suggsville and Jackson.

Leave Suggsville Tuesday at 7 a. m.; arrive at Jackson by 12 m.

Leave Jackson Tuesday at 2 p. m.; arrive at Suggsville by 7 p. m.

ROUTE No. 68J1.

From Saint Stephen's to New Wakefield, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| W. B. Amos..... | \$950. |
| John W. Portis..... | 581. |
| Joseph W. Harwell..... | 420. |
| Caswell Garrett..... | 250. |

(N. O. ; suspended.)

ROUTE No. 6802.

From Evergreen to Grove Hill, 72 miles and back, once a week.
Proposals for tri-weekly service invited.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Dawson & Carter..... | \$2,749. |
| John S. Stanton..... | 3,528, three times a week. 2,500. |
| Thomas J. Duke..... | 3,200, three times a week. 2,380. |
| William L. Taylor..... | 3,100, three times a week. 2,300. |
| John Metcalf..... | 2,994, three times a week. 2,200. |
| Jesse S. Lambard..... | 3,200, three times a week. 2,150. |
| J. M. Robertson..... | 3,000, three times a week. 2,100. |
| J. D. Williamson..... | 3,100, three times a week. 2,000. |
| John W. Portis..... | 2,750, three times a week. 1,994. |
| James H. Green..... | 2,991, three times a week. 1,893. |
| Thompson H. Coker..... | 2,393, three times a week. 1,875. |
| James M. Harris..... | 2,800, three times a week. 1,789. |
| W. B. Amos..... | 2,675, three times a week. 1,700. |
| William N. Bragaw..... | 2,400, three times a week. 1,693. |
| Henry Clay Henderson..... | 2,400, three times a week. 1,595. |
| A. J. Lowell..... | 2,300. 1,450. No guarantee or certificate. |
| Osceola Wilson..... | 3,100, three times a week. 1,190. Accepted March 30, 1871. |

Contract drawn at \$1,190, service three times a week, dated March 30, 1871, and sent to Osceola Wilson, but never executed by him.

ROUTE No. 6903.

From Evergreen to Andalusia, 51 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| William J. May..... | \$2,000. |
| James M. Harris..... | 1,499. |
| T. J. Dilke..... | 1,170. |
| John W. Portis..... | 1,950, twice a week. 1,117. |
| Daniel A. Brown..... | 1,644, twice a week. 1,100. |
| James H. Green..... | 987. Change schedule proposed. 980. See guarantees and certificate. 867, 1,480. Schedule attached. |
| | 1,393, twice a week. Change of schedule. |
| | 1,287, twice a week, as invited. |

| Bidders' names. | Sum per annum. |
|------------------------|---|
| James B. Price | \$940. |
| William L. Taylor..... | 899. |
| | 1,700, twice a week. |
| John W. Cobb..... | 875. |
| John Rhodes | 1,700, twice a week. |
| | 850. |
| | 1,600, twice a week. Schedule proposed. |
| John Metcalf | 800. |
| | 1,600, twice a week. |
| John R. Salter | 800. |
| J. M. Robertson | 770. |
| John L. Jones..... | 755. |
| | 1,132, twice a week. |
| E. P. Holley..... | 600. |
| | 1,200, twice a week. |
| W. N. Bragaw..... | 594. Accepted March 30, 1871. |
| | 1,100. Invited service. |

Contract made with W. N. Bragaw, dated March 30, 1871, at \$594 per annum. Leave Evergreen Wednesday at 2 p. m.; arrive at Andalusia next day by 6 p. m. Leave Andalusia Tuesday at 7 a. m.; arrive at Evergreen next day by 12 m.

ROUTE No. 6804.

From Evergreen to Camden, — miles and back, once a week.

Proposals for twice a week service invited. Also proposals omitting Bell's Landing and Buford Landing.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------------------|--|
| John W. Portis..... | \$2,994. Schedule proposed. |
| Thomas J. Duke..... | 1,800. Schedule proposed. |
| | 1,725, omitting Bell's Landing and Buford Landing. |
| | 2,970, twice a week, omitting Bell's Landing and Buford Landing. |
| John L. Jones..... | 1,700, once a week, omitting landings. |
| | 2,900, twice a week, omitting landings. |
| | 1,928. Schedule proposed. |
| | 3,140, twice a week. Schedule proposed. |
| W. B. Amos..... | 1,500. |
| | 2,100, twice a week, omitting Bell's and Buford Landings. |
| William N. Bragaw..... | 1,470, 90 miles. |
| | 2,200, twice a week, omitting Bell's and Buford Landings. |
| | 2,400, twice a week. |
| James H. Green..... | 927. Schedule proposed. |
| | 887. |
| | 2,193, twice a week, by Bell's Landing. |
| | 1,595, twice a week. |
| | 1,247, by Bell's Landing. |
| R. W. L. Watson..... | 1,050, omitting Bell's and Buford Landings. |
| M. G. Candee | 1,000, omitting Bell's and Buford Landings. |
| | Schedule proposed. |
| | 2,000, twice a week. Invited service. |
| John Rhodes..... | 900, omitting Bell's and Buford Landings. |
| | Schedule proposed. |
| | 1,800, twice a week, omitting Bell's and Buford Landings. Schedule proposed. |
| Elias B. Amos..... | 900, between Garland and Camden. |
| | 900, commence at Garland; 69 miles. |
| Thompson H. Coker..... | 775. Schedule proposed. Invited service. |
| | Omitting Bell's and Buford Landings. |
| | Accepted March 30, 1871. |
| William H. Coker, (after time).... | 795. |
| | 1,000, omitting Jackson's Store. (Received March 8, 1871.) |

Contract made with Thompson H. Coker, dated March 30, 1871, at \$775 per annum. Omitting Bell's and Buford Landings.

Leave Evergreen Thursday at 8 a. m.; arrive at Camden next day by 12 m.

Leave Camden Wednesday at 1 p. m.; arrive at Evergreen next day by 5 p. m.

ROUTE No. 6805.

From Andalusia to William's Mill, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| William L. Taylor | \$794. |
| E. Pinckney Holley | 250. |
| John Metcalf | 250. |
| John R. Salter | 250. |
| Stepney Green | |

(N. O. ; unnecessary.)

ROUTE No. 6806.

From Andalusia to Milton, 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| James B. Price | \$1,270. |
| John Metcalf | 1,200. |
| William L. Taylor | 1,199. |
| John W. Cobb | 1,100. |
| J. M. Robertson | 1,000. |
| John L. Jones | 896. |
| John R. Ard | 875. |
| John R. Salter | 800. |
| E. Pinckney Holley | 795. |
| John Green | 740. |
| Amos Hudson | 690. <i>Accepted March 30, 1871.</i> |

Contract made with Amos Hudson, dated March 30, 1871, at \$690 per annum.
 Leave Andalusia Wednesday at 1 p. m. ; arrive at Milton next day by 6 p. m.
 Leave Milton Friday at 6 a. m. ; arrive at Andalusia next day by 4 p. m.

ROUTE No. 6807.

From Welborn to Old Town, 12 miles and back, once a week.
 (No bid.)

ROUTE No. 6808.

From Haw Ridge to Newton, 16 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William L. Taylor | \$460. |
| | 690, twice a week. |
| Francis M. Bruner | 400, buggy. |
| George Clark | 375. |
| | 650, twice a week. |
| John R. Ard | 300. |
| Amos Hudson | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Amos Hudson, dated March 30, 1871, at \$200 per annum.
 Leave Haw Ridge Thursday at 7 a. m. ; arrive at Newton by 12 m.
 Leave Newton Thursday at 1 p. m. ; arrive at Haw Ridge by 6 p. m.

ROUTE No. 6809.

From Newton to Campbellton, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| James B. Price | \$600. |
| William L. Taylor | 580. |
| John R. Ard | 450. |
| Amos Hudson | 450. |
| Ezekiel Watford | 350, horseback. |
| | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Ezekiel Watford, dated March 30, 1871, at \$300 per annum.
 Leave Newton Friday at 8 a. m. ; arrive at Campbellton by 6 p. m.
 Leave Campbellton Thursday at 8 a. m. ; arrive at Newton by 6 p. m.

ROUTE No. 6810.

From Ozark to Bullock, 40 miles (estimated) and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| George Clark | \$775, sulky. |
| William L. Taylor | 694. |
| Harris & Taylor | 669. |
| J. M. Robertson | 600. |
| Amos Hudson | 600. |
| John R. Ard | 600. |
| (After time.) | |
| James H. Penrifoy | 950. Received March 6, 1871. |
| Newsam Taunton | 800. (See letter.) Received March 15, 1871. |
| (Suspend.) | |

ROUTE No. 6811.

From Ozark to Geneva, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| William L. Taylor | \$694. |
| Harris Taylor | 660. |
| J. M. Robertson | 600. |
| Lorenzo J. Biggers | 590. |
| John R. Ard | 475. |
| Amos Hudson | 400. Accepted March 30, 1871. |

Contract made with Amos Hudson, dated March 30, 1871, at \$400 per annum.
 Leave Ozark Thursday at 6 a. m.; arrive at Geneva by 7 p. m.
 Leave Geneva Friday at 6 a. m.; arrive at Ozark by 7 p. m.

ROUTE No. 6812.

From Abbeville to Big Creek, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| William L. Taylor | \$700. |
| Harris & Taylor | 670. |
| Lorenzo J. Biggers | 590. |
| Ezekiel Watford | 550, horse. |
| Charles Gordon | 440. |
| Ezekiel Watford | 400. Accepted March 30, 1871. |

Contract made with Ezekiel Watford, dated March 30, 1871, at \$400 per annum.
 Leave Abbeville Friday at 7 a. m.; arrive at Big Creek by 8 p. m.
 Leave Big Creek Thursday at 7 a. m.; arrive at Abbeville by 8 p. m.

ROUTE No. 6813.

From Abbeville to Newton, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------|
| William L. Taylor | \$680. |
| Lorenzo J. Biggers | 580. |
| Harris & Taylor | 550. |
| John R. Ard | 500. |
| E. Watford | 450. See letter indorsed. |
| | 360. |
| Charles Gordon | 44. ? Accepted June 2, 1871. |

Contract was drawn, dated June 2, 1871, at \$44 per annum, and sent to Charles Gordon, but never executed.

ROUTE No. 6814.

From Abbeville to Fort Gaines, Georgia, 15 miles and back, three times a week.
 Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| John T. Walker | \$1,080, six times a week. Accepted May 8, 1871. |
| William L. Taylor | 875, once a week. |
| | 1,094, twice a week. |

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| J. M. Robertson..... | \$900. 1,500, six times a week. |
| Charles Gordon..... | 790. 1,090, six times a week, invited service. <i>Accepted March 30, 1871. Rescinded May 8, 1871. See below order.</i> |
| Ebenezer A. Dozier..... | 720. |
| Harris & Taylor..... | 694. |
| Lorenzo J. Biggers..... | 690. 1,390, six times a week. |

May 8, 1871. Rescind the acceptance of Charles Gordon's bid of \$1,090 per annum, for service six times a week, it having been erroneously awarded, and accept the proposal of John T. Walker, of Fort Gaines, Georgia, at \$1,080 per annum, for same service.

Contract made with John T. Walker, dated May 8, 1871, at \$1,080 per annum, for service six times a week and back.

Leave Abbeville daily, except Sunday, at 1 p. m. ; arrive at Fort Gaines by 5 p. m.

Leave Fort Gaines daily, except Sunday, at 8 a. m. ; arrive at Abbeville by 12 m.

ROUTE No. 6815.

From Otho to Lawrenceville, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| William L. Taylor..... | \$575. |
| Lorenzo J. Biggers..... | 190. |

(N. O. ; suspended.)

ROUTE No. 6816.

From Clinton to Pickensville, 32 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Artemus Moody..... | \$1,650. 1,900, three times a week. |
| Cyrus Minor..... | 1,550. |
| Robert Johnson..... | 1,499. |
| T. A. Buffington..... | 1,000. |
| J. M. Robertson..... | 1,600, three times a week. 1,000. |
| Uriah W. Mullins..... | 1,400. <i>Invited service.</i> 890. <i>Accepted March 30, 1871.</i> 1,240, three times a week. |

Contract made with Uriah W. Mullins, dated March 30, 1871, at \$990 per annum.

Leave Clinton Tuesday and Saturday at 1.30 p. m. ; arrive at Pickensville by 9 p. m.

Leave Pickensville Tuesday and Saturday at 5 a. m. ; arrive at Clinton by 1 p. m.

ROUTE No. 6817.

From Clinton to Macon, 41½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| John P. Houston..... | \$2,000. |
| Robert Johnson..... | 1,890. |
| John B. Sanford..... | 1,500. |
| M. A. Metts..... | 990. |
| James J. Woodward..... | 940. |

(Suspended.)

ROUTE No. 6818.

From Greensborough to Gainesville, 40 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Artemus Moody..... | \$4,450. |
| T. Benton Dougherty..... | 3,773. |
| J. M. Robertson..... | 2,100. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| J. G. Mabry..... | \$1,975. |
| Ebenezer A. Dozier..... | 1,800. |
| J. J. Hinds..... | 1,800. |
| M. A. Metts..... | 1,790. |
| Robert Johnson..... | 1,199. <i>Accepted March 30, 1871.</i> |

Contract made with Robert Johnson, dated March 30, 1871, at \$1,199 per annum. Leave Greensborough Monday, Wednesday, and Friday at 6 a. m.; arrive at Gainesville by 7 m.

Leave Gainesville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Greensborough by 7 p. m.

ROUTE No. 6819.

From Bay Minette to Suggsville, 60 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| M. A. Price..... | \$3,000. |
| John L. Jones..... | 2,896. |
| W. B. Amos..... | 2,500. |
| Thomas J. Duke..... | 2,370. |
| J. M. Robertson..... | 2,100. |
| John W. Portis..... | 1,994. |
| M. A. Melts..... | 1,990. |
| Thompson C. Coker..... | 1,975. |
| William N. Bragaw..... | 1,969. |
| Jesse S. Lambard..... | 1,900. |
| Osceola Wilson..... | 1,450. <i>Accepted March 30, 1871.</i> |
| J. C. Stapleton, (<i>after time</i>)..... | 1,800. (<i>Received March 9, 1871.</i>) |

Contract made with Osceola Wilson, dated March 30, 1871, at \$1,450 per annum. Leave Bay Minette Monday and Thursday at 7 a. m.; arrive at Suggsville next day by 12 m.

Leave Suggsville Tuesday and Friday at 1 p. m.; arrive at Bay Minette next day by 5 p. m.

ROUTE No. 6820.

From Citronelle to Mount Vernon, 10 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Henry Richardson..... | \$400. |

(Too high; suspended.)

ROUTE No. 6821.

From Bexar to Pikeville, 16 miles and back, once a week.

Proposals invited to begin service at Fulton, Mississippi, where the distance between that place and Bexar is established as a post-road by an act of Congress.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| J. J. Hinds..... | \$240. |
| Marion H. Key..... | 200. |
| R. H. Smith..... | 100. |

(N. O.; suspended.)

MISSISSIPPI.

ROUTE No. 7025.

From Hernando to Chulahoma, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. D. Harris..... | \$800. |
| Jesse Johnsey..... | 750. |
| B. F. Young..... | 700. |
| H. G. Barber..... | 490. |
| Martin & Kizer..... | 475. |
| William F. Nesbit..... | 416. <i>Accepted March 30, 1871.</i> |

Contract made with William F. Nesbit, dated March 30, 1871, at \$416 per annum. Leave Hernando Wednesday at 7 a. m.; arrive at Chulahoma by 4 p. m.

Leave Chulahoma Thursday at 7 a. m.; arrive at Hernando by 4 p. m.

ROUTE No. 7026.

From Horn Lake to Pleasant Hill, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| J. D. Harris | \$500. |
| James B. Price | 340. |
| B. R. Dunn | 200. Offered \$100 March 30, 1871. Not accepted. |

July 26, 1871. Route changed and contract ordered.

ROUTE No. 7027.

From Nesbitt's Station to Pleasant Hill, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| J. D. Harris | \$500. |
| James B. Price | 340. |
| W. T. Nesbitt | 104. |

(Suspended.)

ROUTE No. 7028.

From Senatobia to Looxahoma, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| J. D. Harris | \$500. |
| Jesse Johnsey | 350. |
| H. J. F. Brooks & Co. | 117. |

(Suspended.)

ROUTE No. 7029.

From Coldwater to Holly Springs, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| Peterson & Surls | \$975. |
| J. D. Harris | 800. |
| B. F. Young | 800. |
| B. F. Lee | 700. |
| H. G. Barber | 579. |
| Martin & Kizer | 550, once a week. |
| Jesse Johnsey | 550. |
| H. F. Brooks & Co. | 520. |
| William B. Battle | 500, once a week. |
| J. J. Hinds | 500. |
| Elihu Luce | 500. |
| John T. Presley | 480. |
| T. B. Danforth | 460. |
| Logan Gorman | 452. Accepted March 30, 1871. |

Contract made with Logan Gorman, dated March 30, 1871, at \$452 per annum.

Leave Coldwater Tuesday at 6 a. m.; arrive at Holly Springs by 6 p. m.

Leave Holly Springs Wednesday at 6 a. m.; arrive at Coldwater by 6 p. m.

ROUTE No. 7030.

From Holly Springs to Memphis, Tennessee, 44 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------|
| J. D. Harris | \$1,800. |
| A. C. Slaughter | 1,600, three times a week. |
| Henry Lenham | 1,495, three times a week. |
| R. W. Martin | 1,348. |
| | 2,035, three times a week. |
| J. J. Hinds | 1,320. |
| | 1,320. |
| H. S. Brooks & Co | 1,310. |
| Benjamin F. Young | 1,300. |
| W. A. Crum | 1,250. |
| | 1,400, three times a week. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| B. D. Valers | \$1,200. |
| M. A. Melts | 1,190. |
| A. H. Slaughter | 1,170. |
| William B. Battle | 1,080. |
| Hagan McCorcle | 1,075. |
| Valim Broussard | 1,000. |
| T. W. Alexander | 1,000. |
| Jesse Johnsey | 975. |
| | Schedule proposed. Accepted March 30, 1871. 1,450, three times a week. |

Contract made with Jesse Johnsey, dated March 30, 1871, at \$975 per annum.
Leave Holly Springs Tuesday and Friday at 6 a. m.; arrive at Memphis by 7 p. m.
Leave Memphis Wednesday and Saturday at 6 a. m.; arrive at Holly Springs by 7 p. m.

ROUTE No. 7031.

From Holly Springs to Hernando, 33 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| A. H. Slaughter | \$800, twice a week. |
| J. D. Harris | 800. |
| B. F. Young | 750. |
| Valim Broussard | 700. |
| B. D. Valers | 600. |
| Jesse Johnsey | 550. |
| | 850, twice a week. |
| H. G. Barber | 509. |
| | 1,019, twice a week. |
| Martin & Kizer | 500. |
| | 750, twice a week. |
| J. J. Hinds | 495. |
| William B. Battle | 450. |
| A. H. Slaughter | 430. |
| William T. Nesbitt | 416. |
| | 832, twice a week. |
| Hagan McCorcle | 400. Accepted March 30, 1871. |

Contract made with Hagan McCorcle, dated March 30, 1871, at \$400 per annum.
Leave Holly Springs Monday at 7 a. m.; arrive at Hernando by 6 p. m.
Leave Hernando Tuesday at 7 a. m.; arrive at Holly Springs by 6 p. m.

ROUTE No. 7032.

From Holly Springs to New Albany, 34 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| H. S. Brooks & Co. | \$1,750, three times a week. |
| J. D. Harris | 1,600. |
| A. C. Crawford | 1,500, three times a week. |
| W. M. Cochran | 1,500, three times a week. |
| A. H. Slaughter | 1,455. |
| W. W. Bond | 1,200. |
| | 1,600, three times a week. |
| H. G. Barber | 1,079. |
| | 1,359, three times a week. |
| A. C. Crawford | 1,075. |
| H. S. Brooks & Co. | 1,075. |
| Peterson & Surls | 1,060. |
| J. J. Hinds | 1,020. |
| William B. Battle | 1,016. |
| J. J. Hinds | 1,000. |
| J. Shap Spight | 995. |
| | 1,500, three times a week. |
| M. A. Melts | 990. |
| A. H. Slaughter | 970. |
| Martin & Kizer | 950. |
| | 1,400, three times a week. |
| J. L. Buchanan | 922. |
| B. D. Valers | 900. |
| Benjamin F. Young | 840. |

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Jesse Johnsey | \$800. |
| Early P. Wiley | 774. |
| | 1, 045, three times a week. |
| J. J. Green | 730. |
| Benjamin F. Phillips..... | 695. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin F. Phillips, dated March 30, 1871, at \$695 per annum for twice a week service.

Leave Holly Springs Tuesday and Friday at 6 a. m.; arrive at New Albany by 5 p. m.

Leave New Albany Monday and Thursday at 6 a. m.; arrive at Holly Springs by 5 p. m.

ROUTE No. 7033.

From Holly Springs to Sardis, 41 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| A. E. Davis | \$1, 595. |
| H. G. Barber..... | 1, 299. |
| | 1, 739. |
| J. J. Hinds | 1, 230. |
| B. D. Valers | 1, 100. |
| H. S. Brooks & Co..... | 1, 100. |
| Jesse Johnson | 1, 000. |
| | 1, 400, three times a week. |
| Martin & Kizer..... | 1, 000. |
| | 1, 200, three times a week. |
| John A. Davis | 995. |
| M. A. Melts..... | 990. |
| A. H. Slaughter..... | 968. |
| Lock & Rice..... | 800. No guarantee or certificate. |
| | 1, 250. |
| James G. Bridger | 800. |
| | 1, 200, three times a week. |
| William B. Battle..... | 800. |
| Bartly Bell | 695. <i>Accepted March 30, 1871.</i> |

Contract made with Bartly Bell, dated March 30, 1871, at \$695 per annum.

Leave Holly Springs Tuesday and Friday at 1 p. m.; arrive at Sardis next day by 12 m.

Leave Sardis Monday and Thursday at 1 p. m.; arrive at Holly Springs next day by 12 m.

ROUTE No. 7034.

From Lamar to Ripley, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. D. Harris | \$1, 600. |
| A. C. Hayden | 1, 200. |
| H. G. Barber | 1, 149. |
| Martin & Kizer..... | 1, 050. |
| W. W. Bond | 1, 000. |
| H. J. Brooks & Co..... | 962. |
| M. A. Melts | 890. |
| W. B. Battle..... | 864. |
| Benjamin F. Young | 849. |
| A. H. Slaughter..... | 790. |
| Jesse Johnsey | 750. |
| A. C. Crawford..... | 700. |
| Aley Lea | 697. |
| J. L. Buchanan | 642. |
| Hugh L. Byrn | 600. |
| M. R. Stark | 600. |
| J. W. Sanford | 595. |
| J. E. Rogers | 475. <i>Accepted March 30, 1871.</i> |

Contract made with J. E. Rogers, dated March 30, 1871, at \$475 per annum.

Leave Lamar Tuesday and Saturday at 6 a. m.; arrive at Ripley by 6 p. m.

Leave Ripley Monday and Friday at 6 a. m.; arrive at Lamar by 6 p. m.

ROUTE No. 7035.

From Rossville to Holly Springs, 22½ miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| J. D. Harris | \$1,600 00. |
| H. S. Brooks & Co..... | 1,100 00, three times a week. |
| J. D. Harris | 1,000 00. |
| H. S. Brooks & Co..... | 700 00. |
| Jesse Johnsey..... | 700 00. |
| | 1,000 00, three times a week. |
| Benjamin F. Young | 700 00. |
| H. G. Barber | 679 00. |
| | 939 00, three times a week. |
| Martin & Kizer | 675 00. |
| | 900 00, three times a week. |
| J. J. Hinds..... | 675 00. |
| A. H. Slaughter | 670 00. |
| W. B. Battle | 640 00. |
| Andrew Glascow..... | 550 00. |
| | 550 00, three times a week, end at Hudsonville. |
| Alsey Lea | 549 96. |
| | 274 56, three times a week, end at Mount Pleasant. <i>Accepted March 30, 1871.</i> |
| | End at New Mount Pleasant. |
| James A. Moore..... | 475 00, end at Hudsonville; horseback. |
| Andrew Glascow..... | 400 00, end at Hudsonville. |
| Samuel Moses | 300 00, end at Hudsonville. |
| | 296 00, end at New Mount Pleasant. |
| Jesse C. Barret, (<i>after time</i>) | 300 00. Informal. End at Mount Pleasant. (<i>Received March 29, 1871.</i>) |

Contract made with Alsey Lea, dated March 30, 1871, at \$274.56 per annum, to end at New Mount Pleasant.

Leave Rossville Monday, Wednesday, and Friday at 1 p. m.; arrive at Mount Pleasant by 3 p. m.

Leave Mount Pleasant Monday, Wednesday, and Friday at 9 a. m.; arrive at Rossville by 11 a. m.

ROUTE No. 7036.

From Strayhon to Tyro, 27 miles and back, once a week.
Bidders to state distance, and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| John C. Davis | \$795. |
| B. F. Lee..... | 500. Distance 27 miles; schedule proposed. Horse. |
| C. W. Mitchell | 425, begin at Evansville. |
| | 400. <i>Accepted March 30, 1871.</i> |

Contract made with C. W. Mitchell, dated March 30, 1871, at \$425 per annum.

Leave Strayhon Thursday at 8 a. m.; arrive at Tyro by 5 p. m.

Leave Tyro Friday at 8 a. m.; arrive at Strayhon by 5 p. m.

ROUTE No. 7037.

From Tacalucho to Cornersville, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| J. D. Harris | \$300. |
| H. G. Barber | 400. |
| Samuel Johnson | 200. |
| Caleb McKay | 199. <i>Accepted March 30, 1871.</i> |

Contract made with Caleb McKay, dated March 30, 1871, at \$199 per annum.

Leave Tacalucho Monday and Thursday at 1 p. m.; arrive at Cornersville by 5 p. m.

Leave Cornersville Monday and Thursday at 8 a. m.; arrive at Tacalucho by 12 m.

ROUTE No. 7038.

From Waterford to Wyatt, 11 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| J. D. Harris..... | \$500. |

(Too high, suspended.)

ROUTE No. 7039.

From Hickory Flat to Pine Grove, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------|
| W. W. Band..... | \$200. |
| G. G. Anderson..... | 140. |
| Lizzie F. Butler..... | 135. No certificate. |

(Suspended.)

ROUTE No. 7040.

From Molino to Ripley, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------|
| Hugh L. Byrn..... | \$300. |
| W. W. Bond..... | 300. No guarantors. |
| J. Shop Spight..... | 275. |
| G. G. Anderson..... | 248. |
| J. L. Buchanan..... | 203. |
| J. W. Sanford..... | 195. |
| K. W. Willhite..... | 110. |
| J. E. Rogers..... | 105. Accepted March 30, 1871. |

Contract made with J. E. Rogers, dated March 30, 1871, at \$105 per annum.
 Leave Molino Thursday at 6 a. m.; arrive at Ripley by 12 m.
 Leave Ripley Thursday at 1 p. m.; arrive at Molino by 7 p. m.

ROUTE No. 7041.

From Orizaba to Baldwyn, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Benjamin F. Young..... | \$700. |
| Jesse Johnsey..... | 500. |
| W. W. Bond..... | 500. |
| H. G. Barber..... | 416. |
| J. L. Buchanan..... | 416. |
| John D. Lokey..... | 400. |
| G. G. Anderson..... | 398. |
| Lewis Buchanan..... | 372. |
| Edward W. Dunn..... | 324. |
| J. Van Shepherd..... | 320. |
| H. S. Brooks & Co..... | 300. Accepted March 30, 1871. |

Contract made with H. S. Brooks & Co., dated March 30, 1871, at \$300 per annum.
 Leave Orizaba Friday at 8 a. m.; arrive at Baldwyn by 5 p. m.
 Leave Baldwyn Saturday at 8 a. m.; arrive at Orizaba by 5 p. m.

ROUTE No. 7042.

From Ripley to Pochontas, Tennessee, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Benjamin F. Young..... | \$699. |
| W. W. Bond..... | 600. |
| H. S. Brooks & Co..... | 520. |
| Jesse Johnsey..... | 500. |
| M. R. Stark..... | 500. |
| J. Shop Spight..... | 490. |

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| G. G. Anderson..... | \$488. |
| Wiley H. Lokey..... | 450. |
| Solon O. Welsh..... | 400. |
| King W. Willhite..... | 395. |
| H. G. Barber..... | 390. |
| Hugh L. Byrn..... | 350. |
| J. L. Buchanan..... | 348. |
| J. W. Sanford..... | 345. |
| J. V. Shepherd..... | 320. |
| J. E. Rogers..... | 285. <i>Accepted March 30, 1871.</i> |

Contract made with J. E. Rogers, dated March 30, 1871, at \$235 per annum.

Leave Ripley Tuesday at 7 a. m.; arrive at Pocahontas by 5 p. m.

Leave Pocahontas Wednesday at 7 a. m.; arrive at Ripley by 5 p. m.

ROUTE No. 7043.

From Ripley to Rienzi, 29½ miles and back, twice a week.

Proposals for three times a week and back invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| H. S. Brooks & Co..... | \$1,135, three times a week. |
| W. W. Bond..... | 1,000. |
| Martin & Kizer..... | 1,500, three times a week. |
| | 900. |
| A. H. Slaughter..... | 1,300, three times a week. |
| H. G. Barber..... | 900, three times a week. |
| | 899. |
| J. J. Hinds..... | 1,199, three times a week. |
| | 885. |
| M. A. Mette..... | 790. |
| Wiley H. Lokey..... | 750. |
| H. S. Brooks & Co..... | 749. |
| G. G. Anderson..... | 739. |
| Wiley H. Lokey..... | 700, three times a week. |
| King W. Willhite..... | 690. |
| J. Shop Spight..... | 690. |
| | 999, three times a week. |
| W. D. Oneal..... | 679. |
| A. D. Slaughter..... | 669. |
| Jesse Johnsey..... | 600. |
| | 900, three times a week. |
| Hugh L. Byrn..... | 595. |
| J. W. Sanford..... | 595. |
| J. L. Buchanan..... | 590. |
| B. F. Young..... | 587. <i>Accepted March 30, 1871.</i> |

Contract made with B. F. Young, dated March 30, 1871, at \$587 per annum.

Leave Ripley Tuesday and Saturday at 3 a. m.; arrive at Rienzi by 5 p. m.

Leave Rienzi Monday and Friday at 3 a. m.; arrive at Ripley by 5 p. m.

ROUTE No. 7044.

From Ripley to Rienzi, 35 miles and back, once a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------|
| H. S. Brooks & Co..... | \$1,545, three times a week. |
| Martin & Kizer..... | 1,400, three times a week. |
| J. Van Shepherd..... | 690. |
| A. H. Slaughter..... | 900, three times a week. |
| John D. Lokey..... | 900, three times a week. |
| H. S. Brooks & Co..... | 685. |
| W. W. Bond..... | 600. |
| | 1,500, three times a week. |
| H. G. Barber..... | 539. |
| | 1,599, three times a week. |
| J. J. Hinds..... | 525. |
| G. G. Anderson..... | 498. |
| | 796, twice a week. |
| | 1,194, three times a week. |

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. Shop Spight..... | \$490. |
| Jesse Johnsey..... | 1,350, three times a week. |
| | 450. |
| | 700, three times a week. |
| A. H. Slaughter | 430. |
| H. L. Byrn | 395. |
| J. L. Buchanan | 372. |
| King W. Willhite | 365. |
| S. K. Davis | 349. |
| J. W. Sanford..... | 345. |
| Joseph H. Johnsey..... | 335. |
| | 600, twice a week. |
| Benjamin F. Young..... | 325. |
| J. E. Rogers | 235. <i>Accepted March 30, 1871.</i> |

Contract made with J. E. Rogers, dated March 30, 1871, at \$295 per annum.

Leave Ripley Wednesday at 7 a. m.; arrive at Rienzi by 6 p. m.

Leave Rienzi Thursday at 7 a. m.; arrive at Ripley by 6 p. m.

ROUTE No. 7045.

From Salisbury, Tennessee, to Canaan, Mississippi, 9 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| A. G. McDonald..... | \$145. |
| T. W. Beaty..... | 100. |
| Henry Bird | 80. <i>Accepted March 30, 1871.</i> |

Contract made with Henry Bird, dated March 30, 1871, at \$80 per annum.

Leave Salisbury Tuesday at 2 p. m.; arrive at Canaan by 5 p. m.

Leave Canaan Tuesday at 7 a. m.; arrive at Salisbury by 10 a. m.

ROUTE No. 7046.

From Saulsbury to Ripley, 28 miles and back, three times a week.
Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| H. S. Brooks & Co | \$2,100 00, six times a week. |
| J. Van Shepherd | 1,872 00, six times a week. |
| Solon O. Welch | 1,800 00, six times a week. |
| A. H. Slaughter | 1,770 00, six times a week. |
| Thomas O. Spight | 1,670 00, six times a week. |
| Wiley H. Lokey | 1,500 00. |
| W. G. Rutledge..... | 1,442 00, six times a week. |
| J. W. Sanford..... | 1,295 00, six times a week. |
| J. J. Hinds | 1,260 00. |
| H. S. Brooks | 1,049 00. |
| Peterson & Souls..... | 1,047 00. |
| M. A. Metts | 1,900 00, six times a week. |
| | 1,040 00. |
| H. G. Barber | 989 00. |
| | 1,999 00, six times a week. |
| A. H. Slaughter | 968 00. |
| J. Van Shepherd | 936 00. |
| T. G. Cassett..... | 925 00. |
| F. G. Cassett | 900 00. Informal. |
| Benjamin F. Young..... | 900 00. |
| Hugh L. Byrn..... | 900 00. |
| Jesse Johnsey..... | 900 00. |
| | 1,700 00, six times a week. |
| Solon O. Welch..... | 900 00. |
| Albert Miller..... | 896 00. |
| N. J. Glover..... | 875 00. |
| John N. Dickerson..... | 872 00, six times a week. |
| M. D. Stark | 850 00. |
| T. C. Spight..... | 838 00. |
| H. L. Street..... | 800 00. Informal. |
| Lewis Buchanan..... | 734 50. See certificate. |
| J. W. Sandford..... | 695 00. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Sandford, dated March 30, 1871, at \$695 per annum.
 Leave Salisbury Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Ripley 5 p. m.
 Leave Ripley Monday, Wednesday, and Friday at 8 a. m.; arrive at Salisbury 10 p. m.

ROUTE No. 7047.

From Corinth to Hamburg, 21 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| A. H. Slaughter | \$600, twice a week. |
| Jesse Johnson..... | 400. |
| H. S. Brooks & Co | 700, twice a week. |
| A. H. Slaughter..... | 394, twice a week. <i>Accepted March 30, 1871</i> |
| D. A. Goff..... | 360. |
| J. J. Hinds | 349, horseback. |
| J. J. Hinds | 315. |
| D. A. Goff..... | 299, horseback, (illegal.) |

Contract made with H. S. Brooks & Co., dated March 30, 1871, at \$394 per annum for service twice a week.

Leave Corinth Wednesday and Friday at 1 p. m.; arrive at Hamburg by 8 p. m.
 Leave Hamburg Wednesday and Friday at 5 a. m.; arrive at Corinth by 12 m.

ROUTE No. 7048.

From Corinth to Danville, 17 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| James P. Baldrige..... | \$900. |
| H. S. Brooks & Co..... | 744, twice a week. |
| W. W. Kerr..... | 725. Schedule proposed, three times a week. |
| B. F. Young..... | 649. |
| H. G. Bauber..... | 529. |
| | 749, three times a week. |
| J. J. Hinds..... | 510. |
| Jesse Johnsey..... | 500. Offered \$250, omit Boneyard. |
| | 700, three times a week. |
| W. W. Kerr..... | 500. Schedule proposed. |

March 30, 1871. J. Johnsey was offered \$250 a year and omit Boneyard.

April 11, 1871. Offer declined.

April 11, 1871. Offered W. W. Kerr \$250, to omit Boneyard.

April 26, 1871. *Accepted.*

Contract made accordingly with W. W. Kerr.

April 26, 1871. Changed route to run from Corinth, by Danville, to Kossuth and on by following schedule:

Leave Corinth Wednesday and Saturday at 1 p. m.; arrive at Kossuth by 6 p. m.

Leave Kossuth Wednesday and Saturday at 7 a. m.; arrive at Corinth by 12 m.

ROUTE No. 7049.

From Booneville to Burton's, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|----------------|
| Hugh L. Byrn..... | \$300. |
| (Unnecessary.) | |

ROUTE No. 7050.

Eastport to Iuka, 8 miles and back, three times a week.
 Proposals for six times a week invited.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------------|
| H. S. Brooks & Co..... | \$1,302, six times a week. |
| Benjamin F. Young..... | 750. |
| Jesse Johnsey..... | 500. |
| | 900, six times a week. |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| J. M. D. Miller..... | \$446. 730, six times a week. Will deduct \$25 or \$50 if schedule is changed. See letter about other bids. |
| H. S. Brooks & Co..... | 400. |
| J. J. Hinds..... | 360. |
| R. D. Higdon..... | 349. |
| D. C. Thompson..... | 345. <i>Accepted March 30, 1871.</i> 649, six times a week. |

Contract made with D. C. Thompson, dated March 30, 1871, at \$345 per annum. Leave Eastport Monday, Wednesday, and Friday at 3 p. m.; arrive at Iuka by 5 p. m. Leave Iuka Monday, Wednesday, and Friday at 12 m.; arrive at Eastport by 2 p. m.

ROUTE No. 7051.

From Iuka to Baldwin, 35 miles (estimated) and back, once a week. Proposals for twice a week service invited. Bidders to state distance and propose schedules of departure and arrival, for one and for two trips a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Benjamin F. Young..... | \$800. |
| H. S. Brooks & Co..... | 793, once a week; 40 miles; schedule proposed. |
| Joseph N. Willson..... | 750. |
| James P. Baldrige..... | 700. Schedule proposed. |
| G. G. Anderson..... | 598. Distance 40 miles. |
| D. C. Thompson..... | 1,145, twice a week; schedule proposed. 594. |
| J. L. Buchanan..... | 1,125, twice a week; schedule proposed. 594. Schedule proposed. |
| Jesse Johnsey..... | 550. Forty miles; schedule proposed. 900, twice a week. |
| J. M. D. Miller..... | 543. |
| H. G. Barber..... | 1,053, twice a week; schedule proposed. 539. |
| J. J. Hinds..... | 1,089, twice a week. 525. |
| (Suspended.) | |

ROUTE No. 7052.

From Iuka to Ryan's Well, 35½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| James P. Baldrige..... | \$850. |
| Benjamin F. Young..... | 800. |
| James M. Taylor..... | 700. |
| H. G. Barber..... | 539. |
| J. J. Hinds..... | 532. |
| W. S. McClung..... | 500. |
| James S. Holmes..... | 500. One guarantor. |
| Jesse Johnsey..... | 500. |
| D. C. Thompson..... | 484. |
| H. S. Brooks & Co..... | 475. |
| W. A. & T. J. McRae..... | 349. Schedule proposed. |
| W. W. Blunt..... | 300. Schedule proposed. |
| W. A. McRae..... | 298. Schedule proposed. <i>Accepted March 30, 1871.</i> |

Contract made with W. A. McRae, dated March 30, 1871, at \$298 per annum. Leave Iuka Thursday at 6 a. m.; arrive at Ryan's Well by 4 p. m. Leave Ryan's Well Friday at 6 a. m.; arrive at Iuka by 4 p. m.

ROUTE No. 7053.

From Rienzi to Iuka, 23 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| H. S. Brooks & Co..... | \$1,284, three times a week. |
| D. C. Thompson..... | 874. |
| | 1,290, three times a week. |
| H. G. Barbee..... | 869. |
| | 1,169, three times a week. |
| J. J. Hinds..... | 840. |
| J. M. D. Miller..... | 787. |
| Harris & Bradaw..... | 740. |
| M. A. Metts..... | 740. |
| H. S. Brooks & Co..... | 743. |
| Jesse Johnsey..... | 600. |
| | 900, three times a week. |
| Lewis Buchanan..... | 698. |
| S. K. Davis..... | 649. |
| Hugh L. Byrn..... | 595. |
| Benjamin F. Young..... | 587. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin F. Young, dated March 30, 1871, at \$587 per annum.
 Leave Rienzi Tuesday and Friday at 8 a. m.; arrive at Iuka by 5 p. m.
 Leave Iuka Monday and Thursday at 8 a. m.; arrive at Rienzi by 5 p. m.

ROUTE No. 7054.

From Baldwyn to Pleasonton, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Benjamin F. Young..... | \$500. |
| John Mason..... | 700. |
| James P. Baldrige..... | 625. |
| H. S. Brooks & Co..... | 625. |
| Jesse Johnsey..... | 550. |
| Simeon B. Roberts..... | 550. |
| H. G. Barber..... | 499. |
| John Mason..... | 495. Omit Allen's Mills. |
| J. L. Buchanan..... | 494. |
| D. C. Thompson..... | 494. |
| G. G. Anderson..... | 448. |
| Benjamin F. Baker..... | 400. |
| W. P. Womack..... | 399. <i>Accepted March 30, 1871.</i> |

Contract made with W. P. Womack, dated March 30, 1871, at \$399 per annum.
 Leave Baldwyn Saturday at 7 a. m.; arrive at Pleasonton by 5 p. m.
 Leave Pleasonton Friday at 7 a. m.; arrive at Baldwyn by 5 p. m.

ROUTE No. 7055.

From Fulton to Frankfort, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| D. C. Thompson..... | \$898. |
| M. A. Metts..... | 840. |
| J. J. Hinds..... | 795. |
| Tinsley D. West..... | 789. |
| H. S. Brooks & Co..... | 683. |
| Tinsley D. West..... | 600. Withdrawn. |
| William F. Grisson..... | 600. |
| A. A. Hugles..... | 589. <i>Accepted March 30, 1871.</i> |

Contract made with A. A. Hugles, dated March 30, 1871, at \$589 per annum.
 Leave Fulton Tuesday at 1 p. m.; arrive at Frankfort next day by 6 p. m.
 Leave Frankfort Monday at 6 a. m.; arrive at Fulton next day by 12 m.

ROUTE No. 7056.

From Fulton to Bexar, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|------------------------|
| John B. Flint..... | \$300. No certificate. |
| J. J. Hinds..... | 300. |

(Suspended; N. O.)

ROUTE No. 7057.

From Fulton to Bigby Fork, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------------|
| J. J. Hinds..... | \$300. |
| Baley Shumfort..... | 300. |
| John B. Flint..... | 300. No certificate. |
| (Suspended; N. O.) | |

ROUTE No. 7058.

From Fulton to Ozark, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------------|
| J. J. Hinds..... | \$330. |
| John B. Flint..... | 300. No certificate. |
| (Suspended; N. O.) | |

ROUTE No. 7059.

From Saltillo to New Albany, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Benjamin F. Young..... | \$750. |
| James Dulany..... | 619. |
| Jesse Johnsey..... | 500. |
| G. G. Anderson..... | 498. |
| H. G. Barbee..... | 469. |
| W. W. Bond..... | 450. Offered \$375 per annum, and accepted. |
| H. S. Brooks & Co..... | 450, to Baldwyn. |
| J. J. Hinds..... | 450. |

Contract made with W. W. Bond, dated April 17, 1871, at \$375 per annum.

Leave Saltillo Friday at 8 a. m.; arrive at New Albany by 6 p. m.

Leave New Albany Saturday at 8 a. m.; arrive at Saltillo by 6 p. m.

ROUTE No. 7060.

From Shannon to Fulton, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------------------|
| H. G. Barbee..... | \$559. |
| J. J. Hinds..... | 540. |
| H. S. Brooks & Co..... | 514. |
| T. L. Shumpert..... | 500. Accepted March 30, 1871. |
| Henry D. Hughes..... | 500. No guarantor or certificate. |
| John B. Flint..... | 500. No certificate. |

Contract made with T. L. Shumpert, dated March 30, 1871, at \$500 per annum.

Leave Shannon Monday at 6 a. m.; arrive at Fulton by 6 p. m.

Leave Fulton Tuesday at 6 a. m.; arrive at Shannon by 6 p. m.

ROUTE No. 7061.

From Chesterville to Tupelo, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------|
| B. F. Young..... | \$625. |
| McVay & Bell..... | 500. |
| Jesse Johnsey..... | 300. |
| James Gorman..... | 300. |
| G. G. Anderson..... | 150. |
| H. S. Brooks & Co..... | 150. |
| Oliver Vaughn..... | 130. |
| | 130. |
| J. K. Wilson..... | 100, twice a week. |

August 25, 1871. Rescind the acceptance of J. K. Wilson's bid, refusing to execute contract.

ROUTE No. 7062.

From Ellistown to Baldwyn.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Benjamin F. Young | \$650. |
| Edward W. Keoun | 525. |
| James Dulany | 519. |
| Jesse Johnsey | 500. |
| J. L. Buchanan | 416. |
| Andrew Mauldin | 350. |
| G. G. Anderson | 318. |
| W. W. Bond | 300. |

(Suspended.)

ROUTE No. 7063.

From New Albany to Turkland, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| W. W. Bond | \$150. |
| G. G. Anderson | 148. |
| Early P. Wiley | 140. |
| J. J. Green | 130. |

(Suspended; N. O.)

ROUTE No. 7064.

From New Albany to Wallersville, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| James Gorman | \$300. |
| W. W. Bond | 150. |
| Early P. Wiley | 140. |
| J. J. Green | 130. |
| G. G. Anderson | 118. |

(Suspended; N. O.)

ROUTE No. 7065.

From Pontotoc to Ripley, 40 miles and back, twice a week.
Proposals for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| James Gorman | \$1,999, three times a week. |
| | 1,500. |
| H. S. Brooks & Co | 1,675, three times a week. |
| Mary E. Green | 1,300. |
| | 1,800, three times a week. |
| H. G. Barbee | 1,248. |
| | 1,859, three times a week. |
| W. W. Bond | 1,200. |
| | 1,600, three times a week. |
| J. J. Hinds | 1,200. |
| Felix Cain | 1,190. |
| J. M. Sanderfer | 1,160. |
| G. G. Anderson | 1,087. |
| H. S. Brooks & Co | 1,075. |
| Harris & Bragaw | 1,070. |
| Benjamin F. Young | 1,000. |
| J. Shop Spight | 995. |
| | 1,490, three times a week. |
| M. A. Metts | 990. |
| Jesse Johnsey | 900. |
| Solon O. Welch | 800. |
| John N. Dickerson | 789. |
| Earley P. Wiley | 774. |
| | 1,074, three times a week. |
| J. L. Buchanan | 734. |
| J. J. Green | 730. |
| J. W. Sanford | 645. |

Accepted March 30, 1871.

Contract made with J. W. Sanford, dated March 30, 1871, at \$645 per annum.
 Leave Pontotoc Monday and Thursday at 6 a. m.; arrive at Ripley by 7 p. m.
 Leave Ripley Tuesday and Friday at 6 a. m.; arrive at Pontotoc by 7 p. m.

ROUTE No. 7066.

From Pontotoc to Fulton, 42 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| L. D. F. McVay & J. V. Bell..... | \$5,000, three times a week. |
| | 5,000, end Tupelo; six times a week. |
| | 2,000, begin Tupelo. |
| John B. Flint..... | 1,600, three times a week; no certificate. |
| James K. Wilson..... | 1,550, three times a week. |
| W. W. Bond..... | 1,500. |
| | 2,000, three times a week. |
| H. S. Brooks & Co..... | 1,380, twice a week. |
| Harris & Bragaw..... | 1,360. |
| James Gorman..... | 1,334. |
| | 2,001, three times a week. |
| Mary E. Green..... | 1,300. |
| | 1,800, three times a week. |
| G. G. Anderson..... | 1,298. |
| J. J. Hinds..... | 1,260. |
| H. G. Barber..... | 1,249. |
| | 1,869, three times a week. |
| John B. Flint..... | 1,200. |
| D. C. Younger..... | 1,200. |
| Felix Cain..... | 1,175. |
| J. M. Sanderfer..... | 1,170, three times a week. |
| E. C. Jaquith..... | 1,050. |
| H. A. Melrom..... | 1,000. No guarantor or certificate. |
| M. A. Metts..... | 990. |
| Jesse Johnsey..... | 800. |
| | 1,100. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Johnsey, dated March 30, 1871, at \$1,100 per annum for three times a week service.

Leave Pontotoc Monday, Wednesday, and Friday at 6 a. m.; arrive at Fulton by 7 p. m.

Leave Fulton Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Pontotoc by 7 p. m.

ROUTE No. 7067.

From Abbeville to Pontotoc, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| McVay & Bell..... | \$1,700. |
| James Gorman..... | 1,440. |
| M. E. Green..... | 900. |
| | 1,600, twice a week. |
| William S. Nichols..... | 850. |
| W. W. Bond..... | 800. |
| H. S. Brooks & Co..... | 783. |
| D. P. Borronan..... | 750. |
| Felix Cain..... | 680. |
| H. G. Barbee..... | 619. |
| J. J. Hinds..... | 600. |
| Harris & Bragaw..... | 594. |
| Jesse Johnsey..... | 550. <i>Accepted March 30, 1871.</i> |

Contract made with Jesse Johnsey, dated March 30, 1871, at \$550 per annum.

Leave Abbeville Friday at 6 a. m.; arrive at Pontotoc by 7 p. m.

Leave Pontotoc Saturday at 6 a. m.; arrive at Abbeville by 7 p. m.

ROUTE No. 7068.

From Oxford to Paris, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|------------------------------------|
| Charles W. Smith..... | \$300. |
| J. J. Hinds..... | 300. |
| Jonathan Neal..... | 125. No guarantors or certificate. |

(N. O.; suspended.)

ROUTE No. 7069.

From Oxford to Rocky Ford, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| McVay & Bell..... | \$1,000. |
| W. W. Bond..... | 600. |
| Jesse Johnsey..... | 500. |
| J. J. Hinds..... | 400. Informal. |
| H. S. Brooks & Co..... | 375. |
| H. G. Barbee..... | 374. |
| Charles W. Smith..... | 350. Offered \$225 per annum, from Oxford to Maple Springs. Accepted. |

Contract made, dated April 15, 1871, with Charles W. Smith, at \$225 per annum. service between Oxford and Maple Springs.

Leave Oxford Saturday at 1 p. m.; arrive at Maple Springs by 9 p. m.

Leave Maple Springs Saturday at 4 a. m.; arrive at Oxford by 12 m.

ROUTE No. 7070.

From Oxford to Panola, 39 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| Harris & Bragaw..... | \$2,000, three times a week. |
| W. F. Tyer..... | 1,500. No guarantor or certificate. |
| Harris & Bragaw..... | 1,468. |
| J. J. Hinds..... | 1,200. |
| John D. Ashmore..... | 1,199. |
| H. G. Barbee..... | 1,199. |
| Martin & Kizer..... | 1,799, three times a week. |
| Charles W. Smith..... | 1,100. |
| M. A. Metts..... | 1,500. |
| H. S. Brooks & Co..... | 1,000. |
| Jesse Johnsey..... | 1,400, three times a week. |
| J. G. Bridger..... | 990. |
| | 950. |
| | 800. |
| | 1,100, three times a week. |
| | 700. |
| | 1,100, three times a week. |

(N. O.; suspended.)

ROUTE No. 7071.

From Oxford to Pontotoc, 40 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------|
| McVay & Bell..... | \$5,000, three times a week. |
| H. S. Brooks & Co..... | 1,800, three times a week. |
| Harris & Bragaw..... | 1,800, three times a week. |
| James Gorman..... | 1,500. |
| W. W. Bond..... | 1,999, three times a week. |
| | 1,500. |
| | 2,000, three times a week. |
| Harris & Bragaw..... | 1,244. |
| J. M. Sanderfer..... | 1,210. |
| H. G. Barbee..... | 1,209. |
| | 1,799, three times a week. |
| J. J. Hinds..... | 1,200. |
| H. S. Brooks & Co..... | 1,200. |
| Martin & Kizer..... | 1,200. |
| | 1,600, three times a week. |
| John D. Ashmore..... | 1,199. |

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| G. G. Anderson..... | \$1, 198. |
| | 1, 750, three times a week. |
| Felix Cain..... | 1, 180. |
| Charles W. Smith..... | 1, 000. |
| | 1, 400, three times a week. |
| M. A. Metts..... | 990. |
| Jesse Johnsey..... | 800. |
| | 1, 100, three times a week. |
| Benjamin F. Phillips..... | 670. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin F. Phillips, dated March 30, 1871, at \$670 per annum.
 Leave Oxford Tuesday and Friday at 6 a. m.; arrive at Pontotoc by 7 p. m.
 Leave Pontotoc Monday and Thursday at 6 a. m.; arrive at Oxford by 7 p. m.

ROUTE No. 7072.

From Oxford to Cherry Hill, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|------------------------------------|
| J. J. Hinds..... | \$700. |
| H. G. Barbee..... | 619. |
| Jesse Johnsey..... | 600. |
| Harris & Bragan..... | 579. Offered \$400 March 30, 1871. |
| John B. Flemons, (after time).... | 600. Received March 14, 1871. |

(Not let.)

ROUTE No. 7073.

From Panola to Mitchell's Cross Roads, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| J. G. Bridger..... | \$300. |
| H. S. Brooks & Co..... | 293. |

(Suspended.)

ROUTE No. 7074.

From Panola to Eureka, 10 miles and back, twice a week.
 (No bids.)

ROUTE No. 7075.

From Landis to Longtown, 21 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|---------------------------------------|
| Lock & Rice..... | \$330. One guarantor; no certificate. |
| | 660. |
| J. P. Hall..... | 300. |
| | 550, twice a week. |
| R. C. Alverson..... | 300. |
| | 445, twice a week. |
| J. G. Bridger..... | 300. |
| | 600, twice a week. |
| R. C. B. Eckels..... | 249. <i>Accepted March 30, 1871.</i> |
| | 394, twice a week. |

Contract made with R. C. B. Eckels, dated March 30, 1871, at \$249 per annum.
 Leave Landis Saturday 6 a. m.; arrive at Longtown 12 m.
 Leave Longtown Saturday 1 p. m.; arrive at Landis 7 p. m.

ROUTE No. 7076.

From Doud's Landing to Jonestown, 30 miles and back, three times a week.

| Bidders' name. | Sum per annum. |
|---------------------------------|--|
| F. M. Cooley, (after time)..... | \$900. See certificate March 29, 1871. <i>Accepted March 30, 1871.</i> |

Contract made with F. M. Cooley, dated March 30, 1871, at \$900 per annum.
 Leave Doud's Landing Monday, Wednesday, and Friday at 8 a. m.; arrive at Jonestown by 5 p. m.
 Leave Jonestown Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Doud's Landing by 5 p. m.

ROUTE No. 7077.

From Friar's Point to Hopson, 20 miles and back, once a week.
(No bids.)

ROUTE No. 7078.

From Swan Lake to Friar's Point, 12 miles and back, once a week.
(No bids.)

ROUTE No. 7079.

From Napoleon to Glencoe, 32 miles and back, three times a week to Prentice, once a week residue.
(No bids.)

ROUTE No. 7080.

From Ascalmore to Charleston, 10 miles and back, once a week.
(No bids.)

ROUTE No. 7081.

From Charleston to Keel Boat, 24 miles and back, once a week.
(No bids.)

ROUTE No. 7082.

From Coffeeville to Pontotoc, 49½ miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Harris & Bragan..... | \$2,400, three times a week. |
| W. W. Bond..... | 2,000. |
| | 3,000, three times a week. |
| Harris & Bragan..... | 1,660. |
| James Gorinau..... | 1,600. |
| | 2,000, three times a week. |
| James Dulaney..... | 1,497. |
| H. G. Barbee..... | 1,499. |
| | 2,299, three times a week. |
| Felix Cain..... | 1,490. |
| Martin & Kizer..... | 1,450. |
| | 2,050, three times a week. |
| Mary E. Green..... | 1,200. |
| | 1,800, three times a week. |
| M. A. Metts..... | 1,190. |
| Robert G. Bruce..... | 1,049. |
| | 1,600, three times a week. |
| H. S. Brooks & Co..... | 1,049. |
| Peterson & Surls..... | 1,005. |
| | 1,600, three times a week. |
| Nathan Lamar..... | 950. |
| J. J. Covington..... | 895. <i>Accepted March 30, 1871.</i> |
| | 1,400, three times a week. |

Contract made with J. J. Covington, dated March 30, 1871, at \$895 per annum.
Leave Coffeeville Monday and Thursday at 5 a. m.; arrive at Pontotoc by 9 p. m.
Leave Pontotoc Thursday and Friday at 5 a. m.; arrive at Coffeeville by 9 p. m.

ROUTE No. 7083.

From Coffeeville to Mount Nebo, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| J. J. Covington..... | \$250. |
| Robert G. Bruce..... | 240. |
| (N. O.; suspended.) | |

ROUTE No. 7084.

From Coffeeville to Pittsborough Court-House, 30 miles and back, three times a week.
Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Harris & Bragan..... | \$2,200, six times a week. |
| H. S. Brooks & Co..... | 1,900, six times a week. |
| John S. Phillips..... | 1,800, six times a week. |
| R. B. McCord..... | 2,794, six times a week. |
| Peterson & Surls..... | 1,790, six times a week. |
| H. G. Barbee..... | 1,339. |
| Mary E. Green..... | 2,799, six times a week. |
| | 1,200. |
| James Dulaney..... | 2,200, six times a week. |
| | 1,197. |
| Harris & Bragan..... | 1,170. |
| M. A. Metts..... | 1,090. |
| Albert Covington..... | 1,090. |
| R. B. McCord..... | 994. |
| H. S. Brooks & Co..... | 993. |
| R. G. Bruce..... | 990. |
| | 1,950. |
| Nathan Lamar..... | 950. |
| John S. Phillips..... | 940. |
| | 940. |
| J. J. Covington..... | 845. <i>Accepted March 30, 1871.</i> |
| | 1,690, six times a week. |

Contract made with J. J. Covington, dated March 30, 1871, at \$845 per annum.
 Leave Coffeeville Monday, Wednesday, and Friday at 8 a. m.; arrive at Pittsborough by 5 p. m.

Leave Pittsborough Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Coffeeville by 6 p. m.

ROUTE No. 7035.

From Cole's Creek (N. O.) to Pittsborough, 14 miles and back, once a week.
 (No bids.)

ROUTE No. 7036.

From Oakland to Charleston, 12 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| H. S. Brooks & Co..... | \$550. |
| H. G. Barbee..... | 539. |
| M. N. Herron..... | 500. <i>Accepted March 30, 1871.</i> |

Contract made with M. N. Herron, dated March 30, 1871, at \$500 per annum.
 Leave Oakland Tuesday, Thursday, and Saturday at 4 a. m.; arrive at Charleston by 7 a. m.

Leave Charleston Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Oakland by 4 p. m.

ROUTE No. 7087.

From Pittsborough to Houston, 24 miles and back, three times a week.
 Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------------------|
| M. J. Harris & W. N. Bragan... | \$1,800, six times a week. |
| R. B. McCord..... | 1,494, six times a week. |
| H. G. Barbee..... | 1,099. |
| | 2,199, six times a week. |
| E. S. Dye..... | 1,000. |
| M. A. Metts..... | 990. |
| Albert Covington..... | 985. |
| M. J. Harris & W. N. Bragan... | 979. |
| Mary E. Green..... | 900. |
| | 1,800, six times a week. |
| Jesse Johnsey..... | 900. |
| | 1,700, three times a week. |
| J. T. Pulliam..... | 895. |
| | 1,565, six times a week. |
| James Delaney..... | 889. |
| H. S. Brooks & Co..... | 887, three times a week. |
| Nathan Lamar..... | 875. |
| Carrel B. Pilgreen..... | 875, three times a week. |

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Archibald T. Roane..... | 865. |
| John S. Phillips..... | 850. Schedule proposed. |
| Mary C. Lewers..... | 798. |
| R. B. McCord..... | 794. Provided iron-clad oath is not required. |
| J. J. Covington..... | 745. Accepted March 30, 1871. |
| | 1,490. Schedule changed. |
| E. S. Dye..... | 730. No guarantor's certificate—informal. |

Contract made with J. J. Covington, dated March 30, 1871, at \$745 per annum.
Leave Pittsborough Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Houston by 5 p. m.

Leave Houston Monday, Wednesday, and Friday at 7 a. m.; arrive at Pittsborough by 5 p. m.

ROUTE No. 7088.

From Slate Spring (N. O.) to Hopewell, six miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|-------------------------|
| John Idson..... | \$98. Schedule changed. |
| Samuel Nixon..... | 85. |
| (Suspended.) | |

ROUTE No. 7089.

From Egypt to Houston, 18 miles and back, three times a week.
Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| James P. Hogan..... | \$2,100, six times a week. |
| M. J. Harris & W. N. Bragan..... | 1,550, six times a week. |
| Nathaniel Bates..... | 1,429, six times a week; schedule proposed. |
| E. S. Dye..... | 1,200. |
| James P. Hogan..... | 1,100. |
| H. S. Brooks & Co..... | 959. |
| Nathaniel Bates..... | 937. |
| | 887. |
| A. P. Shattuck..... | 850. |
| Nathan Lamar..... | 850. |
| M. J. Harris & W. N. Bragan..... | 848. |
| E. J. Vessey..... | 800. |
| H. G. Barbee..... | 799. |
| | 1,599, six times a week. |
| J. T. Pulliam..... | 745. |
| | 1,300, six times a week. |
| M. A. Metts..... | 690. Accepted March 30, 1871. |

Contract made with M. A. Metts, dated March 30, 1871, at \$690 per annum.
Leave Egypt Monday, Wednesday, and Friday at 6 a. m.; arrive at Houston by 12 p. m.
Leave Houston Monday, Wednesday, and Friday at 2 p. m.; arrive at Egypt by 8 p. m.

ROUTE No. 7090.

From Houston to Kosciusko, (local;) bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---|---|
| Mary A. Green..... | \$2,000 00. Distance 100 miles; schedule proposed. |
| John W. Bledsoe..... | 1,791 00. Schedule proposed; 80 miles. |
| D. C. & J. W. Holland..... | 1,599 00. Schedule proposed; 80 miles. |
| John W. Bledsoe..... | 1,499 99. Schedule proposed; 80 miles. |
| Nathaniel Bates..... | 1,269 00, once a week; schedule proposed; 76 miles. |
| A. J. Gunter..... | 1,200 00. Schedule proposed; 85 miles. |
| M. A. Metts..... | 1,190 00, once a week; schedule proposed; 80 miles. |
| John M. Thompson & David Blackwell..... | 1,020 00, 84 miles. |
| William T. Watkins..... | 849 00. Schedule proposed; 81 miles. |
| Joseph W. McCluskey..... | 775 00, once a week; schedule proposed; 85 miles. |
| (Suspended.) | |

ROUTE No. 7091.

From Okolona to Camargo, (N. O.,) 9 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| George Dobson,..... | \$275. |
| (Suspended.) | |

ROUTE No. 7092.

From Okolona to Talibeuela, (N. O.,) 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| L. D. F. McVay & J. V. Bell..... | \$3,000. |
| Robert Buchanan | 576. |
| James Branch | 500. |
| (Suspended.) | |

ROUTE No. 7093.

From Aberdeen to Prairie Station, 8 miles and back, six times a week.

| Bidder's name. | Sum per annum. |
|---------------------|--------------------------------------|
| M. E. Green | \$1,500. |
| James Dulaney | 1,199. Offered \$500 March 30, 1871. |

July 7, 1871. No reply having been received regarding offer of \$500 per annum, of March 30, 1871, rescind offer.

ROUTE No. 7094.

- From Temperance Hill to Aberdeen, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| H. S. Brooks & Co..... | \$570. |

Offered H. S. Brooks & Co., \$285, March 30, 1871. Omit Buttahatchie.

Offer of \$285 declined, May 18, 1871.

Accept their offer of \$300.

Contract made with H. S. Brooks & Co., dated May 18, 1871, at \$300 per annum.

Leave Temperance Hill Friday at 7 a. m.; arrive at Aberdeen by 6 p. m.

Leave Aberdeen Saturday at 7 a. m.; arrive at Temperance Hill by 6 p. m.

ROUTE No. 7095.

From Smithville to Aberdeen, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------|
| James P. Baldrige | \$650. |
| D. C. Thompson..... | 549. No certificate. |
| | 549. |
| Lewis C. Hill..... | 479. |
| H. S. Brooks & Co..... | 375. |

March 30, 1871, offered H. S. Brooks & Co. \$250.

May 18, 1871, offer of \$250 declined. Accept their offer of \$310.

Contract made with H. S. Brooks & Co., dated April 18, 1871, at \$310 per annum.

Leave Smithville Thursday at 8 a. m.; arrive at Aberdeen by 4 p. m.

Leave Aberdeen Friday at 8 a. m.; arrive at Smithville by 4 p. m.

ROUTE No. 7096.

From Mayhew's Station to Winona, 77 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------------------------|---|
| Douglass & Foster..... | \$3,400. Informal. Six times a week to Starkville, and twice a week residue. No guarantee or certificate. |
| J. D. Holiman and E. M. Thompson..... | 5,500, three times a week. |
| D. C. & J. W. Holland | 4,475. |
| John G. Pierce..... | 4,400, three times a week. |

| Bidders' names. | Sum per annum. |
|--|---|
| Mary E. Green..... | \$4,000, twice a week Greensborough to Winona three times a week Mapen to Starkville, six times a week Starkville to Greensborough. |
| | 1,800. |
| J. D. Holiman & E. M. Thompon | 4,000. |
| A. J. Gunter | 3,500. |
| Peterson & Surls..... | 2,900, three times a week. |
| John G. Pierce..... | 2,500. No certificate. |
| Norman Birmingham..... | 2,500. |
| D. C. & J. W. Holland | 2,450. |
| James P. Hogan | 2,300, three times a week. |
| James B. Price | 2,200. |
| | 3,000, three times a week. |
| H. C. Powers | 2,200, three times a week. |
| M. C. Metts | 1,890. |
| H. S. Brooks & Co..... | 1,875. |
| H. C. Powers | 1,800. |
| A. J. Gunter | 1,748.* |
| William T. Brooks..... | 800, six times a week, end Starkville. |
| C. P. Sutton & J. G. Adair, (after time) | 4,000, horseback. (Received March 11, 1871.) |

* March 30, 1871, offered A. J. Gunter, \$1,748, three times a week to Starkville and twice a week residue.

April 24, 1871, offer accepted.

Contract made with A. J. Gunter, dated April 24, 1871, at \$1,748 per annum for three times a week to Starkville and twice a week residue.

ROUTE No. 7097.

From West Point to Vinton, (N. O.) 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| T. B. Dalton | \$300. |
| R. W. Miller..... | 275. |
| (Suspended.) | |

ROUTE No. 7098.

From West Point to Bellefontaine, 56½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| James Nixon | \$1,300. Schedule proposed. |
| Mary E. Green..... | 1,200. |
| | 2,200, twice a week. |
| D. C. Holland | 1,199. |
| John Idson | 998. Schedule changed. |
| Robert W. Tribble..... | 975, twice a week. |
| M. A. Metts | 890. |
| H. G. Barbee | 889. |
| James Dulaney..... | 789. |
| Amos Bishop | 775. |
| A. J. Gunter | 748. |
| H. S. Brooks & Co | 725. |
| T. B. Dalton | 699. |
| R. W. Miller..... | 625. |
| Robert W. Tribble..... | 600. |
| John L. Dalton..... | 475. Accepted March 30, 1871. |

Contract made with John L. Dalton, dated March 30, 1871, at \$475.

June 7, 1871, curtail route to begin at Cumberland, reducing distance 41 miles, and deduct *pro rata* \$344.69 per annum from July 1, 1871, according to acceptance of proposal.

ROUTE No. 7099.

From West Point to Houston, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| Mary E. Green..... | \$1,900. |
| | 2,700, three times a week. |
| M. J. Harris & W. N. Bragan | 1,269. |
| James Dulaney..... | 1,039. |
| James P. Hogan..... | 1,000. |
| James B. Price..... | 990. |
| M. A. Metts..... | 890. |
| J. T. Pulliam..... | 875. |
| William T. Watkins..... | 849. Schedule proposed. |
| | 769, omit Pine Bluff. |
| H. S. Brooks & Co..... | 800. |
| A. J. Hunter..... | 798. |
| A. A. Shattuck..... | 785. |
| John M. Thompson..... | 775. |
| J. W. Hunter..... | 750. |
| David B. Driver..... | 750, omitting Pine Bluff. No guarantee or certificate. |
| William Nixon..... | 725. Accepted March 30, 1871. |
| W. H. Bell, (after time)..... | 575. Informal. (Received March 3, 1871.) |
| Elisha Loyd, (after time)..... | 550. (Received March 3, 1871.) |

Contract made with William Nixon, dated March 30, 1871, at \$725 per annum.
 June 16, 1871, permit contractor to supply Pine Bluff, from Montpelier, twice a week from July 1, 1871, while it causes no complaint, without change of pay.
 Leave West Point Tuesday and Friday at 6 a. m.; arrive at Houston by 5 p. m.
 Leave Houston Monday and Thursday at 6 a. m.; arrive at West Point by 5 p. m.

ROUTE No. 7100.

From Starkville to Vaiden, 70 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------|
| Peterson & Surls..... | \$2,100. |
| H. C. Powers & J. H. Edwards .. | 1,800, twice a week. |
| H. S. Brooks & Co..... | 1,800, twice a week. |
| James P. Hogan..... | 1,650, twice a week. |
| H. C. Powers & J. H. Edwards.. | 1,500. |
| H. S. Brooks..... | 1,189. |
| Mary E. Green..... | 1,000. |
| | 1,900, twice a week. |
| James B. Price..... | 1,440. |
| A. J. Gunter..... | 1,046. |
| M. A. Metts..... | 990. |
| James P. Hogan..... | 950. Accepted March 30, 1871. |

Contract made with James P. Hogan, dated March 30, 1871, at \$950 per annum.
 Leave Starkville Monday at 7 a. m.; arrive at Vaiden next day by 5 p. m.
 Leave Vaiden Wednesday at 7 a. m.; arrive at Starkville by 5 p. m.

ROUTE No. 7101.

From Grenada to Monte Vista, 39 miles and back, once a week.
 Proposals for twice a week service invited; also to extend the route to end at Hohenlinden, 6 miles farther.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| James Nixon..... | \$2,400, twice a week, extend to Hohenlinden. |
| H. S. Brooks & Co..... | 1,600, twice a week. |
| John Idson..... | 5,550, twice a week, extend to Hohenlinden; schedule proposed. |
| W. A. Wornack..... | 1,399, extend to Hohenlinden. |
| | 1,799, extend to Hohenlinden, twice a week. |
| J. J. Hinds..... | 1,000. |
| H. S. Brooks & Co..... | 859. |
| Charles P. Lincoln..... | 800, extend to Hohenlinden. |
| J. W. Holland..... | 795. |
| | 877, extend to Hohenlinden. |
| | 1,492. |

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| John Idson..... | \$775. Schedule proposed. |
| James B. Price..... | 700. |
| | 1,575, twice a week to Hohenlinden. |
| Charles P. Lincoln..... | 700. |
| H. G. Barbee..... | 679. |
| | 1,499, twice a week to Hohenlinden. |

Offered H. G. Barbee \$480 per annum, March 30, 1871.

Offer accepted May 2, 1871, with \$70 additional for ferriage.

Contract made with H. G. Barbee, dated May 2, 1871, at \$480 per annum, with \$70 additional for ferriage.

Leave Grenada Monday at 6 a. m.; arrive at Monte Vista by 5 p. m.

Leave Monte Vista Tuesday at 6 a. m.; arrive at Grenada by 5 p. m.

ROUTE No. 7102.

From Grenada to Hopewell, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| J. J. Hinds..... | \$1,000. |
| J. J. E. Lamou..... | 1,000. |
| H. G. Barbee..... | 799. |
| James Dulaney..... | 779. |
| John Eidson..... | 700. |
| J. J. Hardin..... | 700. Schedule proposed; horseback. |
| R. B. McCord..... | 694. |
| Charles P. Lincoln..... | 685. |
| William Henry Russell..... | 600. Schedule proposed. |
| John M. Davis..... | 595. Schedule proposed. |
| R. B. McCord..... | 594, provided routes begin at Hopewell. |

(Suspended.)

ROUTE No. 7103.

From Carrollton to Tuscahoma, (N. O.,) 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| B. S. Moorman..... | \$600. |
| John Hinds Yewell..... | 564. |
| H. S. Brooks & Co..... | 499. |
| H. G. Barbee..... | 469. |

(Suspended.)

ROUTE No. 7104.

From Carrollton to Greenwood, 18 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| John Hinds Yewell..... | \$659, three times a week. |
| M. H. Tuttle..... | 575, three times a week. |
| Alexander J. McDonald..... | 545, three times a week. <i>Accepted March 30, 1871.</i> |
| H. S. Brooks & Co..... | 524. |
| James B. Price..... | 500. |
| | 720, three times a week. |
| John Hinds Yewell..... | 494. |
| M. H. Tuttle..... | 450. |
| Alexander J. McDonald..... | 424. |

Contract made with Alexander J. McDonald, dated March 30, 1871, at \$545 per annum, for service three times a week.

Leave Carrollton Wednesday and Saturday at 6 a. m.; arrive at Greenwood by 1 p. m.

Leave Greenwood Wednesday and Saturday at 2 p. m.; arrive at Carrollton by 7 p. m.

ROUTE No. 7105.

From Carrollton to Black Hawk, 15 miles and back, twice a week.

Proposals to extend service from Black Hawk, by Acona, to Lexington, 17 miles farther, invited.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| James B. Price..... | \$490. |
| | 990. Extend to Lexington. |
| H. G. Barbee..... | 467. |
| | 949. Extend to Lexington. |
| H. S. Brooks & Co | 405, twice a week. |
| John Hinds Yewell..... | 389. Accepted March 30, 1871. |

Contract made with John Hinds Yewell, dated March 30, 1871, at \$389 per annum. Leave Carrollton Monday and Thursday at 7 a. m.; arrive at Black Hawk by 12 m. Leave Black Hawk Monday and Thursday at 1 p. m.; arrive at Carrollton by 6 p. m.

ROUTE No. 7106.

From Gerenton (N. O.) to Vaiden, 7 miles and back, once a week. Proposals for twice a week service invited. (No bids.)

ROUTE No. 7107.

From Greenwood to McNutt, 19 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| David N. Quinn..... | \$500, twice a week. Schedule proposed. |
| Alexander J. McDonald | 480. No points named. |
| H. S. Brooks & Co | 275. |
| David N. Quinn..... | 250. Schedule proposed. |
| Alexander J. McDonald..... | 240. Accepted March 30, 1871. |
| W. C. Gibson, (after time.)..... | 400, twice a week. Schedule proposed; informal. (Received March 6, 1871.) |
| | 220, once a week. Schedule proposed; informal. (Received March 6, 1871.) |

Contract made with Alexander J. McDonald, dated March 30, 1871, at \$240 per annum. Leave Greenwood Wednesday at 6 a. m.; arrive at McNutt by 12 m. Leave McNutt Wednesday at 2 p. m.; arrive at Greenwood by 8 p. m.

ROUTE No. 7108.

From Winona to Carrollton, 12 miles and back three times a week. Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| H. S. Brooks & Co | 1,200, six times a week. |
| M. A. Metts | 890, six times a week. |
| H. S. Brooks & Co..... | 680. |
| M. H. Tuttle | 600, six times a week. |
| M. A. Metts | 540. |
| John Hinds Yewell..... | 494. |
| M. H. Tuttle | 400. |
| William W. Cowen | 395, six times a week. |
| William H. Parker | 350, six times a week. Accepted March 30, 1871. |
| | 295. |

Contract made with William H. Parker, dated March 30, 1871, at \$350 per annum, for six times a week service.

Leave Winona, Monday, Wednesday, and Friday at 9 a. m.; arrive at Carrollton by 12 m.

Leave Carrollton Monday, Wednesday, and Friday at 5 a. m.; arrive at Winona by 2 a. m.

ROUTE No. 7109.

From Greensborough to Pontotoc, 70 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|----------------------------|
| John Eidson..... | \$2,500. |
| D. C. & J. W. Holland | 2,500. |
| A. E. Davis..... | 2,300. |
| Mary E. Green..... | 2,000. |
| | 2,900, three times a week. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| James Dulaney | \$1,949. |
| Thomas J. Young | 1,920. |
| Felix Cain | 1,890. |
| Peterson & Surls | 1,870. |
| George Ishill | 1,799. |
| M. A. Metts | 1,790. |
| A. J. Gunter | 1,780. |
| James J. Woodward | 1,775. |
| H. S. Brooks & Co. | 1,456. <i>Accepted March 30, 1871.</i> |
| James Nixon | 2,890. |

Contract made with H. S. Brooks & Co., dated March 30, 1871, at \$1,456 per annum. Leave Greensborough, Monday and Thursday at 6 a. m.; arrive at Pontotoc next days by 11 a. m.

Leave Pontotoc Tuesday and Friday at 1 p. m.; arrive at Greensborough next days by 6 p. m.

ROUTE No. 7110.

From Durant to Lexington, 16 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| James P. Hogan | \$1,850. |
| M. A. Metts | 1,290. |
| Alpheus B. Williams, (<i>after time</i>).. | 970. Two-horse coach. (Received March 6, 1871.) |
| James T. Buck, (<i>after time</i>)..... | 500. See letter attached. Received March 6, 1871.) |
| J. H. H. Alexander, (<i>after time</i>)... | 500. Received March 13, 1871. |

Offered M. A. Betts \$900 per annum March 30, 1871.

Offer accepted May 20, 1871.

Contract made with M. A. Betts, dated May 20, 1871, at \$900 per annum.

Leave Durant daily, except Sunday, on arrival of mail, say at 10 a. m.; arrive at Lexington by 3 p. m.

Leave Lexington daily, except Sunday, at 10 a. m.; arrive at Durant by 3 p. m.

ROUTE No. 7111.

From Durant to Artesia, 92 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| James P. Hogan | \$7,775, six times a week. |
| H. S. Brooks & Co. | 7,000, six times a week. |
| Mary E. Green | 4,700. |
| | 9,000, six times a week. |
| James P. Hogan | 4,500. |
| A. E. Davis | 4,400. |
| Norman Birmingham | 4,000. |
| M. A. Metts | 3,690. |
| James J. Woodward | 3,590. See letter. No certificate. |
| H. S. Brooks & Co | 3,549. |
| A. M. Keeth | 3,175. <i>Accepted March 30, 1871; to include Attalaville.</i> |
| | 6,000, six times a week. |
| George Y. Woodward, (<i>after time</i>). | 3,575. (Received March 4, 1871.) |

Contract made with A. M. Keeth, dated March 30, 1871, at \$3,175 per annum, to include Attalaville.

Leave Durant Monday, Wednesday, and Friday, at 10 a. m.; arrive at Artesia next days by 11 p. m.

Leave Artesia Monday, Wednesday, and Friday at 10 a. m.; arrive at Durant next days by 11 p. m.

ROUTE No. 7112.

From Goodman to Ebenezer, (N. O.) 21 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--|------------------------|
| James P. Hogan..... | \$1,250, twice a week. |
| William H. Redwood and Benjamin A. Mayo..... | 1,100. |
| S. B. Mitchell..... | 590, twice a week. |
| | 590, twice a week. |
| | 395. |
| | 395. |

(Suspended.)

ROUTE No. 7113.

From Goodman to Thomastown, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| William H. Redwood and Benjamin A. Mayo..... | \$1,100. |
| S. B. Mitchell..... | 449. |
| | 449. |
| John C. Hamblar..... | 420. |
| William C. Hamilton..... | 400. |

(Suspended; too high.)

ROUTE No. 7114.

From Lexington to Tchula, (N. O.,) 12 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------------------------|----------------------------------|
| P. M. M. Alexander, (after time).. | \$500. (Received April 3, 1871.) |

(No bid.)

ROUTE No. 7115.

From Lexington to Emory, (N. O.,) 21 miles and back, twice a week.

Proposals for three times a week service invited.

(No bid.)

ROUTE No. 7116.

From Tchula, (N. O.,) to Relief, (N. O.,) 20 miles and back, once a week.

(No bid.)

ROUTE No. 7117.

From West's Station to Sidon, (N. O.,) estimated at 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| (After time.) | |
| C. J. Coleman..... | \$1,000. (Received March 31, 1871.) |
| William J. Lane..... | 900. Informal. (Received March 29, 1871.) |

(Not let.)

ROUTE No. 7118.

From Kosciusko to Greensborough, 40 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------------------|---|
| D. C. & J. W. Holland..... | \$999. |
| | 1,777, twice a week. |
| A. J. Gunter..... | 990. |
| M. A. Metts..... | 690. |
| Thirga Goyne..... | 600. Accepted March 30, 1871. |
| William M. Bell..... | 425. No guarantee or certificate. |
| William M. Bell, (after time.)..... | 422, end at Bankstones. (Received March 8, 1871.) |

Contract made with Thirga Goyne, dated March 30, 1871, at \$600 per annum.

Leave Kosciusko Monday at 5 a. m.; arrive at Greensborough by 6 p. m.

Leave Greensborough Tuesday at 5 a. m.; arrive at Kosciusko by 6 p. m.

ROUTE No. 7119.

From Kosciusko to Rocky Point, (N. O.,) 11 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| Thirga Goyne..... | \$200. |

(Suspended.)

ROUTE No. 7120.

From Kosciusko to Carthage, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| L. B. Caldwell, jr | \$499, begin at Carthage. 325. <i>Accepted March 30, 1871.</i> |
| M. A. Metts | 440. |
| Thirga Goyne | 370. |
| Franklin Jennings | 350, and less than any other bidder. |
| C. W. Thompson & Co | 350, horseback. |
| William M. Bell, (<i>after time</i>) | 400. (Received March 8, 1871.) (See bid 7118.) |

Contract made with L. B. Caldwell, jr., dated March 30, 1871, at \$325 per annum.

Leave Kosciusko Friday at 8 a. m.; arrive at Carthage by 4 p. m.

Leave Carthage Saturday at 8 a. m.; arrive at Kosciusko by 4 p. m.

ROUTE No. 7121.

From Kosciusko to Coopwood, (N. O.), 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Thirga Goyne | \$800. |
| Asbury Fleetwood | 780. |

April 6, 1871. Offered Asbury Fleetwood \$650 per annum.

April 25, 1871. Offer accepted.

Contract made with Asbury Fleetwood, dated April 25, 1871, at \$650 per annum.

Leave Kosciusko Monday at 6 a. m.; arrive at Coopwood next day by 12 m.

Leave Coopwood Tuesday at 1 p. m.; arrive at Kosciusko next day by 6 p. m.

August 1, 1871. Extend route to Fearris Springs, increasing distance 9 miles and allow \$100 additional pay per annum, less than *pro rata*, but according to proposition of contractor, from July 1, 1871.

ROUTE No. 7122.

From Fearris Springs to Gholson, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Asbury Fleetwood | \$200. |
| Lewis Kellis | 200. |

March 30, 1871. Offered Asbury Fleetwood \$100 per annum.

April 25, 1871. Offer accepted.

Contract made with Asbury Fleetwood, dated April 25, 1871, at \$100 per annum.

July 5, 1871. Extend route to begin at Coopwood, increasing distance 9 miles and allow *pro rata* \$100 per annum additional pay from July 1, 1871.

Leave Fearris Springs Wednesday at 9 a. m.; arrive at Gholson by 12 m.

Leave Gholson Wednesday at 1 p. m.; arrive at Fearris Springs by 4 p. m.

ROUTE No. 7123.

From Louisville to New Prospect, 11 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-------------------|--|
| M. A. Metts | \$270. <i>Accepted March 30, 1871.</i> |

Contract made with M. A. Metts, dated March 30, 1871, at \$270 per annum.

Leave Louisville Tuesday and Friday at 8 a. m.; arrive at New Prospect by 12 m.

Leave New Prospect Tuesday and Friday at 1 p. m.; arrive at Louisville by 5 p. m.

ROUTE No. 7124.

From Louisville to Singleton, (N. O.), 13 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------------|----------------|
| Asbury Fleetwood | \$265. |

(Suspended.)

ROUTE No. 7125.

From Louisville to Carthage, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| Mary E. Green | \$1,000. |
| | 1,800, twice a week. |
| John F. Martin | 900, horseback. |
| John C. Neill | 800. |
| Asbury Fleetwood | 770. |
| L. B. Caldwell..... | 693. |
| | 560. (†) To begin at Carthage. |
| M. A. Metts | 640. |
| George Y. Woodward, (after time). | 529. (Received March 4, 1871.) (See bid 7111.) |
| (Suspended.) | |

ROUTE No. 7126.

From Cooksville, (N. O.,) to Macon, 17 miles and back, once a week.
Proposals for twice a week service invited; also extended to Wahala, New Orleans.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------|
| R. E. Preenit, (†)..... | \$380. |
| | 485, twice a week. |
| Lewis C. Coleman | 380. |
| | 485, twice a week. |

May 4, 1871. Offered Lewis C. Coleman \$200 per annum.
June 3, 1871. Offer accepted.
Contract made with Lewis C. Coleman, dated June 3, 1871, at \$200 per annum.
Leave Cooksville Saturday at 1 p. m.; arrive at Macon by 6 p. m.
Leave Macon Saturday at 7 a. m.; arrive at Cooksville by 12 m.

ROUTE No. 7127.

From Macon to Pickensville, Alabama, 32 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Mary E. Green | \$1,600. |
| | 2,200, three times a week. |
| James P. Hogan | 1,000. |
| Joseph S. Foster | 895. |
| M. A. Metts | 790. |
| J. C. Mouchet..... | 595. <i>Accepted March 30, 1871.</i> |
| | 595. |
| T. A. Buffington | 1,200. No guarantee; no certificate. |

Contract made with J. C. Mouchet, dated March 30, 1871, at \$595 per annum.
Leave Macon Tuesday and Thursday at 6 a. m.; arrive at Pickensville by 5 p. m.
Leave Pickensville Wednesday and Friday at 6 a. m.; arrive at Macon by 5 p. m.

ROUTE No. 7128.

From Macon to Louisville, 32 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| Mary E. Green..... | \$1,500. |
| | 2,000, three times a week. |
| James P. Hogan..... | 1,450, three times a week. |
| M. A. Metts | 690. <i>Accepted March 30, 1871.</i> |
| George Y. Woodward, (after time). | 680. (Received March 4, 1871.) (See bid 7111.) |

Contract made with M. A. Metts, dated March 30, 1871, at \$690 per annum.
Leave Macon Monday and Thursday at 7 a. m.; arrive at Louisville by 5 p. m.
Leave Louisville Tuesday and Friday at 7 a. m.; arrive at Macon by 5 p. m.

ROUTE No. 7129.

From De Kalb to Shuqualak, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| W. G. Grace..... | \$1,000. |
| M. A. Metts | 790. |
| James W. Connor | 648. |
| | 624. |
| Lewis Kellis..... | 500. <i>Accepted March 30, 1871.</i> |

Contract made with Lewis Kellis, dated March 30, 1871, at \$500 per annum.
 Leave De Kalb Monday and Friday at 7 a. m.; arrive at Shuqualak by 5 p. m.
 Leave Shuqualak Tuesday and Saturday at 7 a. m.; arrive at De Kalb by 5 p. m.

ROUTE No. 7130.

From De Kalb to Scooba, 14 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| W. G. Grace..... | \$1,200. |
| James W. Connor..... | 596. |
| M. A. Metts..... | 590. |
| James W. Connor..... | 496. |
| William Hudson..... | 465. |
| | 435. |
| John Greenless, A. C. Povett, and R. L. Gully..... | 400. |
| John C. Neill..... | 400. |
| James W. Connor..... | 396. |
| | 396. |
| | 320. |
| Samuel P. Poole..... | 264. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel P. Poole, dated March 30, 1871, at \$264 per annum.
 Leave De Kalb Monday, Wednesday, and Friday at 8 a. m.; arrive at Scooba by 12 n.
 Leave Scooba Monday, Wednesday, and Friday at 1 p. m.; arrive at De Kalb by:
 p. m.

ROUTE No. 7131.

From Herbert to Chunkey's Station, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| W. G. Grace..... | \$700. |
| James J. Woodward..... | 440. |
| A. W. Thompson & J. Jennison.. | 388. |
| Adam Calvert..... | 349. |
| W. B. Richardson..... | 347. |
| A. W. Thompson & Joseph Jen- nison..... | 335. |
| John F. McKee..... | 300. |
| (Suspended.) | |

ROUTE No. 7132.

From Herbert to Lauderdale Station, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| W. G. Grace..... | \$700. |
| John W. Perry..... | 550. |
| John Greenless, A. C. Poove & R. L. Gully..... | 550. |
| James J. Woodward..... | 440. |
| A. W. Thompson & J. J. Jennison. | 388. |
| W. B. Richardson..... | 338. |
| A. W. Thompson & J. Jennerson.. | 335. |
| Adam Calvert..... | 320. |
| | 320. |
| S. P. Poole..... | 274. <i>Accepted March 30, 1871.</i> |

Contract made with S. P. Poole, dated March 30, 1871, at \$274 per annum.
 Leave Herbert Thursday at 7 a. m.; arrive at Lauderdale Station by 6 p. m.
 Leave Lauderdale Station Friday at 7 a. m.; arrive at Herbert by 6 p. m.

ROUTE No. 7133.

From Herbert to De Kalb, 21 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| W. G. Grace..... | \$700. |
| John Greenless, A. C. Poove & R. L. Gully..... | 550. |
| Adam Calvert..... | 414. |

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| James W. Connor..... | \$396. Schedule proposed. |
| A. W. Thompson & J. J. Jennison. | 312. |
| W. C. White..... | 312. |
| Edward Murphy..... | 295. |
| W. B. Richardson | 297. |
| A. W. Thompson & J. Jemerson.. | 254. <i>Accepted March 30, 1871.</i> |

Contract made with Alfred W. Thompson & Joseph Jemerson, dated March 30, 1871, at \$254 per annum.

Leave Herbert Monday and Thursday at 5 a. m.; arrive at De Kalb by 12 m.
 Leave De Kalb Monday and Thursday at 1 p. m.; arrive at Herbert by 8 a. m.

ROUTE No. 7134.

From Pearl Valley (N. O.) to Philadelphia, 5½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| W. G. Grace..... | \$300. |
| E. G. Gibbons..... | 175. |

(Suspended.)

ROUTE No. 7135.

From Philadelphia to Newton, 37 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Jared Watts..... | \$1,400. Conveyance mentioned in petition. |
| W. G. Grace..... | 1,400. |
| Jared Watts | 1,400. No point named. |
| Marcet R. Watkins..... | 1,350. |
| E. G. Gibbons..... | 1,300. |
| R. W. Doolittle | 1,700, three times a week |
| M. A. Metts | 1,100, wagon. |
| M. A. Metts | 940. |
| J. C. McElroy..... | 860. |
| Elijah Danaby..... | 840. |
| J. A. Johnston | 800, three times a week. |
| R. W. Doolittle | 790. |
| Josiah Atkinson..... | 789. |
| L. B. Caldwell, jr..... | 789. |
| George C. Allen..... | 1,180, three times a week. |
| Adam Calvert | 744. |
| J. A. Johnston | 732. |
| J. A. Johnston | 700. <i>Accepted March 30, 1871.</i> |

Contract made with J. A. Johnston, dated March 30, 1871, at \$700 per annum.
 Leave Philadelphia Tuesday and Friday at 7 a. m.; arrive at Newton by 7 p. m.
 Leave Newton Wednesday and Saturday at 7 a. m.; arrive at Philadelphia by 7 p. m.

ROUTE No. 7136.

From Philadelphia to Meridian, 45 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------|
| Adam Calvert | \$1,780 00, twice a week. |
| E. G. Gibbons | 1,475 00, twice a week. |
| Adam Calvert | 1,189 00, omit Rio. |
| J. J. Jennison..... | 1,188 00, twice a week. |
| W. G. Grace..... | 1,000 00. |
| John W. Perry..... | 1,000 00. |
| Josiah Atkinson | 949 00. |
| S. K. Floyd | 1,699 00, twice a week. |
| W. B. Richardson | 786 00. |
| W. B. Richardson | 1,186 00, twice a week. |
| W. B. Richardson | 777 50. |
| W. B. Richardson | 1,484 00, twice a week. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Samuel K. Floyd..... | \$736 00. 696 00. |
| Joseph Jamerson..... | 660 00. |
| L. B. Caldwell, jr..... | 1, 128 00, twice a week. 699 00. |
| M. A. Metts..... | 1, 050 00, twice a week. 590 00. |
| S. P. Poole..... | 524 00. <i>Accepted March 30, 1871.</i> 999 00, twice a week. |

Contract made with S. P. Poole, dated March 30, 1871, at \$524 per annum.
Leave Philadelphia Monday at 7 a. m.; arrive at Meridian by 12 m. next day.
Leave Meridian Tuesday at 1 p. m.; arrive at Philadelphia next day by 7 p. m.

ROUTE No. 7137.

From Carthage to De Kalb, 64 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| E. G. Gibbons..... | \$1, 300. |
| Asbury Fleetwood..... | 1, 075. |
| John Greenless, A. C. Poore, & R. L. Gully..... | 1, 000. |
| James W. Connor..... | 848. Points reversed. |
| M. A. Metts..... | 790. |
| L. B. Caldwell, jr..... | 749. 749. |
| F. M. Poole..... | 699. |
| George C. Allen..... | 665. |
| Samuel P. Neill..... | 585. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel P. Neill, dated March 30, 1871, at \$585 per annum.
Leave Carthage Wednesday at 8 a. m.; arrive at De Kalb next day by 6 p. m.
Leave De Kalb Friday at 8 a. m.; arrive at Carthage next day by 6 p. m.

ROUTE No. 7138.

From Carthage to Canton, 36 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| William P. Massey..... | \$1, 680. 1, 680, hack. |
| George E. Colbert..... | 1, 300, in a hack. |
| William P. Massey..... | 1, 298, in a hack. |
| William Bilbo..... | 1, 250, buggy. |
| Andrew J. Deal..... | 1, 150. |
| William Bilbo..... | 1, 150, buggy. |
| Thomas A. Wallace..... | 1, 148. |
| William P. Massey..... | 1, 050. |
| Norman Birmingham..... | 1, 000. |
| L. B. Caldwell, jr..... | 975. |
| M. A. Metts..... | 940. |
| M. J. Harris & W. N. Bragaw..... | 869.* |
| G. W. Thompson..... | 850, three times a week; horseback, &c. |
| John Wilbanks..... | 774. <i>Accepted March 30, 1871. Omitting Sal- phur Springs, and deduct pro rata.</i> |
| George E. Colbert..... | 750, horseback. |

*April 22, 1871. Rescind acceptance of John Wilbanks's bid, and accept the propo-
sal of M. J. Harris & W. N. Bragaw, of Chambers Court-House, Alabama, at \$869 per
annum, from July 1, 1871, to June 30, 1875.

Leave Carthage Tuesday and Friday at 7 a. m.; arrive at Canton by 7 p. m.
Leave Canton Monday and Thursday at 7 a. m.; arrive at Carthage by 7 p. m.

ROUTE No. 7139.

From Carthage to High Hill, 18 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|--|
| James A. Adams..... | \$159. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Adams, dated March 30, 1871, at \$159 per annum.
 Leave Carthage Thursday at 6 a. m.; arrive at High Hill by 11 a. m.
 Leave High Hill Thursday at 12 m.; arrive at Carthage by 5 p. m.

ROUTE No. 7140.

From Pensacola (N. O.) to Hillsborough, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| James A. Adams..... | \$250. |
| Almon Chadwick..... | 247, Walnut Grove, Pensacola, to Hillsborough. |
| David Henderson..... | 200, begin at Standing Pine. |
| Almon Chadwick..... | 197, Standing Pine by Walnut Grove to Hillsborough. |

(Suspended.)

ROUTE No. 7141.

From Thomastown to Canton, 32 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Norman Birmingham..... | \$1,000. |
| Berry Caldwell..... | 997. |
| John C. Wade..... | 1,486, three times a week. 940. |
| C. W. Thompson & Co..... | 1,400, three times a week. 849, three times a week; horseback. |
| M. A. Metts..... | 840. |
| William D. Gober..... | 825.* |
| John Wilbanks..... | 744. <i>Accepted March 30, 1871.</i> 1,094, three times a week. |

*April 22, 1871. Rescind acceptance of John Wilbanks's bid, and accept proposal of William D. Gober, of Thomastown, Mississippi, at \$825 per annum, from July 1, 1871, to June 30, 1875.

Leave Thomastown Tuesday and Friday at 7 a. m.; arrive at Canton by 6 p. m.
 Leave Canton Monday and Thursday at 7 a. m.; arrive at Thomastown by 6 p. m.

ROUTE No. 7142.

From Vernon to Canton, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Norman Birmingham..... | \$700. |
| (<i>After time.</i>) | |
| John Willbanks..... | \$550. (Received March 4, 1871.) 445, begin at Canton. |
| John Otis..... | 600. (Received March 6, 1871.) |
| G. Woodman..... | 500. (Received March 6, 1871.) |

Offered Norman Birmingham \$250 for once a week March 30, 1871; offer accepted April 17, 1871.

Contract made with Norman Birmingham, dated April 17, 1871, at \$250 per annum for service once a week.

Leave Vernon Monday and Thursday at 6 a. m.; arrive at Canton by 12 m.
 Leave Canton Monday and Thursday at 1 p. m.; arrive at Vernon by 7 p. m.

ROUTE No. 7143.

From Satartia to Yazoo City, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Norman Birmingham..... | \$800. |
| Alfred Baker..... | 480. <i>Accepted March 30, 1871.</i> |

Contract made with Alfred Baker, dated March 30, 1871, at \$480 per annum.
 Leave Satartia Tuesday and Friday at 6 a. m.; arrive at Yazoo City by 12 m.
 Leave Yazoo City Tuesday and Friday at 2 p. m.; arrive at Satartia by 8 p. m.

ROUTE No. 7144.

From Vaughan's Station to Yazoo City, 25 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| H. G. Barbee..... | \$2,099. |
| J. B. Price..... | 1,440. |
| Norman Birmingham..... | 1,200. |
| James B. Price..... | 1,200. |
| M. A. Metts..... | 1,090. |

Offered M. A. Melts \$750 per annum March 30, 1871; offer declined June 3, 1871; will perform service at \$990. Accepted June 3, 1871.

Contract made with M. A. Melts, dated June 3, 1871, at \$990 per annum.

Leave Vaughan's Station Monday, Wednesday, and Friday on arrival of cars, say at 1 p. m.; arrive at Yazoo City by 10 p. m.

Leave Yazoo City Monday, Wednesday, and Friday at 3 a. m.; arrive at Vaughan's Station by 12 m.

ROUTE No. 7145.

From Yazoo City to Dover, (N. O.), 17 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|---------------------------------|
| Norman Birmingham..... | \$700. |
| R. P. Fraiser, jr., (after time)..... | 480. (Received March 23, 1871.) |

(Suspended.)

ROUTE No. 7146.

From Bovina to Bethesda, (N. O.), 65 miles and back, once a week.

(No bid.)

ROUTE No. 7147.

From Bolton's Depot to Raymond, 8 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------|
| J. B. Price..... | \$900. |
| John A. Wade..... | 780. |
| D. J. Buckley..... | 580. |
| Thomas A. Mellon..... | 480. Accepted March 30, 1871. |

Contract made with Thomas A. Mellon, dated March 30, 1871, at \$480 per annum.

Leave Bolton's Depot daily, except Sunday, at 10 a. m.; arrive at Raymond by 12 m.

Leave Raymond daily, except Sunday, at 7 a. m.; arrive at Bolton's Depot by 9 a. m.

ROUTE No. 7148.

From Raymond to Port Gibson, 46 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| G. W. Andrews..... | \$1,250. |
| D. J. Buckley..... | 1,150. |

1,875, twice a week.

(Suspended.)

ROUTE No. 7149.

From Terry to Rockport, 24½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Bridgers & Young..... | \$1,250, Crystal Springs to Rockport. |
| J. F. Enochs..... | 790, Crystal Springs to Rockport; no guarantee |

March 30, 1871. Offered J. F. Enochs \$300 per annum.

May 20, 1871. Offer declined.

ROUTE No. 7150.

From Utica to Terry, 25 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Bridgers & Young..... | \$1,500, Crystal Springs to Utica. |
| William Simpson..... | 1,500, Crystal Springs to Utica. |
| J. F. Enochs..... | 1,475, Crystal Springs to Utica. |
| John C. Wade..... | 900. |
| | 1,350, three times a week. |
| John B. Chappell..... | 665. <i>Accepted March 30, 1871.</i> |

April 24, 1871. Accepted bidder having deceased, contract with Mrs. Eliza Chappell of Utica, Mississippi, the legal representative of the accepted bidder, at the rate of \$665 per annum, from July 1, 1871, to June 30, 1875.

Contract made with Mrs. Eliza Chappell, dated April 24, 1871, at \$665 per annum.

Leave Utica Monday and Thursday at 8 a. m.; arrive at Terry by 4 p. m.

Leave Terry Tuesday and Friday at 8 a. m.; arrive at Utica by 4 p. m.

ROUTE No. 7151.

From Brandon to Polkville, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| John R. Owen..... | \$1,500. Consolidated with 7155. (?) |
| James S. Holmes..... | 550. |
| Peter James..... | 300. |
| Edward Jack..... | 195. |
| J. G. H. Baugh..... | 170. |
| Prince Searcy..... | 169. |
| James H. Thorn..... | 156. |
| Henrietta Bratcher..... | 149. <i>Accepted March 30, 1871.</i> |
| Joseph C. Mears..... | 275. |

Contract made with Henrietta Bratcher, dated March 30, 1871, at \$149 per annum.

Leave Brandon Thursday at 1 p. m.; arrive at Polkville by 7 p. m.

Leave Polkville Thursday at 6 a. m.; arrive at Brandon by 12 m.

ROUTE No. 7152.

From Brandon to Carthage, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| M. A. Metts..... | \$890. |
| Edward Jack..... | 600. |
| L. B. Caldwell, jr..... | 547. |
| | 547. <i>Accepted March 30, 1871.</i> |

Contract made with L. B. Caldwell, jr., dated March 30, 1871, at \$547 per annum.

Leave Brandon Friday at 1 p. m.; arrive at Carthage next day by 5 p. m.

Leave Carthage Thursday at 10 a. m.; arrive at Brandon next day by 12 m.

ROUTE No. 7153.

From Brandon to Williamsburgh, 79 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-----------------------------|
| Edward Jack..... | \$2,600. |
| Ruth Denson..... | 1,999. |
| M. A. Metts..... | 1,990. |
| Charles M. Edmonson..... | 1,975. |
| Edward Jack..... | 1,700. |
| | 600, Brandon to Hainsville. |
| Franklin Fortinberry..... | 1,600. |
| John B. Chappell..... | 1,575. |
| Rhesa Hatcher..... | 1,400. |

March 30, 1871. Contract drawn and sent to Rhesa Hatcher, but never executed.

ROUTE No. 7154.

From Midway to Raymond, 8 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------|
| D. J. Buckley..... | \$260. |
| | 470. Twice a week. |
| Orange Terrell..... | 180. |
| | 300. Twice a week. |

March 30, 1871. Offered Orange Terrell \$100 per annum.
 May 2, 1871. Offer accepted.

Contract made with Orange Terrell, dated May 2, 1871, at \$100 per annum.
 Leave Midway Saturday at 9 a. m.; arrive at Raymond by 12 m.
 Leave Raymond Saturday at 1 p. m.; arrive at Midway by 4 p. m.

ROUTE No. 7155.

From Forest to Raleigh, 32 miles and back, twice a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------|----------------|
| M. A. Metts..... | \$790. |
| H. F. Lewis..... | 750. |

March 30, 1871. Offered \$640 per annum.
 April 12, 1871. Offer declined.

Offer of \$640 accepted by M. A. Metts, June 3, 1871.

Contract made with M. A. Metts, dated June 3, 1871, at \$640 per annum.

Leave Forest Tuesday and Friday at 7 a. m.; arrive at Raleigh by 4 p. m.

Leave Raleigh Wednesday and Saturday at 7 a. m.; arrive at Forest by 4 p. m.

ROUTE No. 7156.

From Forest to Hillsborough, 8½ miles and back, three times a week. Proposals for six times a week service invited.

| Bidder's name. | Sum per annum. |
|-----------------|---------------------------------|
| J. G. Owen..... | \$299. Accepted March 30, 1871. |
| | 294. |
| | 575. Six times a week. |

Contract made with J. G. Owen, dated March 30, 1871, at \$299 per annum.

Leave Forest Monday, Wednesday, and Saturday at 3 p. m.; arrive at Hillsborough by 5 p. m.

Leave Hillsborough Monday, Wednesday, and Saturday at 8 a. m.; arrive at Forest by 10 a. m.

ROUTE No. 7157.

From Hillsborough to High Hill, 23 miles and back, once a week. Proposals to extend from High Hill, by Dixon to Philadelphia, 22 miles farther, invited.

| Bidders' names. (After time.) | Sum per annum. |
|----------------------------------|---|
| J. G. Owen..... | \$324. (Received March 2, 1871.) Accepted March 30, 1871. |
| | 629. Invited service. (Received March 2, 1871.) |
| J. H. Stribling..... | 200. Invited service. (Received March 4, 1871.) |

Contract made with J. G. Owen, dated March 30, 1871, at \$324 per annum.

Leave Hillsborough Monday at 5 a. m.; arrive at High Hill by 12 m.

Leave High Hill Monday at 1 p. m.; arrive at Hillsborough by 8 p. m.

June 13, 1871. Increase service to three times a week between Hillsborough and Harpersville, 3 miles, and allow contractor *pro rata* \$84.52 additional pay per annum from July 1, 1871.

ROUTE No. 7158.

From Lake to Sherman Hill, (N. O.), 7 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|-----------------------------------|
| William Bilbo..... | \$1,800. Twice a week; horseback. |

(Not necessary.)

ROUTE No. 7159.

From County Line (N. O.) to Union, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-----------------------------|
| A. B. Hunter | \$380, commence at Herbert. |
| | 195. |
| E. G. Gibbons | 375. |
| John Roler | 198. |

(Not necessary.)

ROUTE No. 7160.

From Newton to Paulding, 23½ miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| William J. May | \$2,000, three times a week. |
| | 1,500. |
| Marcus J. Alexander | 990, three times a week. |
| W. J. Harris & W. A. Bragaw .. | 960. |
| A. J. & C. J. Hyde | 715. |
| William Carmichael | 700. |
| Champ. P. James | 680. |
| W. J. Harris & W. A. Bragaw .. | 659. |
| W. P. Meador | 600. |
| | 860, three times a week. |
| Henry Dale | 580. |
| | 820. See bid (†) three times a week. |
| Thomas Powers | 525. |
| | 699, three times a week. |
| John H. Evans | 500. |
| | 749, three times a week. |
| Michael Hanley | 492. |
| William H. Edmonson | 474. |
| J. C. McElroy | 460. <i>Accepted March 30, 1871.</i> |

Contract made with J. C. McElroy, dated March 30, 1871, at \$460 per annum.
Leave Newton Tuesday and Friday at 1 p. m.; arrive at Paulding by 8 p. m.
Leave Paulding Monday and Thursday at 5 a. m.; arrive at Newton by 12 m.

ROUTE No. 7161.

From Energy to Quitman, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| William J. May | \$800 00. |
| E. S. Estes | 900 00. |
| John H. Evans | 199 50. |
| John L. Slay | 160 00. <i>Accepted March 30, 1871.</i> |

Contract made with John L. Slay, dated March 30, 1871, at \$160 per annum.
Leave Energy Thursday at 7 a. m.; arrive at Quitman by 12 m.
Leave Quitman Thursday at 1 p. m.; arrive at Energy by 6 p. m.

ROUTE No. 7162.

From Paulding to Enterprise, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| E. S. Estes | \$1,800 00. |
| William J. May | 1,000 00. |
| E. Dansby | 840 00. |
| John H. Myers | 800 00. |
| William Carmichael | 800 00. |
| W. J. Harris & W. N. Bragaw .. | 656 00. |
| J. R. & C. P. James | 600 00. |
| John H. Evans | 599 50. |
| John Greenless, A. C. Powe & R. L. Gully | 550 00. |
| W. P. Meador | 528 00. |
| William T. Wells | 500 00, horseback; no guarantee or certificate. |
| A. J. & C. H. Hyde | 475 00. |

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--|
| William H. Edmonson..... | \$449 00. | Schedule proposed, and if accepted, \$30 less. |
| Michael Hanley..... | 420 00. | |
| Thomas Powers..... | 399 00. | See proposal 1760. |
| (Suspended.) | | |

ROUTE No. 7163.

From Paulding to De Soto, 22 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|--|
| E. S. Estes..... | \$2,500. | |
| William J. May..... | 1,600. | |
| John D. Tiner..... | 994. | |
| William Carmichael..... | 900. | |
| M. J. Harris & W. N. Bragaw ... | 888. | |
| John A. Wade..... | 780. | |
| Champ. P. James..... | 750. | |
| E. Dansby..... | 750. | |
| John H. Evans..... | 749. | |
| W. T. Meador..... | 700. | |
| James Cruse..... | 640. | |
| J. W. Strickland..... | 627. | |
| A. Warren..... | 625. | |
| Michael Hanley..... | 565. | |
| A. J. & C. H. Hyde..... | 550. | |
| Henry Dale..... | 546. | |
| Thomas Powers..... | 455. | See proposal on 7160. |
| J. H. Parker..... | 400. | See proposal. Accepted March 30, 1871. |

Contract made with J. H. Parker, dated March 30, 1871, at \$400 per annum.

Leave Paulding Tuesday, Thursday, and Saturday at 6 a. m.; arrive at De Soto by 12 m.

Leave De Soto Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Paulding by 7 p. m.

ROUTE No. 7164.

From Paulding to Pineville, (N. O.), 29 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|-------------------------|
| James B. Thompson..... | \$550 00. | |
| Marcus S. Alexander..... | 525 00. | Schedule reversed. |
| John H. Evans..... | 389 50. | |
| E. Dansby..... | 380 00. | |
| A. J. & C. H. Hyde..... | 275 00. | Accepted June 14, 1871. |

Contract made with A. J. & C. H. Hyde, dated June 14, 1871, at \$275 per annum.

Leave Paulding Thursday at 7 a. m.; arrive at Pineville by 5 p. m.

Leave Pineville Friday at 7 a. m.; arrive at Paulding by 5 p. m.

ROUTE No. 7165.

From Paulding to Beaver Dam, (N. O.), 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| John D. Tiner..... | \$364. |
| Champ. P. James..... | 300. |
| W. P. Meador..... | 260. |
| William Carmichael..... | 250. |
| John H. Evans..... | 225. |
| A. J. & C. H. Hyde..... | 225. |
| Elijah Dansby..... | 220. |
| Henry Dale..... | 200. |
| Michael Hanley..... | 198. |
| John W. Strickland..... | 197. |

(Suspended.)

ROUTE No. 7166.

From Paulding to Ellisville, 38 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| William J. May | \$2,000. |
| | 1,500. |
| Henry Dale | 1,050, twice a week. |
| William Carmichael | 750. |
| John W. Strickland | 747, twice a week; schedule proposed. |
| Rufus P. Bradley | 637, twice a week; schedule proposed. |
| Henry Dale | 575. |
| W. T. Meador | 520. |
| | 780, twice a week. |
| John D. Tiner | 494. |
| | 1,200, twice a week. |
| A. J. & C. H. Hyde | 450. |
| John H. Evans | 425. |
| | 687, twice a week. |
| Elijah Dansby | 420. |
| Thomas Powers | 378. See bid on 1760. |
| | 756, twice a week. |
| Michael Hanley | 375. Accepted March 30, 1871. |
| Hubert Borman, (after time) | 1,100. Invited service. (Received March 4, 1871.) |

Contract made with Michael Hanley, dated March 30, 1871, at \$375 per annum.

Leave Paulding Thursday at 7 a. m.; arrive at Ellisville by 7 p. m.

Leave Ellisville Friday at 7 a. m.; arrive at Paulding by 7 p. m.

ROUTE No. 7167.

From Paulding to Lake Como, (N. O.,) 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------|
| Champ. P. James | \$250 00. |
| Roland Crosby | 200 00. |
| Henry Dale | 200 00. |
| William Carmichael | 200 00, end at Holt. |
| James Cruse | 200 00. |
| John H. Evans | 197 50. |
| A. J. & C. H. Hyde | 175 00. |
| Elijah Dansby | 150 00. |
| (Suspended.) | |

ROUTE No. 7168.

From Turnersville to Paulding, 13 miles and back, once a week.

Proposals to extend service by Sylvarena, to begin at Raleigh, increasing distance 23 miles, invited.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| William J. May | \$1,600 00, begin at Raleigh. |
| | 800 00. |
| Samuel C. Turner | 345 00. |
| Roland Crosby | 300 00, Raleigh to Turnersville. |
| John H. Evans | 225 00. |
| T. G. Wood | 220 00. (†) Raleigh to Turnersville. |
| M. J. Phillips | 211 50. Informal. |
| A. J. and C. H. Hyde | 200 00. |
| Elijah Dansby | 140 00. |
| | 400 00, begin at Raleigh. |
| Roland Crosby | 130 00. |
| G. W. Ainsworth | 125 00. |
| | 350 00, begin at Raleigh. |
| T. G. Wood | 110 00. (†) |
| James B. Thompson | 100 00. Accepted March 30, 1872. |
| | 200 00, extend to Raleigh. |

Contract made with James B. Thompson, dated March 30, 1871, at \$300 per annum.

Leave Turnersville Saturday at 7 a. m.; arrive at Paulding by 12 m.

Leave Paulding Saturday at 1 p. m.; arrive at Turnersville by 6 p. m.

ROUTE No. 7169.

From Raleigh to Taylorsville, (N. O.,) 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------------|
| Elijah Dansby..... | \$190. |
| Hugh McLeod..... | 182. No certificate. |

(Suspended.)

ROUTE No. 7170.

From Westville to Mount Olive, (N. O.,) 23½ miles and back, once a week.

(No bids.)

ROUTE No. 7171.

From Burtonton (N. O.,) to Gallatin, (N. O.,) 21 miles and back, once a week.
Proposals invited to extend service by Utica and Auburn, to begin at Edwards's Depot, increasing distance 31 miles.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| George Rea..... | \$360, to begin at Edwards's Depot. |
| John C. Wade..... | 416. |
| | 830, twice a week. |
| John P. Matthews..... | 289. |

(Suspended.)

ROUTE No. 7172.

From Gallatin to Pine Ridge, (N. O.,) 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John C. Wade..... | \$225. |
| | 198. |
| John P. Matthews..... | 140. |

(Suspended.)

ROUTE No. 7173.

From Hazlehurst to Port Gibson, 41 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| F. M. Cooley..... | \$2,500, twice a week. See certificate. |
| Norman Birmingham..... | 1,500. |
| A. W. Griffing..... | 1,500, hack. |
| John C. Wade..... | 1,194. |
| M. A. Metts..... | 1,190. |
| George Rea..... | 1,160. |

Offered George Rea, at \$820 per annum, March 30, 1871.

Offer declined April 24, 1871.

Offer of \$820 accepted by M. A. Metts, June 6, 1871.

Contract made with M. A. Metts, dated June 6, 1871, at \$820 per annum.

Leave Hazlehurst Monday and Thursday at 6 a. m.; arrive at Port Gibson by 7 p. m.

Leave Port Gibson Tuesday and Friday at 6 a. m.; arrive at Hazlehurst by 7 p. m.

ROUTE No. 7174.

From Hazlehurst to Westville, 31 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| Jacob Gruber..... | \$1,199. |
| | 1,499, twice a week. |
| Braxton Frigate..... | 1,000, twice a week. Schedule proposed. |
| A. W. Griffing..... | 1,000, twice a week. Buggy. |
| E. Jack..... | 1,000, twice a week. |
| W. M. Robertson..... | 600. |
| | 800, twice a week. |
| John C. Wade..... | 620. |
| | 1,240, twice a week. |
| John B. Chappell..... | 395.* Accepted March 30, 1871. |
| | 650. twice a week. |

*June 27, 1871. Accepted bidder having deceased, contract made with Mrs. Eliza Chappell, of Utica, Mississippi, the legal representative of the accepted bidder, at the rate of \$395 per annum. from July 1, 1871, to June 30, 1875.

Leave Hazlehurst Friday at 7 a. m. ; arrive at Westville by 5 p. m.

Leave Westville Saturday at 7 a. m. ; arrive at Hazlehurst by 5 p. m.

ROUTE No. 7175.

From Port Gibson to Fayette, 35 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| John C. Wade..... | \$4,000. Informal. See proposal. |
| J. J. Powell..... | 3,000, three times a week. Schedule proposed. |
| | 2,250. |
| F. M. Cooley..... | 2,000. |
| John E. Ellis..... | 1,800. |
| James D. Cessor..... | 1,800, three times a week. |
| Fred. Parsons..... | 1,800, three times a week. |
| James D. Cessor..... | 1,500. |
| Fred. Parsons..... | 1,500. |
| M. A. Metts..... | 1,090. |
| John A. Wade..... | 1,000. <i>Accepted March 30, 1871.</i> |
| | 1,560, three times a week. |

Contract made with John A. Wade, dated March 30, 1871, at \$1,000 per annum.
Leave Port Gibson Tuesday and Friday at 7 a. m. ; arrive at Fayette by 7 p. m.
Leave Fayette Wednesday and Saturday at 7 a. m. ; arrive at Port Gibson by 7 p. m.
June 14, 1871. Curtail route to begin at Rodney, reducing distance 20 miles, and deduct *pro rata* \$571.43 per annum, from July 1, 1871, according to acceptance of proposal.

ROUTE No. 7176.

From Natchez to Woodville, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|-----------------------------------|
| Mack Washington..... | \$2,800. |
| James W. Shattuck..... | 1,950. |
| Stephen Burns..... | 1,800. |
| F. M. Cooley..... | 1,000. |
| Fred. Parsons..... | 980. |
| William B. Rotramelle, (after time) | 2,150. (Received March 14, 1871.) |
| | 3,000, twice a week. |

March 30, 1871, offered Fred. Parsons \$585.

April 19, 1871, offer declined.

ROUTE No. 7177.

From Natchez to Liberty, 57 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------------|
| Fred. Parsons..... | \$2,300, twice a week. |
| F. M. Cooley..... | 2,000, twice a week. See certificate. |
| Fred. Parsons..... | 1,400. |
| Stephen Burns..... | 1,400. |
| M. A. Metts..... | 990. |
| Franklin Fortinberry..... | 940. <i>Accepted March 30, 1871.</i> |
| | 1,650, twice a week. |

Contract made with Franklin Fortinberry, dated March 30, 1871, at \$940 per annum.
Leave Natchez Monday at 6 a. m. ; arrive at Liberty next day by 12 m.
Leave Liberty Tuesday at 2 p. m. ; arrive at Natchez next day by 6 a. m.

ROUTE No. 7178.

From Natchez to Brookhaven, 77 miles and back, three times a week.
Proposals to perform service by an extended schedule invited.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| Fred Parsons..... | \$3,850. | |
| F. M. Cooley..... | 3,800. | |
| Frank Hartman..... | 3,600. | Wagon. |
| Norman Birmingham..... | 3,500. | |
| F. M. Cooley..... | 3,400. | See certificate. |
| M. A. Metts..... | 2,990. | |
| Franklin Fortinberry..... | 2,430. | Accepted March 30, 1871. |

Contract made with Franklin Fortinberry, March 30, 1871, at \$2,430 per annum.
Leave Natchez Monday, Wednesday and Friday at 6 a. m.; arrive at Brookhaven next days by 6 a. m.

Leave Brookhaven Tuesday, Thursday and Saturday at 6 a. m.; arrive at Natchez next days by 6 a. m.

ROUTE No. 7179.

From Meadville to Summit, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| Frank Hartman..... | \$700. |
| S. W. Jones..... | 660.* |
| Alfred Ratcliff, (after time)..... | 600. |

March 30, 1871. Offered S. W. Jones \$450.

April 12, 1871. Accepts offer, with \$50 additional for ferriage.

Contract made with S. W. Jones, April 12, 1871, at \$500 per annum.

Leave Meadville Friday at 7 a. m.; arrive at Summit by 6 p. m.

Leave Summit Thursday at 7 a. m.; arrive at Meadville by 6 p. m.

ROUTE No. 7180.

From Brookhaven to Natchez, 82 miles and back, three times a week.

Proposals to perform service by an extended schedule invited.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| Fred Parsons..... | \$6,900. | Six times a week. |
| Lemuel Lewis..... | 4,500. | |
| John C. Wade..... | 4,000. | |
| F. M. Cooley..... | 3,800. | |
| Frank Hartman..... | 3,600. | Covered wagon. |
| Fred Parsons..... | 3,600. | |
| Norman Birmingham..... | 3,600. | |
| M. A. Metts..... | 3,300. | |
| Franklin Fortinberry..... | 2,545. | Accepted March 30, 1871. |

Contract made with Franklin Fortinberry, March 30, 1871, at \$2,545 per annum.

Leave Brookhaven Monday, Wednesday, and Friday at 6 a. m.; arrive at Natchez next days by 6 p. m.

Leave Natchez Monday, Wednesday, and Friday at 6 a. m.; arrive at Brookhaven next days by 6 p. m.

ROUTE No. 7181.

From Brookhaven to Monticello, 22 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------------|
| John P. Matthews..... | \$1,900. | |
| Frank Hartman..... | 1,800. | Hack. |
| John C. Wade..... | 1,800. | |
| M. A. Metts..... | 1,490. | |
| Henry Wright..... | 1,400. | |
| Aaron Ryler (?)..... | 937. | Three times a week. |
| Franklin Fortinberry..... | 785. | Accepted March 30, 1871. |

Contract made with Franklin Fortinberry, March 30, 1871, at \$785 per annum.

Leave Brookhaven daily, except Sunday, at 6 a. m.; arrive at Monticello by 12 m.

Leave Monticello daily, except Sunday, at 1 p. m.; arrive at Brookhaven by 7 p. m.

ROUTE No. 7182.

From Monticello to Williamsburgh, 34 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|--|
| Greene L. Chandler..... | \$998. | |
| Charles M. Edmonston..... | 875. | Twice a week. |
| Ruth D. Denson..... | 800. | Twice a week. |
| Henry H. Hooker..... | 750. | Twice a week. Schedule proposed. |
| John W. Strickland..... | 647. | Twice a week. Accepted March 30, 1871. |
| Ruth D. Denson..... | 449. | |
| C. M. Edmonston..... | 448. | |
| John M. Watson & A. Mangum.. | 424. | |
| | 799. | Twice a week. |
| Franklin Fortinberry..... | 365. | |

Contract made with John M. Strickland, March 30, 1871, at \$647 per annum, for service twice a week.

Leave Monticello Tuesday at 7 a. m.; arrive at Williamsburgh by 6 p. m.

Leave Williamsburgh Monday at 7 a. m.; arrive at Monticello by 6 p. m.

ROUTE No. 7183.

From Oakville to Columbia, 17 miles and back, once a week.

Proposal invited for service to begin at Monticello, increasing distance 13 miles.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|----------------------|
| Greene C. Chandler..... | \$998. | Begin at Monticello. |
| | 760. | |
| James D. Kendall..... | 480. | |
| Franklin Fortinberry..... | 240. | Extended schedule. |

(Suspended.)

ROUTE No. 7184.

From Santee, (N. O.) to Williamsburgh, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---|
| Greene C. Chandler..... | \$696. | |
| Franklin Fortinberry..... | 280. | Commence at Columbia. Schedule changed. |
| Charles M. Edmonston..... | 250. | |
| John M. Watson & A. Mangum.. | 121. | |

(Suspended.)

ROUTE No. 7185.

From Williamsburgh to Ellisville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------|----------------|--------------------------|
| Greene C. Chandler..... | \$998. | |
| R. P. Bradley..... | 297. | Accepted March 30, 1871. |
| Ruth D. Denson..... | 449. | |
| Charles M. Edmonston..... | 448. | |
| J. M. Watson & A. Mangum..... | 424. | |
| Franklin Fortinberry..... | 415. | |

Contract made with R. P. Bradley, March 30, 1871, at \$297 per annum.

Leave Williamsburgh Friday at 6 a. m.; arrive at Ellisville by 6 p. m.

Leave Ellisville Saturday at 6 a. m.; arrive at Williamsburgh by 6 p. m.

En brace Station Creek, increasing distance 1½ miles, and allow contractor *pro rata* \$1,272 per annum, additional pay from July 1, 1871.

ROUTE No. 7186.

From Williamsburgh to Augusta, 55 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------|
| Greene C. Chandler..... | \$2,160. | Twice a week. |
| Charles D. Williams..... | 1,500. | |
| Greene C. Chandler..... | 1,430. | |
| Ruth D. Denson..... | 1,200. | Twice a week. |
| John W. Strickland..... | 997. | Schedule proposed. |

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| M. A. Metts..... | \$790. |
| Ruth D. Denson..... | 700. |
| Franklin Fortinberry..... | 600. |
| | 1, 100. Twice a week. |
| John W. Strickland..... | 527. |
| Rufus P. Bradley..... | 499. |
| J. P. Carter..... | 495. |
| Daniel McGilverry..... | 449. <i>Accepted March 30, 1871.</i> |

Contract was drawn dated March 30, 1871, at \$449 per annum, and sent to Daniel McGilverry, but never executed.

ROUTE No. 7187.

From Ellisville to Augusta, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Greene C. Chandler..... | \$998. |
| C. D. Williams..... | 800. |
| R. McLoud..... | 600. No certificate. |
| James D. Kendall..... | 496. |
| John W. Strickland..... | 327. |
| Daniel McGilverry..... | 324. |
| J. P. Carter..... | 297. |
| Rufus P. Bradley..... | 247. <i>Accepted March 30, 1871.</i> |

Contract made with Rufus P. Bradley, March 30, 1871, at \$247 per annum.
Leave Ellisville Friday at 7 a. m.; arrive at Augusta by 5 p. m.
Leave Augusta Thursday at 7 a. m.; arrive at Ellisville by 5 p. m.

ROUTE No. 7188.

From Eucutta to Erata, 14 miles and back, once a week.

(No bidders. Not let.)

ROUTE No. 7189.

From State Line Station (N. O.) to Lakesville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| James W. Boykin..... | \$1, 000. |
| Greene C. Chandler..... | 790. |
| C. D. Williams..... | 650. |
| A. M. Dozier..... | 500. |
| James Banks..... | 450. |
| John McInnis..... | 400. <i>Accepted March 30, 1871.</i> |

Contract made with John McInnis, March 30, 1871, at \$400 per annum.
Leave State Line Station Monday at 8 a. m.; arrive at Lakesville by 4 p. m.
Leave Lakesville Tuesday at 10 a. m.; arrive at State Line Station by 6 p. m.

ROUTE No. 7190.

From Waynesborough to Nicholson's Store, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| James W. Boykin..... | \$999 99. |
| John H. Hearick..... | 500 00. |
| John H. Evans..... | 425 00. |
| Obadiah Thompson..... | 400 00. |

(Suspended.)

ROUTE No. 7191.

From Leakesville to Vernal, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Greene C. Chandler..... | \$715. |
| Rufus P. Bradley..... | 227. <i>Accepted March 30, 1871.</i> |

Contract made with Rufus P. Bradley, March 30, 1871, at \$227 per annum.
Leave Leakesville Wednesday at 8 a. m.; arrive at Vernal by 12 m.
Leave Vernal Wednesday at 1 p. m.; arrive at Leakesville by 5 p. m.

ROUTE No. 7192.

From Augusta to Buck Creek, (N. O.,) 26 miles and back, once a week.
Proposals invited to extend service from Buck Creek by Leakesville to Citronelle, (Ala.) 39 miles farther.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Greene C. Chandler | \$1,680, extend to Citronelle. 796. |
| Daniel M. Gilverry | 650, extend to Citronelle. |
| John W. Strickland | 643, extend to Citronelle; schedule proposed. |
| James D. Kendall | 616, end at Red Creek. |
| J. P. Carter | 245. |
| John W. Strickland | 227. |
| Rufus P. Bradley..... | 197. <i>Accepted March 30, 1871.</i> |

Contract made with Rufus P. Bradley, March 30, 1871, at \$197 per annum.
Leave Augusta Monday at 8 a. m.; arrive at Buck Creek by 4 p. m.
Leave Buck Creek at 8 a. m.; arrive at Augusta by 4 p. m.
Extend route to end at Leakesville, increasing distance 14 miles, and allow *pro rata*, \$106, additional pay per annum from July 1, 1871.

ROUTE No. 7193.

From Columbia to Pass Christian, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Greene C. Chandler..... | \$2,700. 1,998, end at Shieldsborough. Three-day schedule. |
| A. E. Davis | 1,800. |
| M. A. Metts | 1,490. |
| Franklin Fortinberry..... | 1,000. <i>Accepted March 30, 1871.</i> |
| John Peri..... | 600, between Shieldsborough to Gainesville, 25 miles. |

Contract was drawn dated March 30, 1871, at \$1,000 per annum, and sent to Franklin Fortinberry, but never executed.
June 13, 1871. Received the acceptance of Franklin Fortinberry's bid, he declining to perform service according to acceptance.
June 26, 1871. Omit Columbia, Spring Cottage, Red Hill, Habolochitta, and Pass Christian, and contract with John Peri, of Shieldsborough, Mississippi, to convey the mails from Gainesville, by Pearlinton, to Shieldsborough, 25 miles and back, once a week, from July 1, 1871, to June 30, 1872, at the rate of \$375 per annum.

ROUTE No. 7194.

From Magnolia to Columbia, 47 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| Greene C. Chandler..... | \$2,240, three times a week. |
| Josiah Stevens..... | 2,000, three times a week. Schedule proposed. |
| Oliver T. Brown..... | 1,800. |
| Greene C. Chaudler..... | 1,740. |
| M. E. Green..... | 1,600. |
| | 2,200, three times a week. |
| Josiah Stevens..... | 1,493. |
| A. E. Davis | 1,490. |
| W. H. Roane..... | 1,450. |
| M. A. Metts | 1,200. |
| Franklin Fortinberry | 1,000, three times a week. |
| John C. Calhoun | 950. |
| Franklin Fortinberry | 780. <i>Accepted March 30, 1871. The Department reserving the right to order service three times a week at your bid of \$1,000 per annum.</i> |

Contract made with Franklin Fortinberry, March 30, 1871, at \$780 per annum.
Leave Magnolia Tuesday and Friday at 6 a. m.; arrive at Columbia by 8 p. m.
Leave Columbia Monday and Thursday at 6 a. m.; arrive at Magnolia by 8 p. m.

ROUTE No. 7195.

From Liberty to Fort Adams, 61 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders names. | Sum per annum. |
|--|--|
| James W. Shattuck and E. H. Mc-Michael | \$3,250. |
| Fred Parsons | 1,875, twice a week. |
| Stephen Burns | 1,700. |
| A. E. Davis | 1,500. |
| Fred Parsons | 1,400. |
| John A. Wade | 1,048. |
| ..... | 2,080, twice a week. |
| William H. Yeandle | 998. |
| M. A. Metts | 890. |
| Franklin Fortinberry | 710. <i>Accepted March 30, 1871.</i> Department reserving the right to order service at your bid of \$1,300 per annum, twice a week. |
| Franklin Fortinberry | 1,300, twice a week. |

Contract made with Franklin Fortinberry, March 30, 1871, at \$710 per annum. Leave Liberty Wednesday at 8 a. m.; arrive at Fort Adams next day by 6 p. m. Leave Fort Adams Friday at 8 a. m.; arrive at Liberty next day by 6 p. m.

ROUTE No. 7196.

From Liberty to Osyka, 24 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| John A. Wade | \$1,248. |
| Stephen Burns | 1,200. |
| William H. Yeandle | 1,098. |
| Francis C. Wren | 1,000. |
| M. A. Metts | 990. |
| Franklin Fortinberry | 665. <i>Accepted March 30, 1871.</i> |
| Joseph Fordish, (after time) | 975. |

Contract made with Franklin Fortinberry, March 30, 1871, at \$665 per annum. Leave Liberty Monday, Wednesday, and Friday, at 7 a. m.; arrive at Osyka by 2 p. m. Leave Osyka Tuesday, Thursday, and Saturday, at 7 a. m.; arrive at Liberty by 2 p. m.

ROUTE No. 7197.

From Woodville to Hopewell Church, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Louis F. Griffin | \$075. |
| James W. Shattuck | 750. |
| (Suspended.) | |

ROUTE No. 7198.

From Flint Creek to Mississippi City, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|---|
| Greeue C. Chandler | \$1,790. |
| ..... | 970. |
| John W. Strickland | 727, begin at Augusta, 75 miles: schedule proposed. |
| Rufus P. Bradley | 347. <i>Accepted March 30, 1871.</i> |
| Rufus P. Bradley, (after time) | 547 |

Contract made with Rufus P. Bradley March 30, 1871, at \$347 per annum. Leave Flint Creek Monday at 7 a. m.; arrive at Mississippi City by 5 p. m. Leave Mississippi City Tuesday at 7 a. m.; arrive at Flint Creek by 5 p. m. June 17. Extend route to begin at Augusta, increasing distance 40 miles, and allow contractor *pro rata*, \$462.66, additional pay per annum from July 1, 1871.

ROUTE No. 7199.

From Pass Christian to Mobile, Alabama, 116 miles and back, twice a week. Separate proposals invited for service between Pass Christian and Americus, 61 miles, twice a week, and between Americus and Mobile, 55 miles, twice a week; to be run in close connection.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| A. E. Davis..... | \$6,000. 2,700, between Pass Christian and Americus. 3,500, between Americus and Mobile. |
| William L. Irvin..... | 3,500. See certificate. |
| M. A. Metts..... | 2,990. |

(Covered by railroad.)

ROUTE No. 7200.

From Red Creek to Mississippi City, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Green C. Chandler..... | \$1,200. Offered \$500 May 1, 1871; offer declined May 25, 1871. |
| James D. Kendall..... | 720, via Ocean Springs. 560, between Ocean Springs and Red Creek by railroad from McKean, Mississippi City. |

May 25. Contract made with Adam Blumer, of Handsborough, Mississippi, to carry mails from Red Creek to Mississippi City and back, once a week, at the rate of \$500 per annum, from July 1, 1871, to June 30, 1872.

Leave Red Creek Monday at 6 a. m.; arrive at Mississippi City by 7 p. m.
Leave Mississippi City Tuesday at 6 a. m.; arrive at Red Creek by 7 p. m.

ROUTE No. 7201.

From Meadowville to Pascagoula, 18 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------------|----------------|
| Green C. Chandler..... | \$740. |

(Too high; not necessary.)

ROUTE No. 7202.

From Pascagoula to Americus, 28 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------|
| William Ladnier..... | \$900. |
| James D. Kendall..... | 896. |
| M. A. Metts..... | 790. |
| Mark A. Dees..... | 700. Accepted March 30, 1871. |

Contract made with Mark A. Dees, dated March 30, 1871, at \$700 per annum.

Leave Pascagoula Monday and Thursday at 8 a. m.; arrive at Americus by 5 p. m.
Leave Americus Tuesday and Friday at 8 a. m.; arrive at Pascagoula by 5 p. m.

ARKANSAS.

ROUTE No. 7501.

From Memphis, Tennessee, to Huntersville, 134 miles and back, by railroad.

Mails carried seven times a week by the Memphis and Little Rock Railroad Company, Samuel Tate, president, at \$15,200 per annum.

ROUTE No. 7502.

From Memphis, Tennessee, to Madison, Arkansas, 40 miles and back, six times a week, by railroad and by a schedule satisfactory to the Department; and from Devall's Bluff by Prairie Center and Hick's Station to Huntersville, 48 miles and back, six times a week, by railroad and by a schedule satisfactory to the Department.

Covered by mail service on No. 7501.

ROUTE No. 7503.

From Devall's Bluff to Madison, 78 miles and back, six times a week, in connection with trains on the Memphis and Little Rock Railroad at each terminus.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| D. D. Searle..... | \$7,500. |

(Covered by 7501.)

ROUTE No. 7504.

From Memphis to White River, Arkansas, 180 miles and back, twice a week, by steamboat, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Alfred Lee & Co..... | \$5,500. |
| William English..... | 4,800. |
| J. M. Tebbets..... | 4,800. |
| A. J. White..... | 4,400. |
| Memphis and Vicksburgh Packet Company, J. W. Page, jr., president..... | 3,493. |
| Memphis and Saint Louis Packet Company, John A. Scudder, president..... | 3,000. |
| Edward P. Doherty & Co..... | 2,995. |
| Memphis and Vicksburgh Packet Company, J. W. Page, jr., president..... | 2,883. |
| Alexander Thornton..... | 1,975. |

Perform route-agent service.

Accepted March 30, 1871.

Contract was drawn and transmitted to Alexander Thornton, dated March 30, 1871, at \$1,975 per annum, but not executed.

July 19, 1871. Accepted bidder having failed to begin service, contract with A. J. White, of Memphis, Tennessee, at \$2,495 per annum, from July to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

ROUTE No. 7505.

From White River to Vicksburgh, Mississippi, 229 miles and back, twice a week, by steamboat, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. |
|--|----------------|
| J. M. Tebbets..... | \$11,800. |
| J. T. Chidester..... | 11,800. |
| Alfred Lee & Co..... | 10,000. |
| William English..... | 8,000. |
| Edward P. Doherty & Co..... | 6,840. |
| John A. Scudder, president Memphis and Saint Louis Packet Company..... | 7,000. |

Accepted March 30, 1871.

Contract with Edward P. Doherty & Co. was drawn and transmitted, dated March 30, 1871, at \$6,840 per annum, but not executed.

ROUTE No. 7506.

From White River to Pine Bluff, 152 miles and back, twice a week, on steamboats, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| D. J. Chidester..... | \$17,800. |
| J. M. Tebbets..... | 11,500. |
| Alexander Thornton..... | 10,500. |
| Alfred Lee & Co..... | 6,200. |
| William English..... | 6,000. |
| William English..... | 4,000. |

Accepted April 19, 1871.

April 19, 1871. It appearing by the sworn testimony of Edward P. Doherty & Co. that their bid of \$2,890 was intended for \$12,890, set aside bid of \$2,890, rescind acceptance to Doherty & Co., and accept the next lowest bid.

Contract with William English was drawn and sent, dated April 19, 1871, at \$4,000 per annum, but not executed.

July 24, 1871. Accepted bidder having failed to begin service, contract with the

Memphis and Arkansas River Packet Company, J. M. Tebbetts, of Washington, D. C., agent, at \$12,999 per annum, from July 1 to December 31, or longer, at same rate, if so ordered by the Postmaster General, and advertise route, failing bidder being liable.

Contract was made and executed accordingly.

ROUTE No. 7507.

From Pine Bluff to Little Rock, 105 miles and back, twice a week, by steamboat, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| J. T. Chidester | \$8,800. |
| J. M. Tebbetts..... | 6,800. |
| Alexander Thornton..... | 5,250. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to Alexander Thornton, dated March 30, 1871, at \$5,250 per annum, but never executed.

July 24, 1871. Accepted bidder having failed to begin service, contract with the Memphis and Arkansas River Packet Company, J. M. Tebbetts, of Washington, D. C., agent, at \$7,400 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract was made and duly executed under this order.

ROUTE No. 7508.

From Little Rock to Dardanelle, 111 miles and back, once a week, by steamboat, and by a schedule satisfactory to the Department.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| J. M. Tebbetts..... | \$5,800. |

(Not let; unnecessary.)

ROUTE No. 7509.

From White River to Jacksonport, 370 miles and back, twice a week, in steamboats, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| J. M. Tebbetts..... | \$18,000. |
| Henry E. McKee | 11,800. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to Henry E. McKee, dated March 30, 1871, at \$11,800 per annum, but not executed.

June 14, 1871. Send out new contracts in the name of Railroad Packet Company, of Devall's Bluff, Arkansas, John B. Davis, president, and, when returned properly executed, accept said company as contractor, in lieu of Henry E. McKee, from July 1, 1871.

Contracts under this order were drawn and sent.

ROUTE No. 7510.

From Jacksonport to Pochantas, 150 (estimated) miles and back, twice a week, by steamboat, bidders to state the distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---|---|
| J. M. Tebbetts | \$7,800. |
| Albert B. Smith | 6,989. |
| M. R. Harry..... | 6,500. Ruled too high; offer, \$5,000; wrote June 1, 1871. <i>Accepted June 26, 1871.</i> |
| Levi Hecht, (<i>after time</i>) | 4,500. No certificate. |

Contract was made with M. R. Harry, dated June 26, 1871, at \$5,000 per annum.

ROUTE No. 7511.

From Marion to Memphis, 10 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|-------------------|--|
| R. L. Hardin..... | \$575. <i>Accepted March 30, 1871.</i> |

Contract made with R. L. Hardin, dated March 30, 1871, at \$575 per annum.

Leave Marion Monday, Wednesday, and Friday at 7 a. m.; arrive at Memphis by 10 a. m.

Leave Memphis Monday, Wednesday, and Friday at 11 a. m.; arrive at Marion by 3 p. m.

ROUTE No. 7512.

From Marion to Wittsburg, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| R. L. Hardin | \$650. |
| J. W. Guerrant | 524. Ruled too high; offer, \$450; wrote April 4, 1871; declined June 24, 1871. |

On account of liability to overflow and other difficulties in performing service, Guerrant's bid of \$524 per annum is accepted, June 26, 1871.

Contract made with J. W. Guerrant, dated June 26, 1871, at \$524 per annum.

Leave Marion Monday at 7 a. m.; arrive at Wittsburg by 6 p. m.

Leave Wittsburg Tuesday at 7 a. m.; arrive at Marion by 6 p. m.

ROUTE No. 7513.

From Helena to Madison, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|---------------------------------|
| Z. Thompson, William J. Pate, & W. A. Monroe | \$4,750. |
| A. B. Schroder | 1,275. |
| John W. Guerrant | 1,248. |
| John H. Cole | 1,000. Accepted March 30, 1871. |

Contract ordered with John H. Cole, dated March 30, 1871, at \$1,000 per annum.

Leave Helena Monday and Thursday at 7 a. m.; arrive at Madison next day by 12 m.

Leave Madison Tuesday and Friday at 7 p. m.; arrive at Helena next day by 6 p. m.

ROUTE No. 7514.

From Helena to Brinkley, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| John H. Cole | \$1,000. No certificate. |
| A. B. Schroder | 950. |
| Joseph Dillon | 900. Withdrawn. (See file 7514.) |
| John C. Bryan | 792. |
| John W. Guerrant | 748. Ruled too high; offer, \$625; wrote April 4, 1871; declined June 24, 1871. |

On account of liability to overflow and other difficulties in performing the service, Guerrant's bid of \$748 per annum accepted, June 26, 1871.

Contract made with John W. Guerrant, dated June 26, 1871, at \$748 per annum.

Leave Helena Monday at 7 a. m.; arrive at Brinkley next day by 12 m.

Leave Brinkley Tuesday at 1 p. m.; arrive at Helena next day by 6 p. m.

ROUTE No. 7515.

From Augusta to Brinkley, 42 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|------------------------------------|
| Zack Thompson, William J. Pate, & William A. Monroe | \$3,500. |
| D. D. Searle | 2,000. |
| Joseph Dillon | 1,500. Withdrawn. (See file 7514.) |
| J. T. Chidester | 1,233. |
| John H. Cole | 1,000. See certificate. |
| R. H. Smith | 825. |
| John C. Bryan | 792. Accepted March 30, 1871. |

Contract made with John C. Bryan, dated March 30, 1871, at \$792 per annum.

Leave Augusta Tuesday and Friday at 6 a. m.; arrive at Brinkley by 8 p. m.

Leave Brinkley Wednesday and Saturday at 6 a. m.; arrive at Augusta by 8 p. m.

ROUTE No. 7516.

From Cotton Plant to Dea Arc, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| J. T. Chidester..... | \$756. |
| John C. Bryan..... | 364. |

(Suspended.)

ROUTE No. 7517.

From Pine Bluff to Warren, 53 miles, returning by Bradley, Saint John, and Randall to Pine Bluff, 52 miles, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Alexander Porter | \$9,500, six times a week. |
| Charles H. Clark..... | 2,500, twice a week. |
| David M. Neel | 1,794, twice a week. |
| David W. Chandler | 1,700. |
| John P. King..... | 1,300. |
| H. M. Vaile..... | 1,075. |
| J. J. Gallaher..... | 995. |
| | 1,600. Invited service. |
| G. T. Williford..... | 888. |
| | 1,748. Invited service. |
| C. F. Bracken & J. H. Hines..... | 545. <i>Accepted March 30, 1871.</i> |
| | 945, twice a week. |

Contract made with C. F. Bracken and J. H. Hines, dated March 30, 1871, at \$545 per annum.

Leave Pine Bluff Monday at 10 a. m.; arrive at Warren next day by 6 p. m.

Leave Warren Wednesday at 6 a. m.; arrive at Pine Bluff next day by 12 m.

ROUTE No. 7518.

From Pine Bluff to Devall's Bluff, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| D. D. Searle | \$2,000. |
| J. J. Gallaher..... | 1,200. |
| John W. Flinn..... | 900. |
| G. T. Williford..... | 894. |
| John P. King..... | 700. |
| Bracken & Hines | 675. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$675 per annum.

Leave Pine Bluff Monday at 6 a. m.; arrive at Devall's Bluff next day by 12 m.

Leave Devall's Bluff Tuesday at 1 p. m.; arrive at Pine Bluff next day by 7 p. m.

ROUTE No. 7519.

From Pine Bluff to Princeton, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| John H. Saunders..... | \$1,000. |
| J. J. Gallaher..... | 990. |
| H. M. Vaile..... | 975. |
| David W. Chandler | 950. |
| Francis Posey | 888. |
| John P. King..... | 675. |
| | 600. |
| D. M. Neel..... | 599. |
| Bracken & Hines | 525. <i>Accepted March 30, 1871.</i> |

Contract ordered with Bracken & Hines, dated March 30, 1871, at \$525 per annum.

Leave Pine Bluff Monday at 7 a. m.; arrive at Princeton next day by 12 m.

Leave Princeton Tuesday at 2 p. m.; arrive at Pine Bluff next day by 7 p. m.

ROUTE No. 7520.

From Pine Bluff to Camden, 74 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| John P. King | \$2,000. |
| J. J. Gallaher..... | 1,390. |
| J. T. Chidester..... | 1,348. |
| David W. Chandler | 1,200. |

| Bidders' names. | Sum per annum. |
|----------------------|------------------------|
| H. M. Vaile..... | \$1,175. |
| John P. King..... | 1,000. |
| R. H. Smith..... | 940. Failing bidder. |
| Bracken & Hines..... | 800. Failing contract. |

Wait for offices.

ROUTE No. 7521.

From Little Rock to Benton, 26 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| John T. Wharton..... | \$9,995 00. |
| D. D. Searle..... | 9,000 00. Routes 7521, 7604, 7612, and 7613 combined. |
| Anderson Arnot..... | 2,700 00. |
| F. K. Wright..... | 2,600 00. |
| Virgil W. Parker..... | 1,975 00. |
| John S. Kellogg..... | 1,825 00. |
| Ulysses E. Fisher..... | 1,820 00. |
| Lyman C. Taylor..... | 1,800 00, four-horse coaches. |
| J. T. Chidester..... | 1,679 00. |
| James W. Parker..... | 1,590 00. |
| Delos T. Parker..... | 1,444 00. |
| D. D. Searle..... | 1,400 00. |
| J. E. Chidester..... | 1,398 00. |
| Enos Wolverton..... | 1,390 00. |
| J. T. Chidester..... | 1,348 00. |
| A. W. Spalding..... | 1,300 00. |
| R. M. Brimmer..... | 1,200 00, four-horse coaches. |
| D. J. Chidester..... | 1,179 00. |
| Jacob Pike..... | 1,150 00. |
| Charles H. Tanner..... | 1,087 00. |
| C. W. Bangs..... | 999 00. |
| J. E. Chidester..... | 939 00. |
| Henry Tisdale..... | 840 00. |
| Bracken & Hines..... | 795 00. |
| Haskell & Cheney..... | 780 00. |
| U. N. Bangs..... | 775 00. |
| J. E. Bangs..... | 495 00. |
| Hiram Van Swall..... | 360 00. |
| J. A. Moon..... | 01. Accepted March 30, 1871. |

Contract drawn and sent to J. A. Moon, dated March 30, 1871, at one cent per annum but never executed.

July 17, 1871. Accepted bidder having failed to begin service, contract with D. J. Chidester, of Little Rock, Arkansas, from July 1, 1871, to December 31, 1871, or until otherwise ordered, at \$1,679 per annum, and re-advertise route, failing bidder being liable.

Contract made with D. J. Chidester, dated July 17, 1871, at \$1,679 per annum.

Leave Little Rock daily, except Sunday, at 6 a. m.; arrive at Benton by 12 m. Leave Benton daily, except Sunday, at 2 p. m.; arrive at Little Rock by 8 p. m.

ROUTE No. 7522.

From Little Rock to Monticello, 100 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Alexander Porter..... | \$8,500. |
| Anderson Arnot..... | 7,000. |
| Ulysses E. Fisher..... | 4,800. |
| R. A. Edgerton & G. W. Dennis..... | 4,800. |
| Jacob Pike..... | 4,779. |
| H. M. Vaile..... | 4,500. |
| Zack Thompson, William J. Pate, & William A. Munroe..... | 4,500. |
| J. T. Chidester..... | 4,474. |
| J. J. Gallaher..... | 4,470. |
| Virgil W. Parker..... | 4,444. |
| Charles A. Clark..... | 4,000. |
| J. E. Chidester..... | 3,994. |
| | 3,973. |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| John S. Kellogg..... | \$3,750. |
| C. W. Bangs..... | 3,500. |
| John P. King..... | 3,400. |
| | 3,400, commence at Pine Bluff. |
| Enos Wolverton..... | 3,298. |
| R. H. Smith..... | 3,236. |
| Bracken and Hines..... | 3,200. |
| Daniel M. Neel..... | 3,088. |
| James W. Parker..... | 2,970. |
| Henry Tisdale..... | 2,750. |
| Delos T. Parker..... | 2,440. |
| A. W. Spalding..... | 2,375. |
| W. N. Bangs..... | 1,950. |
| George Eddington..... | 1,500. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to George Eddington, dated March 30, 1871, at \$1,500 per annum, but never executed.

July 17, 1871. Accepted bidder having failed to begin service, contract with J. T. Chidester, of Little Rock, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$4,474 per annum, and re-advertise route, failing bidder liable.

Contract made with J. T. Chidester, dated July 17, 1871, at \$4,474 per annum.

Leave Little Rock Monday, Wednesday, and Friday at 6 a. m.; arrive at Monticello next day by 12 night.

Leave Monticello Monday, Wednesday, and Friday at 6 a. m.; arrive at Little Rock next day by 12 night.

ROUTE No. 7523.

From Little Rock to Pocahontas, 167 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Zach Thompson..... | \$19,999. |
| Alexander Porter..... | 16,600. |
| James S. C. Rowland..... | 15,000. |
| Daniel McElvain..... | 14,365. |
| Asa Crow..... | 13,000. No certificate. |
| | 13,000. |
| John Love..... | 11,850. |
| R. A. Edgerton and G. W. Dennison..... | 10,000. |
| Anderson Arnot..... | 11,000. |
| J. J. Gallaher..... | 9,995. |
| LeRoy C. Terry..... | 9,800. |
| Samuel O. Buckley..... | 8,373. |
| Adam E. Smith..... | 7,600. |
| | 13,000, six times a week. |
| James W. Parker..... | 7,500. |
| Ulysses E. Fisher..... | 6,990. |
| S. & E. Wolverton..... | 6,971. |
| J. T. Chidester..... | 6,674. |
| Delos T. Parker..... | 6,400. |
| A. W. Spalding..... | 6,000. |
| John S. Kellogg..... | 5,997. |
| Henry Tisdale..... | 5,990. |
| Virgil W. Parker..... | 5,500. |
| Jacob Pike..... | 4,940. |
| Bracken & Hines..... | 4,900. |
| R. H. Smith..... | 4,784. |
| W. N. Bangs..... | 4,475. |
| C. W. Bangs..... | 3,750. <i>Accepted March 30, 1871.</i> |
| George Eddington..... | 2,997. <i>Not properly certified.</i> |

Contract was drawn and sent to C. W. Bangs, dated March 30, 1871, at \$3,750 per annum, but never executed.

July 17, 1871. Accepted bidder having failed to begin service, contract with J. J. Gallaher, of Little Rock, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$9,500 per annum, and re-advertise the route, failing bidder liable.

Contract with J. J. Gallaher was made accordingly.

ROUTE No. 7524.

From Little Rock to Fort Smith, 169 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--|
| V. W. Parker | \$18,900. |
| J. W. Johnson | 18,900. |
| J. E. Chidester | 17,999. |
| F. C. Taylor | 17,000. |
| Alexander Porter | 16,600. |
| Adam E. Smith | 14,900. |
| Anderson Arnot | 14,000. |
| F. P. Sawyer, jr | 13,975. |
| D. D. Searle | 12,900. |
| Owen Fuller | 12,675. |
| Joseph S. C. Rowland | 12,500. |
| William M. Griffith | 11,327. |
| R. A. Edgerton & C. W. Dennison | 10,000. |
| J. J. Cochran | 9,980. |
| J. T. Walton | 9,000. |
| H. M. Vaile | 8,000. |
| S. & E. Wolverton | 6,748. |
| John Hughes & Co | 6,400. |
| J. E. Barren | 5,900. |
| Bracken & Hines | 4,900. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$4,900 per annum. August 12, 1871. Contractors having failed to begin service, annual contract from commencement, and send out new ones with N. M. Newell, of Little Rock, Arkansas, at \$13,750 per annum, from July 1 to December 30, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract made with N. M. Newell, dated August 12, 1871, at \$13,750 per annum. Leave Little Rock Monday, Wednesday, and Friday at 6 a. m.; arrive at Fort Smith third day by 8 p. m.

Leave Fort Smith Monday, Wednesday, and Friday at 6 a. m.; arrive at Little Rock third day by 8 p. m.

ROUTE No. 7525.

From Little Rock to Fort Smith, 150 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Alexander Porter | \$16,200. |
| Joel J. Baker | 15,000. |
| Anderson Arnot | 11,000. |
| F. C. Taylor | 11,000. |
| F. P. Sawyer | 10,000. |
| J. E. Barren | 8,300. |
| Reuben Middleton | 8,300. |
| W. F. Morrill | 7,975. |
| Joseph S. C. Rowland | 7,000. |
| H. M. Vaile | 6,900. |
| Owen Fuller, R. A. Edgerton, & G. W. Dennison | 5,800. |
| Samuel T. Scott | 5,800. |
| Joseph H. Willard | 5,200. |
| William M. Griffith | 4,500. |
| Charles W. Egguier | 4,500. |
| J. E. Chidester | 4,373. |
| J. T. Chidester | 4,333. |
| Enos Wolverton | 4,098. |
| J. C. Trewitt | 4,000. |
| Joseph H. Willard | 3,993. |
| R. H. Smith | 3,333. |
| Bracken & Hines | 3,245. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$3,245 per annum July 19, 1871. Contractors having failed to begin service, annual contract, and send out new ones in the name of John C. Manning, of Fort Smith, Arkansas, at \$4,100 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract made with John C. Manning, dated July 19, 1871, at \$4,600 per annum. Leave Little Rock Tuesday and Friday at 6 a. m.; arrive at Fort Smith third day by 6 p. m.

Leave Fort Smith Monday and Thursday at 6 a. m.; arrive at Little Rock third day by 6 p. m.

ROUTE No. 7526.

From Little Rock to Tulip, 73 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Zachariah Thompson, William J. Pate, & William A. Monroe.... | \$5,000. |
| Anderson Arnot..... | 2,200. |
| J. T. Chidester..... | 1,375. |
| J. J. Gallaher..... | 1,200. |
| J. H. Crutchfield, W. A. Smith... | 1,194. |
| J. E. Chidester..... | 1,173. |
| Francis Posey..... | 994. |
| Bracken & Hines..... | 745. <i>Accepted March 30, 1871.</i> |
| John W. Harrison, (<i>after time</i>)... | 1,200. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$745 per annum.

July 25, 1871. Contractors having failed to begin service, annul contract from commencement, and send out new ones with J. T. Chidester, of Little Rock, Arkansas, at \$1,375 per annum, from July 1 to December 30, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract made with J. T. Chidester, dated July 25, 1871, at \$1,375 per annum.

Leave Little Rock Monday at 7 a. m.; arrive at Tulip next day by 6 p. m.

Leave Tulip Wednesday at 7 a. m.; arrive at Little Rock next day by 6 p. m.

ROUTE No. 7527.

From Little Rock to Austin and back, once a week. Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--|--|
| Zachariah Thompson, William J. Pate, & William A. Monroe.... | \$1,491. Schedule proposed. |
| J. J. Gallaher..... | 900. |
| J. E. Chidester... | 673. Schedule proposed, distance 40 miles. |
| John W. Harrison, (<i>after time</i>)... | 1,600. Schedule proposed. |

(Unnecessary; suspended.)

ROUTE No. 7528.

From Clear Point to Hicks, 34 miles and back, once a week.

No bid.

ROUTE No. 7529.

From Saint Charles to Arkansas Post, 42 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Joseph Dillon..... | \$1,350. Withdrawn; see file 2514. |
| J. J. Gallaher..... | 1,200. |
| C. W. Belknap..... | 1,000. |
| A. Mitchell..... | 750. |
| Dixon Adams..... | 574. <i>Accepted March 30, 1871.</i> |

Contract made with Dixon Adams, dated March 30, 1871, at \$574 per annum.

Leave Saint Charles Monday and Thursday at 6 a. m.; arrive at Arkansas Post by 8 p. m.

Leave Arkansas Post Tuesday and Friday at 6 a. m.; arrive at Saint Charles by 8 p. m.

ROUTE No. 7530.

From Clarendon to Helena, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| A. B. Schroeder..... | \$950. |
| John W. Guerrant..... | 948. |
| Bracken & Hines..... | 675. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$675 per annum. Contractors failed.

Leave Clarendon Tuesday at 1 p. m.; arrive at Helena next day by 6 p. m.

Leave Helena Monday at 6 a. m.; arrive at Clarendon next day by 12 m.

ROUTE No. 7531.

From Huntersville to Little Rock, 1 mile and back, six times a week, in connection with the Memphis and Little Rock Railroad.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Anderson Arnot..... | \$2,000. |
| J. T. Chidester..... | 694. Schedule reversed. |
| W. C. Sutton..... | 993. |
| J. E. Chidester..... | 571. Schedule reversed. |
| M. M. Newell..... | 546. |
| E. H. Smith..... | 333. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to R. H. Smith, dated March 30, 1871, at \$333 per annum, but not executed.

July 17, 1871. Accepted bidder having failed to begin service, contract with Charles E. Tanner, of Little Rock, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$1,850 per annum, and re-advertise route, failing bidder being liable.

Contract drawn and executed accordingly.

Leave Argenta daily, except Sunday, on arrival of cars from Devall's Bluff, say 15 minutes p. m.; arrive at Little Rock by 1 p. m.

Leave Little Rock daily, except Sunday, at 2 p. m.; arrive at Argenta by 2.45 p. m.

ROUTE No. 7532.

From Des Arc to Austin, 30 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|------------------------------------|---|
| J. E. Chidester..... | \$799 00. |
| J. W. Birckhead..... | 750 00, twice a week. |
| | 425 00, twice a week. |
| H. A. Green..... | 375 00. |
| | 750 00, twice a week. |
| | 625 00, twice a week. |
| Bracken & Hines..... | 395 00. |
| | 645 00, twice a week. |
| John H. Taylor..... | 375 00. |
| | 700 00, twice a week. |
| George W. Cormack..... | 260 00. <i>Accepted March 30, 1871.</i> |
| | 520 00. |
| J. A. Garlington, (after time).... | 249 50. |
| | 499 00, twice a week. |

Contract made with George W. Cormack, at \$260.

ROUTE No. 7533.

From Madison to Harrisburgh, 52 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. F. Price..... | \$4,000. |
| Jease Thorn..... | 2,250, two-horse coaches. |
| R. L. Hardin..... | 2,150. |
| S. & E. Wolverton..... | 1,748. |
| Todd W. Beecher..... | 1,570. |
| Joseph Dillon..... | 1,500. Withdrawn; see file 7514. |
| J. J. Gallaher..... | 1,498. |
| J. W. Guerrant..... | 1,219. |
| John H. Cole..... | 1,000. |
| Bracken & Hines..... | 895. <i>Accepted March 30, 1871.</i> |

Contract made with Messrs. Bracker & Hines, dated March 30, 1871, at \$395 per annum.

July 25, 1871. Contractors having failed to begin service, annul contract from commencement, and send out new ones with John W. Guerrant, of Marion, Arkansas, at \$1,800 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract was made accordingly.

Leave Madison Tuesday and Friday at 1 p. m.; arrive at Harrisburgh next day by 7 p. m.

Leave Harrisburgh Monday and Thursday at 6 a. m.; arrive at Madison next day by 12 m.

ROUTE No. 7534.

From Jacksonport to Jonesborough, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. E. Chidester..... | \$1, 173. |
| John R. Boyer | 625. |
| Bracken & Hines | 550. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$550 per annum.
 Leave Jacksonport Friday at 1 p. m.; arrive at Jonesborough next day by 7 p. m.
 Leave Jonesborough Thursday at 7 a. m.; arrive at Jacksonport next day by 12 m.

ROUTE No. 7535.

From Jacksonport to Powhatan, 45 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Daniel McElvain..... | \$2, 290. |
| | 3, 495, twice a week. |
| Israel Dewey | 1, 175. |
| A. O. Edmonston..... | 1, 144. |
| Joseph Dillon..... | 800. <i>Withdrawn; see file 7514.</i> |
| J. R. Boyer | 625. |
| | 1, 200, twice a week. |
| Bracken & Hines | 495. |
| | 800, twice a week. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$800 per annum, for twice a week service.

Leave Jacksonport Tuesday and Friday at 5 a. m.; arrive at Powhatan by 7 p. m.
 Leave Powhatan Monday and Thursday at 5 a. m.; arrive at Jacksonport by 7 p. m.
 November 9, 1871. Annual contract from November 16, 1871, and discontinue service without the usual month's extra pay.

ROUTE No. 7536.

From Jacksonport to Yellville, 119 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Hiram J. Noe..... | \$6, 500. |
| J. J. Gallaher..... | 5, 996. |
| Rollin A. Edgerton and George W. Dennison..... | 5, 800. |
| Daniel McElvain..... | 5, 475. |
| Anderson Arnot..... | 5, 000. |
| Israel Dewey..... | 4, 800. |
| U. E. Fisher | 4, 760. |
| S. and E. Wolverton | 4, 748. |
| John C. Bone..... | 4, 350. |
| Robert C. Bates..... | 4, 300. |
| A. O. Edmonston..... | 4, 248. |
| J. R. Boyer | 3, 900. |
| A. J. Stewart..... | 3, 600. |
| Alexander Porter..... | 2, 451. <i>Accepted March 30, 1871.</i> |
| Bracken & Hines | 3, 200. |

Contract drawn and sent to Alexander Porter, dated March 30, 1871, at \$2,451 per annum, but never executed.

July 17, 1871. Accepted bidder having failed to commence service, contract with George Meucken, of Jacksonport, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$4,368 per annum, and re-advertise routes, failing bidder being liable.

Contract was made accordingly.

Leave Jacksonport Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Yellville in forty-six hours.

Leave Yellville Monday, Wednesday, and Saturday at 1 p. m.; arrive at Jacksonport in forty-six hours.

ROUTE No. 7537.

From Harrisburgh to Gainesville, 54 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Daniel McElvain..... | \$3,500. |
| H. E. Robinson..... | 2,200, two-horse coach. |
| R. L. Hardin..... | 2,150. |
| S. & E. Wolverton..... | 1,771. |
| Jesse Thorn..... | 1,750, horseback. |
| J. J. Gallaher..... | 1,800. |
| John W. Guenaut..... | 1,249. |
| Todd W. Beecher..... | 1,245. |
| John G. Lockheart..... | 990. |
| Bracken & Hines..... | 945. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$945 per annum.

Leave Harrisburgh Monday and Thursday at 6 a. m.; arrive at Gainesville next day by 12 m.

Leave Gainesville Tuesday and Friday at 1 p. m.; arrive at Harrisburgh next day by 7 p. m.

September 20, 1871. Contractors having failed, contracts annulled; contracts were ordered and made with Samuel T. Miller, from September 1, at \$1,400 a year.

ROUTE No. 7538.

From Gainesville to Bloomfield, 74 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Zachariah Thompson, W. J. Pate, and W. A. Monroe..... | \$7,500. |
| John G. Lockheart..... | 1,700. |
| Joseph Dillon..... | 1,700. <i>Withdrawn; see file 7514.</i> |
| J. J. Gallaher..... | 1,690. |
| Bracken & Hines..... | 1,445. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,445 per annum.

Leave Gainesville Monday and Thursday at 5 a. m.; arrive at Bloomfield next day by 7 p. m.

Leave Bloomfield Tuesday and Friday at 5 a. m.; arrive at Gainesville next day by 7 p. m.

September 20, 1871. Contractors having failed, their contracts were annulled, and contracts ordered with Samuel T. Miller, from August 31, at \$1,800.

ROUTE No. 7539.

From Gainesville to Pocahontas, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Joseph Dillon..... | \$600. <i>Withdrawn; see file 7514.</i> |
| Joseph P. Martin..... | 395. |
| Bracken & Hines..... | 375. |
| John G. Lockheart..... | 369. <i>Accepted March 30, 1871.</i> |

Contract made with John G. Lockheart, dated March 30, 1871, at \$369 per annum.

Leave Gainesville Saturday at 7 a. m.; arrive at Pocahontas by 6 p. m.

Leave Pocahontas Friday at 7 a. m.; arrive at Gainesville by 6 p. m.

ROUTE No. 7540.

From Pocahontas to Hick's Ferry, 37 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Joseph P. Martin..... | \$530. |

(Not needed; suspended.)

ROUTE No. 7541.

From Pocahontas to Thomasville, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Bracken & Hines..... | \$595. |
| Samuel O. Buckley..... | 535. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel O. Buckley, dated March 30, 1871, at \$535 per annum.

Leave Pocahontas Saturday at 1 p. m.; arrive at Thomasville next day by 7 p. m.

Leave Thomasville Friday at 6 a. m.; arrive at Pocahontas next day by 12 m.

ROUTE No. 7542.

From Pocahontas to Pineville, 88 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. N. Nicks & Co..... | \$1,500, begin at Powhatan. |
| Israel Dewey..... | 1,090. |
| Samuel O. Buckley..... | 895. |
| Bracken & Hines..... | 845. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$845 per annum.
 Leave Pocahontas Tuesday at 7 a. m.; arrive at Pineville Thursday at 12 m.
 Leave Pineville Thursday at 1 p. m.; arrive at Pocahontas Saturday at 5 p. m.

ROUTE No. 7543.

From Elm Store to Gatewood, Missouri, 8 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---|--|
| Paulser W. Smelser, (<i>after time</i>).. | \$100. <i>Accepted March 30, 1871.</i> |

Contract made with Paulser W. Smelser, dated March 30, 1871, at \$100 per annum.
 Leave Elm Store Tuesday at 8 a. m.; arrive at Gatewood by 11 a. m.
 Leave Gatewood Tuesday at 12 m.; arrive at Elm Store by 3 p. m.

ROUTE No. 7544.

From Powhatan to Sharp's Cross-Roads, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|------------------------------------|
| A. O. Edmonston..... | \$498. |
| W. B. Hudderston..... | 450. |
| Bracken & Hines..... | 425. |
| J. H. Rogers..... | 425. <i>Accepted June 7, 1871.</i> |

Contract made with J. H. Rogers, dated June 7, 1871, at \$425 per annum.
 Leave Powhatan Tuesday at 7 a. m.; arrive at Sharp's Cross-Roads by 6 p. m.
 Leave Sharp's Cross-Roads Monday at 7 a. m.; arrive at Powhatan by 6 p. m.

ROUTE No. 7545.

From Smithville to La Crosse, 32 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Owen Tuller..... | \$1,308. |
| J. E. Chidester..... | 1,193. |
| J. N. Nicks & Co..... | 850. |
| Israel Dewey..... | 796. |
| John C. Bone..... | 748. |
| Bracken & Hines..... | 695. |
| Samuel O. Buckley..... | 685. |
| Joseph M. Stith..... | 520. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph M. Stith, dated March 30, 1871, at \$520 per annum.
 Leave Smithville Tuesday and Friday at 7 a. m.; arrive at La Crosse by 5 p. m.
 Leave La Crosse Wednesday and Saturday at 7 a. m.; arrive at Smithville by 5 p. m.

ROUTE No. 7546.

From Smithville to Gainesville, 51 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Owen Tuller..... | \$2,244. |
| Alexander Porter..... | 1,900. |
| A. O. Edmonston..... | 1,589. |
| John G. Lockheart..... | 1,440. |
| Joseph Dillon..... | 1,400. <i>Withdrawn; see file 7514.</i> |
| J. J. Gallsner..... | 1,296. |
| Bracken & Hines..... | 895. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$895 per annum.

Leave Smithville Monday and Wednesday at 7 a. m.; arrive at Gainesville next days by 12 m.

Leave Gainesville Tuesday and Thursday at 1 p. m.; arrive at Smithville next days by 6 p. m.

ROUTE No. 7547.

From Batesville to Clinton, 64 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|--------------------------|
| Owen Tuller | \$1,450. | |
| Daniel McElvaine..... | 1,440. | |
| Alexander Porter..... | 1,400. | |
| William J. Pate & Zachariah Thompson | 1,199. | |
| J. R. Boyer | 1,150. | |
| Anderson Arnot..... | 1,100. | |
| H. M. Vaile..... | 1,100. | |
| Alison Witt..... | 950. | |
| J. J. Gallaher | 949. | |
| Robert C. Bates | 900. | |
| J. R. Birdsong..... | 900. | Schedule proposed. |
| Zachariah Thompson, William J. Pate, & William A. Monroe. | 847. | |
| George W. Ball | 775. | |
| John R. Patterson..... | 754. | |
| Bracken & Hines | 595. | |
| Mount & Gaylor | 494. | Accepted March 30, 1871. |

Contract made with Mount & Gaylor, dated March 30, 1871, at \$494 per annum.

Leave Batesville Monday at 6 a. m.; arrive at Clinton next day by 12 m.

Leave Clinton Tuesday at 1 p. m.; arrive at Batesville next day by 7 p. m.

ROUTE No. 7548.

From Batesville to Marshall, 79 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|--------------------------|
| Owen Tuller | \$3,318. | |
| Daniel McElvaine..... | 2,940. | |
| Alexander Porter..... | 2,750. | |
| J. J. Gallaher | 2,490. | |
| Ulysses E. Fisher..... | 2,370. | |
| Anderson Arnot | 2,200. | |
| Zachariah Thompson & William J. Pate | 1,999. | |
| A. O. Edmonston | 1,994. | |
| Robert C. Bates | 1,976. | |
| Zachariah Thompson and Wil- liam J. Pate & Co | 1,899. | No guarantee. |
| J. E. Chidester..... | 1,699. | |
| Bracken & Hines | 1,245. | Accepted March 30, 1871. |
| (After time.) | | |
| Green Ross..... | 2,484. | |
| Mount & Gaylor | 1,500. | |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,245 per annum.

Leave Batesville Monday and Thursday at 6 a. m.; arrive at Marshall next days by 6 p. m.

Leave Marshall Monday and Thursday at 6 a. m.; arrive at Batesville next days by 6 p. m.

1871. Contractors failed; order issued for new contract with George Meneker, at \$2,496 per annum, from July 17, 1871, which was done.

ROUTE No. 7549.

From Black Oak to North Fork, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|----------------------------------|
| Daniel McElvaine..... | \$1,495. | |
| J. N. Nicks & Co | 700. | Begin at Black Oak or La Crosse. |
| Albert O. Edmonston..... | 644. | |
| Joseph M. Smith | 519. | |

(Suspended.)

ROUTE No. 7550.

From Batesville to Ash Flat, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--------------------------------------|
| Daniel McElvain..... | \$1,095. |
| Alexander Porter..... | 790. |
| Reuben J. Wilson..... | 600. |
| J. R. Boyer..... | 600. |
| William P. Huddleston, jr..... | 548. See letter with bid. |
| Reuben J. Wilson..... | 500. Schedule proposed. |
| A. O. Edmonston..... | 494. |
| Bracken & Hines..... | 395. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$395 per annum.
 Leave Batesville Monday at 6 a. m.; arrive at Ash Flat by 7 p. m.
 Leave Ash Flat Tuesday at 6 a. m.; arrive at Batesville by 7 p. m.

ROUTE No. 7551.

From La Crosse to Riggsville, 32 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| J. E. Chidester..... | \$951. |
| Israel Dewey..... | 848. |
| John C. Bone..... | 798. Invited service. |
| J. N. Nicks & Co..... | 450. |
| | 850. Invited service. |
| Bracken & Hines..... | 395. |
| Joseph M. Stith..... | 310. |
| | 500. Twice a week. <i>Accepted March 30, 1871.</i> |
| Mount & Gaylor, (after time)..... | 320. |
| | 600. Invited service. |

Contract made with Joseph M. Stith, dated March 30, 1871, at \$500 per annum for service twice a week.
 Leave La Crosse Tuesday and Saturday at 7 a. m.; arrive at Riggsville by 6 p. m.
 Leave Riggsville Tuesday and Saturday at 7 a. m.; arrive at La Crosse by 6 p. m.

ROUTE No. 7552.

From La Crosse to Pilot Hill, 28 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|---|
| J. E. Chidester..... | \$1,169 00. |
| J. N. Nicks & Co..... | 800 00. |
| Israel Dewey..... | 685 00. |
| John C. Bone..... | 648 50. |
| Samuel O. Buckley..... | 605 00. |
| Bracken & Hines..... | 550 00. |
| Joseph M. Stith..... | 498 00. <i>Accepted March 30, 1871.</i> |
| Sterlin W. Davis, (after time).... | 580 00. |

Contract made with Joseph M. Stith, dated March 30, 1871, at \$498 per annum.

ROUTE No. 7553.

From Pilot Hill to Gainesville, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Alexander Porter..... | \$1,551. |
| H. M. Vaile..... | 900. |
| J. N. Nicks & Co..... | 900. |
| A. O. Edmonston..... | 684. |
| Bracken & Hines..... | 550. <i>Accepted March 30, 1871. (Failed.)</i> |
| S. W. Davis, (after time)..... | 560. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$550 per annum.
 Leave Pilot Hill Thursday at 7 a. m.; arrive at Gainesville next day by 12 m.
 Leave Gainesville Friday at 2 p. m.; arrive at Pilot Hill next day by 6 p. m.

ROUTE No. 7554.

From Searcy to West Point, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. E. Chidester | \$949. |
| Bracken & Hines | 300. |
| William Black | 290. |
| William Burrow | 250. <i>Accepted March 30, 1871.</i> |
| T. C. & J. H. Black | 735. No certificate. |

Contract made with William Burrow, dated March 30, 1871, at \$250 per annum.

Leave Searcy Tuesday and Friday at 9 a. m., or in time to connect with mail-boat; arrive at West Point in three hours.

Leave West Point Tuesday and Friday on arrival of mail-boat; arrive at Searcy in three hours.

ROUTE No. 7555.

From Searcy to Clinton, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| William Burrow | \$1,500. |
| H. M. Vaile | 950. |
| J. J. Gallaher | 949. |
| T. C. & J. H. Black | 790. |
| Bracken Hines | 700. |
| William B. Thompson | 695. |
| Robert Lankford | 647. |
| William Black | 590. |
| John P. Saunders | 497. <i>Accepted March 30, 1871.</i> |

Contract made with John P. Saunders, dated March 30, 1871, at \$497 per annum.

Leave Searcy Wednesday at 7 a. m.; arrive at Clinton next day by 5 p. m.

Leave Clinton Friday at 7 a. m.; arrive at Searcy next day by 5 p. m.

ROUTE No. 7556.

From Searcy to Kinderhook, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Alexander Porter | \$1,121. |
| H. M. Vaile | 800. |
| William Burrow | 750. |
| Zach. Thompson, William J. Pate, and William A. Monroe | 749. |
| T. C. & J. H. Black | 590. |
| A. R. Witt | 550. |
| William Black | 490. |
| Jones Watson | 450. |
| Bracken & Hines | 425. <i>Accepted March 30, 1881. (Failed.)</i> |
| Mount & Gaylor, (after time) | 375. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$425 per annum.

Leave Searcy Monday at 6 a. m.; arrive at Kinderhook by 8 p. m.

Leave Kinderhook Tuesday at 6 a. m.; arrive at Searcy by 8 p. m.

ROUTE No. 7557.

From Stony Point to Springfield, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Pate & Thompson | \$1,098. |
| Alexander Porter | 1,000. |
| John R. Patterson | 544. |
| Bracken & Hines | 495. |
| A. B. Gaylor | 442. <i>Accepted March 30, 1871.</i> |

Contract made with A. B. Gaylor, dated March 30, 1871, at \$442 per annum.

Leave Stony Point Tuesday at 2 p. m.; arrive at Springfield next day by 6 p. m.

Leave Springfield Monday at 7 a. m.; arrive at Stony Point next day by 12 m.

ROUTE No. 7558.

From Lewisburgh to Perryville, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| J. E. Chidester | \$749. |
| William M. Boles | 594. |
| Thomas J. Holmes | 190. |
| George Schott | 158. |
| Christopher C. Brown | 140. <i>Accepted March 30, 1871.</i> |

Contract made with Christopher C. Brown, dated March 30, 1871, at \$140 per annum
 Leave Lewisburgh Saturday at 2 p. m.; arrive at Perryville by 7 p. m.
 Leave Perryville Saturday at 7 a. m.; arrive at Lewisburgh by 12 m.
 July 18, 1871. Accepted bidder having failed to begin service, contract with T. J. Holmes, of Lewisburgh, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$208 per annum, and re-advertise route, failing bidder being liable.
 Contract was made accordingly.

ROUTE No. 7559.

From Lewisburgh to Hick's, 68 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| William M. Griffith | \$1,900. |
| J. J. Gallaher | 1,500. |
| H. M. Vaile | 1,175. |
| Alexander Porter | 1,121. |
| Bracken & Hines | 745. |
| Christopher C Brown | 650. |

(No offices. Omit.)

ROUTE No. 7560.

From Clinton to Buffalo City, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| William M. Griffith | \$1,493. |
| John T. Pistole | 1,190. |
| H. M. Vaile | 1,175. |
| Thompson & Pate | 998. |
| J. J. Gallaher | 999. |
| Thompson, Parte & Monroe | 797. |
| Bracken & Hines | 750. |
| William J. Noe | 750. |
| Pinckney P. Alexander | 597. |
| William Black | 575. |
| A. B. Gaylor and Miles Mount | 645. |

(No offices. Omit.)

ROUTE No. 7561.

From Clinton to Lewisburgh, 44 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| William M. Griffith | \$1,376. |
| Joseph Dillon | 1,300. <i>Withdrawn; see file 1514.</i> |
| H. M. Vaile | 1,100. |
| Alexander Porter | 1,000. |
| J. J. Gallaher | 999. |
| Robert C. Lankford | 847. |
| John R. Patterson | 840. |
| Bracken & Hines | 795. |
| Lovel & Dean | 789. <i>No certificate.</i> |
| Anthanes B. Gaylor | 728. |
| John Gadberry | 699. |
| William Black | 645. |
| Mount & Gaylor | 620. <i>Accepted March 30, 1871.</i> |

Contract made with Mount & Gaylor, dated March 30, 1871, at \$620 per annum.
 Leave Clinton Monday and Thursday at 6 a. m.; arrive at Lewisburgh by 7 p. m.
 Leave Lewisburgh Tuesday and Friday at 6 a. m.; arrive at Clinton by 7 p. m.

ROUTE No. 7562.

From Clinton to Russellville, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Joseph S. C. Rowland | \$2, 200. |
| William M. Boles | 1, 195. |
| J. E. Chidester..... | 1, 153. |
| | 989. |
| Zach. Thompson & William J. Pate | 985. |
| M. H. Caldwell | 949. |
| J. J. Gallaher..... | 949. |
| John R. Patterson | 899. |
| William M. Griffith | 893. |
| H. M. Vaile..... | 890. |
| Thompson, Pate & Monroe | 721. |
| William Black..... | 690. |
| Bracken & Hines | 575. |
| A. J. Stewart | 474. |
| Mount & Gaylor | 450. <i>Accepted March 30, 1871.</i> |

Contract made with Mount & Gaylor, dated March 30, 1871, at \$450 per annum.
 Leave Clinton Tuesday at 7 a. m.; arrive at Russellville next day by 12 m.
 Leave Russellville Wednesday at 1 p. m.; arrive at Clinton next day by 6 p. m.

ROUTE No. 7563.

From Marshall to Jasper, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| M. H. Caldwell | \$990 00. |
| Alexander Porter | 971 00. |
| Thompson & Pate | 894 00. |
| Joseph Dillon..... | 800 00. |
| James R. Vandepool | 675 00. <i>Withdrawn; see file 7514.</i> |
| William Black | 575 00. |
| Bracken & Hines | 495 00. |
| James A. Ham | 494 50. |
| William Houston | 399 00. |
| A. J. Stewart | 385 00. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| A. C. Phillips | 339 00. |
| Mount & Gaylor | 500 00. |

Contract made with A. J. Stewart, dated March 30, 1871, at \$385 per annum.
 Leave Marshall Wednesday at 7 a. m.; arrive at Jasper next day by 12 m.
 Leave Jasper Thursday at 1 p. m.; arrive at Marshall next day by 6 p. m.

ROUTE No. 7564.

From Marshall to Dover, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Thompson & Pate | \$999 00. |
| Alexander Porter | 971 00. |
| M. H. Caldwell | 949 00. |
| H. M. Vaile..... | 900 00. |
| William M. Griffith | 889 00. |
| Bracken & Hines | 645 00. |
| William Black..... | 545 00. |
| A. J. Stewart | 520 00. |
| James A. Ham..... | 494 50. <i>Accepted March 30, 1871.</i> |

Contract made with James A. Ham, dated March 30, 1871, at \$494.50 per annum.
 Leave Marshall Tuesday at 10 a. m.; arrive at Dover next day by 4 p. m.
 Leave Dover Thursday at 10 a. m.; arrive at Marshall next day by 4 p. m.

ROUTE No. 7565.

From Dover to Rolling Prairie, 76 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|-------------------------------|
| Alexander Porter | \$1,491. |
| Joseph H. Willard | 1,374. |
| H. M. Vaile | 1,200. |
| William M. Griffith | 1,098. |
| M. H. Caldwell | 994. |
| Bracken & Hines | 745. |
| T. J. Morrison | 695. Schedule reversed. |
| A. J. Stewart | 600. |
| William Black | 540. Accepted March 30, 1871. |
| Mount & Gaylor, (after time)..... | 750. |

Contract made with William Black, dated March 30, 1871, at \$540 per annum.
 Leave Dover Wednesday at 6 a. m.; arrive at Rolling Prairie next day by 7 p. m.
 Leave Rolling Prairie Monday at 6 a. m.; arrive at Dover next day by 7 p. m.

ROUTE No. 7566.

From Russellville to Danville, 25 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Anderson Arnot | \$1,700. |
| J. J. Gallaher | 1,250. |
| William M. Boles | 994. |
| William M. Griffith | 969. |
| Bracken & Hines | 845. Accepted March 30, 1871. (Failed.) |

Contract made with Bracken & Hines, dated March 30, 1871, at \$845 per annum.
 Leave Russellville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Danville by 12 m.
 Leave Danville Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Russellville by 7 p. m.

ROUTE No. 7567.

From Dardenelles to Fort Smith, 95 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------|
| D. D. Searle | \$3,000. |
| Alexander Porter | 2,951. |
| Francis C. Taylor | 2,490. |
| Joseph Dillon | 1,300. Withdrawn. |
| H. M. Vaile | 1,200. |
| J. J. Gallaher | 1,200. |
| Joseph H. Willard | 1,194. |
| Blaney Harper | 1,175. |
| John C. Manning | 973. |
| Bracken & Hines | 945. |
| A. J. Stewart | 936. |
| William M. Boles | 894. |
| Joseph H. Willard | 878. Accepted March 30, 1871. |
| J. J. Baker, (after time) | 1,997. |

Contract made with Joseph H. Willard, dated March 30, 1871, at \$878 per annum.
 Leave Dardenelles Monday at 6 a. m.; arrive at Fort Smith third day by 12 m.
 Leave Fort Smith Wednesday at 1 p. m.; arrive at Dardenelles third day by 7 p. m.

ROUTE No. 7568.

From Dardenelles to Waldron, 73 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------|
| Alexander Porter | \$2,951. |
| H. M. Vaile | 1,200. |
| J. J. Gallaher | 1,200. |
| T. & T. J. Mills | 1,180. |
| Joseph H. Willard | 1,113. |
| G. T. Williford | 1,094. |
| T. & T. J. Mills | 1,000. |
| William M. Boles | 894. |
| William M. Griffith | 833. |
| Blaney Harper | 800. |
| Bracken & Hines | 745. |
| A. J. Stewart | 624. Accepted March 30, 1871. |
| J. J. Baker, (after time) | 1,500. |

Contract made with A. J. Stewart, dated March 30, 1871, at \$624 per annum.
 Leave Dardenelles Monday at 7 a. m.; arrive at Waldron next day by 6 p. m.
 Leave Waldron Wednesday at 7 a. m.; arrive at Dardenelles next day by 6 p. m.

ROUTE No. 7569.

From Yellville to Forsythe, 52 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|-----------------------------------|
| Alexander Porter..... | \$1,700. | |
| J. J. Gallaher..... | 1,496. | |
| A. O. Edmonston..... | 1,487. | |
| H. M. Vaile..... | 1,400. | |
| William M. Griffith..... | 1,397. | |
| Joseph Dillon..... | 1,300. | Withdrawn; see file 7514. |
| J. C. Austin..... | 1,294. | |
| Lewis Stephens..... | 994. | |
| Hiram J. Noe..... | 985. | |
| A. J. Stewart..... | 936. | |
| Bracken & Hines..... | 900. | Accepted March 30, 1871. (Failed) |
| Mount & Gaylor, (after time)..... | 1,000. | |

Contract made with Bracken & Hines, dated March 30, 1871, at \$900 per annum.
 Leave Yellville Monday and Thursday at 7 a. m.; arrive at Forsythe next day by 12 m.
 Leave Forsythe Tuesday and Friday at 1 p. m.; arrive at Yellville next day by 6 p. m.

ROUTE No. 7570.

From Yellville to Clinton, 59 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---------------------------|
| Alexander Porter..... | \$1,100. | |
| J. E. Chidester..... | 969. | |
| H. M. Vaile..... | 950. | |
| John R. Patterson..... | 899. | See guarantee. |
| William M. Griffith..... | 897. | |
| A. O. Edmonston..... | 859. | |
| J. C. Austin..... | 824. | |
| Thompson & Pate..... | 799. | |
| Thompson, Pate & Munroe..... | 749. | |
| Joseph Dillon..... | 700. | Withdrawn; see file 7514. |
| Lewis Stephens..... | 699. | |
| J. J. Gallaher..... | 699. | |
| Bracken & Hines..... | 645. | |
| A. J. Stewart..... | 620. | |
| William Black..... | 575. | |
| Mount & Gaylor..... | 544. | |
| Hiram J. Noe..... | 496. | Accepted March 30, 1871. |

Contract with Hiram J. Noe, dated March 30, 1871, at \$496 per annum.
 Leave Yellville Wednesday at 7 a. m.; arrive at Clinton next day by 6 p. m.
 Leave Clinton Friday at 7 a. m.; arrive at Yellville next day by 6 p. m.

ROUTE No. 7571.

From Yellville to Fayetteville, 121 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Francis C. Taylor..... | \$9,900. |
| E. A. Edgarton & G. W. Deni- son..... | 5,800. |
| Anderson Arnot..... | 5,000. |
| William M. Griffith..... | 4,993. |
| J. J. Gallaher..... | 4,900. |
| H. W. Vaile..... | 4,900. |
| Ulysses E. Fisher..... | 4,800. |
| Reuben Middleton..... | 4,600. |

| Bidders' names. | Sum per annum. |
|----------------------|---------------------------------|
| Enos Wolverton..... | 3,993. |
| A. O. Edmonston..... | 3,990. |
| J. E. Barrow..... | 3,850. |
| Samuel H. Irwin..... | 3,399. |
| T. J. Morrison..... | 3,450. |
| Rauth & Raines..... | 3,350. See guarantee. |
| William Black..... | 3,350. |
| Bracken & Hines..... | 3,200. |
| A. J. Stewart..... | 3,025. |
| G. W. R. Smith..... | 2,940. |
| William F. Orr..... | 2,691. |
| Hiram J. Noe..... | 2,450. Accepted March 30, 1871. |

Contract made with Hiram J. Noe, dated March 30, 1871, at \$2,450 per annum.
 Leave Yellville Monday, Wednesday, and Friday at 6 a. m.; arrive at Fayetteville third days by 6 p. m.

Leave Fayetteville Monday, Wednesday, and Friday at 6 a. m.; arrive at Yellville third days by 6 p. m.

ROUTE No. 7572.

From Harrison to Forsythe, Missouri, 42 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| James R. Vanderpool..... | \$1,500, three times a week. |
| W. F. Orr..... | 1,400, three times a week. |
| Joseph Dillon..... | 1,200. Withdrawn; see files 7514. |
| James R. Vanderpool..... | 1,200. |
| William M. Griffith..... | 1,198. |
| H. M. Vaile..... | 1,195. |
| A. O. Edmonston..... | 1,189. |
| J. J. Gallaher..... | 1,749, three times a week. |
| | 1,150. |
| | 1,500, three times a week. |
| Enos Wolverton..... | 1,148. |
| | 1,398, three times a week. |
| J. J. Brown..... | 1,000, three times a week. |
| Lewis Stephens..... | 899. |
| Alexander F. Davis..... | 790. |
| Buckley & Hines..... | 750. |
| | 995, three times a week. |
| A. J. Stewart..... | 624. |
| | 936, three times a week. Accepted March 30, 1871. |
| William Black..... | 590. |
| (After time.) | |
| Alexander F. Davis..... | 940. Invited service. |
| John Jones..... | 1,000. |
| | 1,200, twice a week. |

Contract made with A. J. Stewart, dated March 30, 1871, at \$936 per annum, for three times a week service.

Leave Harrison Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Forsythe by 6 p. m.

Leave Forsythe Monday, Wednesday, and Friday at 6 a. m.; arrive at Harrison by 6 p. m.

A. J. Stewart failed.

ROUTE No. 7573.

From Whiteville to Bennett's River, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------|
| J. E. Chidester..... | \$991. |
| A. O. Edmonston..... | 463. |
| Bracken & Hives..... | 375. |
| Henry C. Jones..... | 312. |
| Hiram J. Noe..... | 300. |
| Joseph M. Stith..... | 248. Accepted March 30, 1871. |

Contract made with Joseph M. Stith, dated March 30, 1871, at \$248 per annum.

Leave Whiteville Tuesday at 6 a. m.; arrive at Bennett's River by 5 p. m.

Leave Bennett's River Wednesday at 6 a. m.; arrive at Whiteville by 5 p. m.

ROUTE No. 7574.

From Jasper to Huntsville, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| J. C. Austin | \$797. |
| William M. Griffith | 783. |
| James R. Vanderpool | 675. |
| Bracken & Hines | 550. |
| Lewis Stephens | 499. |
| William Black | 495. |
| James Mitchell | 474. |
| A. J. Stewart | 468. |
| William Houston | 390. |
| A. C. Phillips | 339. <i>Accepted March 30, 1871.</i> |
| E. W. R. Smith | 600. |
| A. C. Phillips, (after time) | 300. |

Contract made with A. C. Phillips, dated March 30, 1871, at \$339 per annum.
 Leave Jasper Wednesday at 1 p. m.; arrive at Huntsville next day by 5 p. m.
 Leave Huntsville Friday at 8 a. m.; arrive at Jasper by 12 m.

ROUTE No. 7575.

From Clarksville to Charleston, 38 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Thompson, Pate & Monroe | \$3,000. |
| Henderson Jacobs | 1,600, extend to Fort Smith. |
| H. M. Vaile | 1,400. |
| Anderson Arnot | 1,300. |
| J. C. Austin | 1,194. |
| Enos Wolverton | 1,048. |
| W. S. Jones | 998. |
| Blaney Harper | 800. |
| Bracken & Hines | 745. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$745 per annum.
 Leave Clarksville Monday and Thursday at 6 a. m.; arrive at Charleston by 6 p. m.
 Leave Charleston Tuesday and Friday at 6 a. m.; arrive at Clarksville by 6 p. m.
 Bracken & Hines reported as failing in August, 1871; route re-let.

ROUTE No. 7576.

From Clarksville to Harrison, 83 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. C. Austin | \$1,425. |
| H. M. Vaile | 1,400. |
| Joseph H. Willard | 1,337. |
| James A. Conrad | 1,149. No certificate. |
| William M. Griffith | 998. |
| William Houston | 800. |
| Jones Wynne | 800. |
| Lewis Stephens | 799. |
| A. J. Stewart | 780. |
| James R. Vanderpool | 775. |
| N. W. Henderson | 750. |
| Bracken & Hines | 724. |
| Alexander F. Davis | 580. <i>Accepted March 30, 1871.</i> |

Contract made with Alexander F. Davis, dated March 30, 1871, at \$580 per annum.
 Leave Clarksville Monday at 6 a. m.; arrive at Harrison third day by 1 p. m.
 Leave Harrison Wednesday at 2 p. m.; arrive at Clarksville third day by 8 p. m.

ROUTE No. 7577.

From Ozark to Huntsville, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|--------------------------------------|
| Thompson, Pate & Monroe..... | \$4,000. |
| J. C. Austin..... | 1,300. |
| A. M. Vaile..... | 900. |
| William M. Griffith..... | 796. |
| George C. Shreve..... | 569. |
| Bracken & Hines..... | 550. |
| William Black..... | 540. |
| Lew's Stephens..... | 499. |
| G. W. R. Smith..... | 499. |
| John M. Caldwell..... | 488. |
| A. J. Stewart..... | 468. <i>Accepted March 30, 1871.</i> |

Contract made with A. J. Stewart, dated March 30, 1871, at \$468 per annum.
 Leave Ozark Friday at 1 p. m.; arrive at Huntsville next day by 7 p. m.
 Leave Huntsville Thursday at 6 a. m.; arrive at Ozark by 12 m.

ROUTE No. 7578.

From Huntsville to Washburn, Missouri, 52 miles and back.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| William F. Orr..... | \$1,100. |
| Thompson & Pate..... | 999. |
| William M. Griffith..... | 963. |
| Samuel H. Irwin..... | 800. |
| H. M. Vaile..... | 700. |
| E. G. Suttle..... | 600. |
| Bracken & Hines..... | 550. |
| Lewis Stephens..... | 519. |
| James A. Joy..... | 457. |
| William Black..... | 470. |
| James Phillips..... | 349. <i>Accepted March 30, 1871.</i> |
| A. J. Stewart..... | 41. |
| A. C. Phillips, (after time)..... | 490. |



Contract made with James Phillips, dated March 30, 1871, at \$349 per annum.
 Leave Huntsville Tuesday at 7 a. m.; arrive at Washburn next day by 11 a. m.
 Leave Washburn Wednesday at 1 p. m.; arrive at Huntsville next day by 5 p. m.

ROUTE No. 7579.

From Huntsville to Bentonville, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| J. C. Austin..... | \$983. |
| William M. Griffith..... | 831. |
| H. M. Vaile..... | 700. |
| John M. Caldwell..... | 474. |
| John Irvin..... | 450. |
| G. W. R. Smith..... | 450. |
| William Black..... | 445. |
| Bracken & Hines..... | 410. |
| Lewis Stephens..... | 399. |
| George C. Shreve..... | 362. |
| A. J. Stewart..... | 312. |
| James Phillips..... | 224. <i>Accepted March 30, 1871.</i> |

Contract made with James Phillips, dated March 30, 1871, at \$224 per annum.
 Leave Huntsville Monday at 6 a. m.; arrive at Bentonville by 7 p. m.
 Leave Bentonville Tuesday at 6 a. m.; arrive at Huntsville by 7 p. m.

ROUTE No. 7580.

From Carrollton to Cassville, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| J. C. Austin..... | \$1,095. |
| William F. Orr..... | 1,000. |
| J. T. Rines..... | 995. |
| Franklin E. Smith..... | 850. |
| Samuel H. Irwin..... | 800. |
| H. M. Vaile..... | 800. |

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| M. D. Smith..... | \$560. |
| Bracken & Hines..... | 550. |
| William Black..... | 540. |
| Lewis Stephens..... | 499. |
| James Lee..... | 469. |
| A. J. Stewart..... | 416. <i>Accepted March 30, 1871.</i> |

Contract made with A. J. Stewart, dated March 30, 1871, at \$416 per annum.
Leave Carrollton Tuesday at 1 p. m. ; arrive at Cassville next day by 5 p. m.
Leave Cassville Monday at 7 a. m. ; arrive at Carrollton next day by 12 m.

ROUTE No. 7581.

From Carrollton to Galena, Missouri, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Hugh L. Routh..... | \$1,000. |
| William M. Boles..... | 994. |
| Samuel H. Irvin..... | 900. |
| Henry W. Inman..... | 895. |
| William M. Griffith..... | 829. |
| H. M. Vaile..... | 750. |
| James Lee..... | 599. |
| Bracken & Hines..... | 550. |
| Lewis Stephens..... | 499. |
| William Black..... | 495. |
| A. J. Stewart..... | 416. <i>Accepted March 30, 1871.</i> |

Contract made with A. J. Stewart, dated March 30, 1871, at \$416 per annum.
Leave Carrollton Monday at 7 a. m. ; arrive at Galena next day by 12 m.
Leave Galena Tuesday at 1 p. m. ; arrive at Carrollton next day by 6 p. m.

ROUTE No. 7582.

From Bentonville to Cincinnati, 41½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| H. M. Vaile..... | \$690 00. |
| William M. Griffith..... | 521 00. |
| Alexander C. Robinson..... | 499 20. |
| William Black..... | 479 00. |
| William S. Derrick..... | 469 00. |
| John Burket..... | 450 00. |
| John Irvin..... | 448 00. |
| Bracken & Hines..... | 410 00. |
| Lewis Stephens..... | 399 00. |
| William Black..... | 390 00. |
| Wilson Shreve..... | 350 00. <i>Accepted March 30, 1871.</i> |

Contract made with Wilson Shreve, dated March 30, 1871, at \$350 per annum.
Leave Bentonville Monday at 6 a. m. ; arrive at Cincinnati by 7 p. m.
Leave Cincinnati Tuesday at 6 a. m. ; arrive at Bentonville by 7 p. m.

ROUTE No. 7583.

From Bentonville to Maysville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| J. E. Chidester..... | \$1,169 00. |
| F. C. Taylor..... | 400 00. |
| H. M. Vaile..... | 370 00. |
| William Black..... | 359 00. |
| Bracken & Hines..... | 345 00. |
| John C. Butler..... | 297 00. |
| Lewis Stephens..... | 294 00. |
| John Irvin..... | 250 00. |
| Alexander C. Robinson..... | 247 50. |
| William Black..... | 240 00. |
| Wilson Shreve..... | 180 00. <i>Accepted March 30, 1871.</i> |

Contract made with Wilson Shreve, dated March 30, 1871, at \$180 per annum.
 Leave Bentonville Saturday at 4 a. m.; arrive at Maysville by 12 m.
 Leave Maysville Saturday at 1 p. m.; arrive at Bentonville by 9 p. m.

ROUTE No. 7584.

From Fayetteville to Saint Paul, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. E. Chidester..... | \$969. |
| H. M. Vaile..... | 475. |
| William Black..... | 395. |
| E. B. Harrison..... | 395. |
| Bracken & Hines..... | 350. |
| Thomas R. Montgomery..... | 319. |
| Wilson Shreve..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Wilson Shreve, dated March 30, 1871, at \$300 per annum.
 Leave Fayetteville Thursday at 7 a. m.; arrive at Saint Paul by 6 p. m.
 Leave Saint Paul Friday at 7 a. m.; arrive at Fayetteville by 6 p. m.

ROUTE No. 7585.

From Fayetteville to Fort Gibson, 78 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|---|
| Samuel T. Scott..... | \$9,000. |
| F. C. Taylor..... | 8,000. |
| William W. Finney..... | 7,900. |
| F. P. Sawyer..... | 6,700. |
| J. C. Trewitt..... | 6,000. |
| E. B. Harrison..... | 5,000. |
| J. J. Gallaher..... | 4,500. |
| William F. Orr..... | 4,200. |
| Chandler, Butler & Ewing..... | 4,000. |
| H. F. Morrill..... | 3,900. |
| J. E. Barrow..... | 3,600. |
| William M. Griffith..... | 3,220. |
| H. M. Vaile..... | 3,200. |
| Ulysses E. Fisher..... | 3,120. |
| Anderson Arnot..... | 3,000. |
| Wilson Shreve..... | 2,900. |
| William Black..... | 2,400. |
| Joseph Dillou..... | 2,400. <i>Withdrawn. (See file 7514.)</i> |
| A. E. Haskill..... | 2,280. |
| Renben Middleton..... | 2,200. |
| A. J. Stewart..... | 2,094. |
| Bracken & Hines..... | 1,995. |
| J. M. Ellis..... | 1,970. <i>Accepted March 30, 1871.</i> |

Contract made with J. M. Ellis, dated March 30, 1871, at \$1,970 per annum.
 Leave Fayetteville Monday, Wednesday, and Friday at 1 p. m.; arrive at Fort Gibson next days by 3 p. m.
 Leave Fort Gibson Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Fayetteville next days by 9 a. m.

ROUTE No. 7586.

From Billingsly to West Fork, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Francis M. Dearing..... | \$74 90. |
| Wilson Shreve..... | 65 00. <i>Accepted March 30, 1871.</i> |

Contract made with Wilson Shreve, dated March 30, 1871, at \$65 per annum.
 Leave Billingsly Thursday at 9 a. m.; arrive at West Fork Thursday by 12 m.
 Leave West Fork Thursday at 1 p. m.; arrive at Billingsly by 3 p. m.

ROUTE No. 7587.

From Fort Gibson to Sherman, 205 miles and back, three times a week.
 Proposals invited to run by a schedule allowing 48 hours running time each way.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|----------------------------|
| Thompson, Pate & Monroe..... | \$80,049. | |
| Anderson Arnot..... | 74,000. | |
| Jos. E. L. Rowland..... | 34,000. | Invited service. |
| George W. Cook..... | 31,500. | Forty-eight-hour schedule. |
| James B. Price..... | 30,000. | |
| | 60,000. | Invited service. |
| John Hughes & Co..... | 29,500. | |
| J. S. C. Rowland..... | 29,000. | |
| Reuben Middleton..... | 26,000. | |
| John Hughes..... | 23,500. | |
| George W. Cook..... | 32,000. | |
| J. W. Johnson..... | 21,200. | |
| | 23,000. | Invited service. |
| William O. Osgood..... | 20,300. | |
| D. D. Searle..... | 20,000. | Invited service. |
| Adam E. Smith..... | 20,000. | |
| | 26,000. | Forty-eight-hour schedule. |
| Silas Wolverton..... | 19,942. | |
| | 24,972. | Invited service. |
| J. J. Gallaher..... | 19,900. | Forty-eight-hour schedule. |
| James W. Parker..... | 19,900. | |
| | 23,900. | Forty-eight-hour schedule. |
| C. M. Lockwood..... | 19,000. | |
| Bradley Barlow..... | 19,000. | |
| | 22,000. | Invited service. |
| Virgil W. Parker..... | 18,970. | |
| | 22,900. | in forty-eight hours. |
| F. C. Taylor..... | 18,700. | |
| | 21,800. | Forty-eight-hour schedule. |
| Leroy G. Terry..... | 18,500. | |
| | 27,000. | Forty-eight-hour schedule. |
| S. P. Wheeler..... | 17,993. | |
| George Babcock..... | 17,500. | |
| F. P. Sawyer, jr..... | 17,450. | |
| | 20,000. | Forty-eight-hour schedule. |
| C. W. Foster..... | 17,000. | |
| | 22,000. | Invited service. |
| J. T. Chidester..... | 16,400. | |
| | 18,800. | Forty-eight-hour schedule. |
| Charles H. Tanner..... | 16,000. | |
| | 17,950. | Forty-eight-hour schedule. |
| D. D. Searle..... | 15,000. | |
| Asa Truesdell..... | 15,000. | |
| Andrew Stuart..... | 14,700. | |
| | 16,800. | Forty-eight-hour schedule. |
| Jonathan Vaile..... | 14,200. | |
| Henry A. Burt..... | 14,000. | |
| | 28,000. | Forty-eight-hour schedule. |
| Charles H. Tauner..... | 13,800. | |
| | 15,950. | Forty-eight-hour schedule. |
| Samuel T. Scott..... | 13,700. | |
| | 14,700. | |
| J. J. Hinds..... | 13,500. | |
| M. H. Eggner..... | 13,487. | Forty-eight-hour schedule. |
| William M. Griffith..... | 13,100. | |
| U. E. Fisher..... | 12,999. | |
| | 12,999. | |
| | 18,999. | Forty-eight-hour schedule. |
| H. M. Vaile..... | 12,000. | |
| J. J. Hinds..... | 12,000. | |
| Charles H. Tanner..... | 11,500. | |
| | 13,400. | Forty-eight-hour schedule. |
| S. B. Anderson..... | 10,900. | |
| | 13,500. | Forty-eight-hour schedule. |
| B. F. Akers..... | 10,900. | |
| Theodore Stemers..... | 10,000. | |
| | 11,500. | |
| M. H. Eggner..... | 9,740. | |
| J. J. Cochran..... | 7,990. | |

| Bidders' name. | Sum per annum. | |
|-----------------------|----------------|---|
| J. J. Cochran | \$9,000. | Forty-eight-hour schedule. |
| A. E. Haskell | 7,980. | |
| Blair & Annable | 7,500. | |
| Henry C. Lovell | 6,800. | |
| W. C. Galloway | 8,600. | Forty-eight-hour schedule. |
| | 6,300. | |
| Henry Gates | 9,000. | Forty-eight-hour schedule. |
| | 5,500. | |
| A. G. Allen | 8,500. | Forty-eight-hour schedule. |
| | 4,950. | |
| J. T. Watton | 7,200. | Forty-eight-hour schedule. |
| | 4,900. | |
| William Addoms | 6,000. | Forty-eight-hour schedule. |
| | 4,800. | |
| M. Bannister | 3,000. | |
| | 5,000. | Forty-eight-hour schedule. |
| Bracken & Hines | 2,495. | Invited service. |
| J. A. Moore | 1,000. | |
| | 1,500. | Invited service. |
| William Wood | 700. | |
| | 900. | Forty-eight-hour schedule <i>Accepted</i> <i>March 30, 1871.</i> |

Contract was drawn, dated March 30, 1871, and transmitted to William Wood, at \$900 per annum, by schedule allowing forty-eight hours running time each way, but it was never executed.

July 12, 1871. Authorize F. P. Sawyer to carry mail temporarily on route six times a week, by schedule of forty-eight hours running time, at \$34,296 per annum—former rate of pay.

July 17, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, District of Columbia, from July 1 to December 31, 1871, or until otherwise ordered, at \$34,296 per annum, for service six times a week, and re-advertise route.

Leave Fort Gibson daily, except Sunday, at 6 a. m.; arrive at Sherman in forty-eight hours.

Leave Sherman daily, except Sunday, at 6 a. m.; arrive at Fort Gibson—

ROUTE No. 7588.

From Springfield to Dover, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|----------------------------------|
| J. E. Chidester | \$999. | |
| Thompson & Pate | 998. | |
| William M. Boles | 745. | |
| John R. Patterson | 599. | |
| Bracken & Hines | 395. | <i>Accepted March 30, 1871.</i> |
| A. B. Gaylor | 400. | |
| | 350. | end at Moreland; no certificate. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$345 per annum

Leave Springfield Thursday at 6 a. m.; arrive at Dover by 6 p. m.

Leave Dover Friday at 6 a. m.; arrive at Springfield by 6 p. m.

ROUTE No. 7589.

From Van Buren to The Narrows, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| O. Broyn | \$285. | |
| Thomas W. Baker | 284. | <i>Accepted March 30, 1871.</i> |

Contract made with Thomas W. Baker, dated March 30, 1871, at \$284 per annum.

Leave Van Buren Monday at 6 a. m.; arrive at The Narrows by 12 m.

Leave The Narrows Monday at 1 p. m.; arrive at Van Buren by 7 p. m.

ROUTE No. 7590.

From Van Buren to Fayetteville, 55 miles and back, once a week. Proposals invited six times a week service, to commence at Fort Smith, and to extend by Elm Springs, Bentonville, Pea Ridge, to Washburn, Missouri, 51 miles, making the whole distance 106 m., by a schedule allowing not more than thirty hours running time.

| Bidders' names. | Sum per annum. |
|---|--|
| Anderson Arnot | \$30,000. Covering entire service. |
| J. J. Gallaher..... | 1,200. |
| H. M. Vaile..... | 12,000, six times a week. |
| | 1,000. |
| F. C. Taylor | 7,000. Invited service. |
| | 999. |
| Johnathan Vaile..... | 10,999. Invited service. |
| | 793. |
| H. F. Morrill..... | 12,000, six times a week. |
| | 800. |
| F. P. Sawyer | 8,000. Invited service. |
| | 779. |
| Samuel T. Scott | 9,773, six times a week. |
| | 690. |
| Arnold O'Broyn..... | 5,900, six times a week. |
| William W. Finney..... | 600. |
| | 600. |
| E. B. Harrison..... | 6,000, six times a week. |
| Thomas R. Montgomery..... | 590. |
| Charles H. Webb..... | 548. |
| | 500. |
| Wilson Shreve..... | 3,000, six times a week. |
| A. J. Stewart..... | 490. |
| | 460. |
| J. A. Moore..... | 6,360. |
| | 400. |
| | 1,800. Invited service; six times a week: to begin at Fort Smith. Accepted March 30, 1871. |
| Preston Chandler, John C. Butler, & John M. Ewing..... | ..... |

Contract was drawn with J. A. Moore, dated March 30, 1871, at \$1,800 per annum for invited service, six times a week, and begin at Fort Smith, but was never executed by J. A. Moore.

July 17, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, District of Columbia, from July 1 to December 31, 1871, or until otherwise ordered, at \$12,000 per annum, and re-advertise route, failing bidder being liable.

Contract was made accordingly.

ROUTE No. 7591.

From Fort Smith to Fayetteville, 80 miles and back, three times a week.

Proposals invited for six times a week service, and to extend by Elm Spring, Bentonville, and Pea Ridge to Washburn, 51 miles, making whole distance 131 miles, on a schedule allowing not more than fifty-four hours running-time each way.

| Bidders' names. | Sum per annum. |
|------------------------------|---------------------------|
| Anderson Arnot..... | \$30,000. |
| Joseph S. C. Rowland..... | 23,400. Invited service. |
| Thompson, Pate & Monroe..... | 15,990. |
| J. W. Johnson..... | 12,100. |
| | 29,000. Invited service. |
| Silas P. Wheeler..... | 12,000, six times a week. |
| Renben Middleton..... | 11,000. Invited service. |
| J. E. Barrow..... | 9,900. Invited service. |
| Adam E. Smith..... | 9,300. |
| | 13,000. Invited service. |
| James B. Price..... | 9,000. |
| | 20,000, six times a week. |
| J. T. Watton..... | 8,000. |
| | 22,000. Invited service. |
| F. P. Sawyer..... | 7,450. |
| | 18,470, six times a week. |
| Francis C. Taylor..... | 6,900. |
| | 17,900. Invited service. |
| J. S. C. Rowland..... | 4,900. |
| Butler & Ewing..... | 4,800. |
| Jonathan Vaile..... | 4,800. |

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Jonathan Vaile..... | \$11, 109, six times a week. |
| J. J. Gallaher..... | 4, 500. |
| | 15, 000. Invited service. |
| Silas P. Wheeler..... | 4, 100. |
| H. M. Vaile..... | 4, 000. |
| | 8, 000. Invited service. |
| Samuel T. Scott..... | 4, 000. |
| | 11, 000, six times a week. |
| J. J. Cochran..... | 3, 450. |
| | 8, 880. Invited service. |
| J. A. Moore..... | 2, 975. |
| | 5, 900. Invited service. |
| A. J. Stewart..... | 2, 400. |
| | 7, 860. Invited service. |
| A. E. Haskell..... | 2, 380. |
| | 7, 400. Invited service. <i>Accepted March 30, 1871.</i> |

Contract made with A. E. Haskell, dated March 30, 1871, at \$7,400 per annum.

Leave Fort Smith Monday, Wednesday, and Friday at 12 m.; arrive at Fayetteville next day by 6 p. m.

Leave Fayetteville Monday, Wednesday, and Friday at 12 m.; arrive at Fort Smith next day by 6 p. m.

ROUTE No. 7592.

From Fort Smith to Fort Gibson, 75 miles and back, once a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| D. D. Searle..... | \$4, 500, three times a week. |
| J. S. C. Rowland..... | 3, 750, three times a week. |
| F. C. Taylor..... | 2, 500. |
| | 7, 000, three times a week. |
| W. F. Morrill..... | 1, 975. |
| | 5, 975, three times a week. |
| J. S. C. Rowland..... | 1, 500. |
| J. J. Gallaher..... | 1, 500. |
| | 4, 400, three times a week. |
| F. P. Sawyer..... | 1, 500. |
| | 3, 749, three times a week. |
| Samuel T. Scott..... | 1, 480. |
| | 4, 100, three times a week. |
| Silas P. Wheeler..... | 1, 373. |
| William W. Finuey..... | 1, 175. |
| | 3, 200, three times a week. |
| H. M. Vaile..... | 1, 100. |
| Henry Kennedy..... | 1, 095. |
| A. E. Haskell..... | 990. |
| J. C. Trewitt..... | 990. |
| | 2, 990. Invited service. |
| Joseph Dillon..... | 960. (Withdrawn.) |
| John C. Manning..... | 936. |
| | 2, 296, three times a week. |
| Reuben Middleton..... | 900. |
| | 2, 000, three times a week. |
| J. E. Barrow..... | 875. |
| | 1, 750, three times a week. |
| William M. Griffith..... | 793. |
| | 2, 100, three times a week. |
| Bracken & Hines..... | 750. |
| | 1, 995, three times a week. |
| William Addoms..... | 400. <i>Accepted March 30, 1871.</i> |
| | 900, three times a week. |

Contract drawn and sent to William Addoms, dated March 30, 1871, at \$400 per annum, but never executed.

July 18, 1871. Accepted bidder having failed to commence service, contract with F. P. Sawyer, of Washington, District of Columbia, from July 1 to December 31, 1871, or until otherwise ordered, at \$1,500 per annum, and re-advertise route, failing bidder being liable.

Contract was made accordingly and executed.

ROUTE No. 7593.

From Fort Smith to Black Jack, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| S. R. Wheeler..... | \$840. |
| H. M. Vaile..... | 675. |
| Blaney Harper..... | 650. |
| M. D. Frazer..... | 500. |
| C. C. Henderson..... | 450. |
| Alfred J. Watts..... | 450. |
| William S. Jones..... | 447. |
| Bracken & Hines..... | 400. <i>Accepted March 30, 1871.</i> |
| Andrew J. Skanton..... | 580. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$400 per annum. July 31, 1871. Contractors failed. Contract annulled from July 16: new contract ordered.

ROUTE No. 7594.

From Fort Smith to Hot Springs, 140 miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| Joel J. Baker..... | \$14,850, three times a week. |
| | 9,900. |
| Joseph S. C. Rowland..... | 9,900, three times a week. |
| D. D. Searle..... | 9,500, Invited service. |
| Sam. T. Scott..... | 9,000. |
| | 12,000, three times a week. |
| J. S. C. Rowland..... | 7,500. |
| Anderson Arnot..... | 7,000. |
| F. C. Taylor..... | 6,975. |
| | 9,975, three times a week. |
| James B. Price..... | 6,000. |
| G. P. Williford..... | 6,000. |
| F. T. Sawyer..... | 5,993. |
| | 9,333, three times a week. |
| H. M. Vaile..... | 5,900. |
| | 8,000, three times a week. |
| John C. Manning..... | 5,311. |
| | 6,900, three times a week. |
| J. J. Gallaher..... | 4,995. |
| | 7,500, three times a week. |
| J. E. Chidester..... | 4,375. |
| William M. Griffith..... | 4,100. |
| | 5,600, three times a week. |
| William W. Finney..... | 4,000. |
| | 6,000, three times a week. |
| J. T. Chidester..... | 3,974. |
| Enos Wolverton..... | 3,780. |
| | 4,693, three times a week. |
| T. and T. J. Mills..... | 3,480. |
| William M. Griffith..... | 3,400. |
| | 4,800, three times a week. |
| Gallaher & McDonald..... | 3,360. |
| Charles H. Webb..... | 2,980. |
| | 4,300, three times a week. |
| Joseph Dillon..... | 2,900. Withdrawn. (See file.) |
| R. H. Smith..... | 2,848. |
| Bracken & Hines..... | 2,745. |
| | 3,745, three times a week. <i>Accepted March 30, 1871.</i> |
| Lyman C. Taylor..... | 2,000. Horse; illegal. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$3,745 for three times a week service.

Contractors failed; new service ordered from July 16.

ROUTE No. 7595.

From Fort Smith to Baxter Springs, 140 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Thompson, Pate, & Monroe..... | \$35,000. |
| J. W. Johnson..... | 19,000. |
| Thompson, Pate & Monroe..... | 18,999. |
| F. C. Taylor..... | 14,000. |
| John Murphy..... | 13,000. |
| J. J. Cochran..... | 12,500. |
| F. P. Sawyer..... | 11,975. |
| Samuel T. Scott..... | 10,000. |
| J. S. C. Rowland..... | 9,900. |
| J. T. Chidester..... | 9,840. |
| J. J. Gallaher..... | 9,400. |
| H. M. Vaile..... | 9,000. |
| Benjamin F. Akers..... | 7,900. |
| Adam E. Smith..... | 7,100. |
| John C. Manning..... | 7,080. |
| S. P. Wheeler..... | 7,000. |
| Alexander Thornton..... | 6,666. |
| John Hughes & Co..... | 6,400. |
| Renben Middleton..... | 6,000. |
| U. E. Fisher..... | 5,990. |
| W. W. Finney..... | 5,850. |
| William M. Griffith..... | 5,600. |
| John Hughes..... | 5,600. |
| Samuel Parks..... | 5,400. |
| William M. Griffith..... | 4,990. |
| Milton K. Eggner..... | 4,900. |
| Enos Wolverton..... | 4,895. |
| Gallaher & McDonald..... | 4,800. |
| William Wood..... | 4,000. |
| A. E. Haskell..... | 3,980. |
| Bracken & Hines..... | 3,745. |
| George Babcock..... | 3,350. |
| William Addoms..... | 2,480. |

Accepted March 31, 1871.

Contract drawn and sent to William Adams, dated March 31, 1871, at \$2,480 per annum, but not executed.

July 19, 1871. Accepted bidder having failed to begin service, contract with R. C. Kerens, of Fort Smith, Arkansas, at \$7,300 per annum, from July 1 to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract was made accordingly.

ROUTE No. 7596.

From Fort Smith to Fort Arbuckle, 200 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Thompson, Pate, & Monroe..... | \$85,000. |
| J. W. Johnson..... | 51,000. |
| A. W. Spalding..... | 48,555. |
| Samuel T. Scott..... | 47,000. |
| Virgil W. Parker..... | 46,890. |
| F. P. Sawyer, jr..... | 42,000. |
| F. C. Taylor..... | 38,970. |
| Bradley Barlow..... | 38,000. |
| Anderson Arnot..... | 37,000. |
| C. W. Foster..... | 36,000. |
| C. C. Huntley..... | 31,000. |
| John Hughes & Co..... | 29,600. |
| S. S. Huntley..... | 26,000. |
| J. B. Price..... | 25,000. |
| John Hughes..... | 24,400. |
| J. S. C. Rowland..... | 24,000. |
| William O. Osgood..... | 22,500. |
| A. W. Harmon..... | 20,700. |
| L. H. Hershfield..... | 20,000. |

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| D. D. Searle..... | \$20,000. |
| J. T. Walton..... | 20,000. |
| S. E. Wolverton..... | 19,948. |
| S. P. Wheeler..... | 19,780. |
| Adam E. Smith..... | 19,500. |
| William W. Phipps..... | 19,440. |
| George W. Cook..... | 18,400. |
| Reuben Middleton..... | 18,000. |
| J. J. Gallaher..... | 17,000. |
| H. A. Burt..... | 16,700. |
| George Babcock..... | 16,200. |
| H. M. Vaile..... | 14,000. |
| W. C. Galloway..... | 13,500. |
| Jonathan Vaile..... | 12,996. |
| U. E. Fisher..... | 12,900. |
| B. F. Akers..... | 12,000. |
| Henry Gates..... | 11,700. |
| William M. Griffith..... | 10,980. |
| Alex. G. Allen..... | 9,900. |
| J. J. Cochran..... | 9,790. |
| S. B. Anderson..... | 8,900. |
| A. E. Haskell..... | 7,980. |
| William W. Finney..... | 5,960. |
| William Addoms..... | 5,700. |
| J. A. Moore..... | 2,990. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| W. G. Rutledge..... | 28,800. |
| T. S. Vaile..... | 12,000. |

Contract drawn, dated March 30, 1871, at \$2,990, and sent to J. A. Moore, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with J. H. Lamar, of Fort Smith, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered, at \$29,000 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7597.

From Danville to Waldron, 60 miles, returning by Olio, Walnut Tree, and Dutche's Creek to Danville, 48 miles, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| J. J. Baker..... | \$1,400. |
| J. E. Chidester..... | 1,373. |
| Blaney Harper..... | 945. |
| William M. Boles..... | 894. |
| Joseph H. Willard..... | 793. |
| Bracken & Hines..... | 700. |
| William M. Griffith..... | 588. <i>Accepted March 30, 1871.</i> |

Contract made with William M. Griffith, dated March 30, 1871, at \$588 per annum.

Leave Danville Tuesday at 7 a. m.; arrive at Waldron next day by 5 p. m.

Leave Waldron Thursday at 8 a. m.; arrive at Danville next day by 4 p. m.

ROUTE No. 7598.

From Waldron to Paraclifta, 110 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|----------------|
| Thompson, Pate, & Monroe..... | \$45,000. |
| | 14,700. |
| William F. Orr..... | 4,200. |
| Anderson Arnot..... | 4,000. |
| John C. Manning..... | 3,996. |
| J. J. Gallaher..... | 3,800. |
| H. M. Vaile..... | 3,800. |
| A. H. Boles..... | 2,994. |
| J. J. Baker..... | 2,871. |
| T. & T. J. Mills..... | 2,300. |
| James R. Hudson..... | 1,900. |

| Bidders' names. | Sum per annum. |
|---|--|
| H. D. Bissell & M. W. Locke..... | \$1,900. |
| Bracken & Hines..... | 1,850. <i>Accepted March 30, 1871.</i> |
| A. A. Allen, S. W. Dunigan, & P. B. Allen..... | 1,300. <i>Schedule changed.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,850 per annum.
Contractors failed; new contracts ordered from August 14, 1871.

ROUTE No. 7599.

From Mount Ida to Dallas, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. E. Chidester..... | \$973. |
| James R. Hudson..... | 800. |
| William A. Garrett..... | 749. |
| James M. Stone..... | 450. |
| Alfred Whittington..... | 427. |
| Bracken & Hines..... | 400. |
| T. & T. J. Mills..... | 338. <i>Accepted March 30, 1871.</i> |

Contract made with T. & T. J. Mills, dated March 30, 1871, at \$338 per annum.
Leave Mount Ida Saturday at 6 a. m.; arrive at Dallas by 7 p. m.
Leave Dallas Friday at 6 a. m.; arrive at Mount Ida by 7 p. m.

ROUTE No. 7600.

From Paraclifta to Boggy Depot, 170 miles and back, twice a week.

| Bidders' names. | Sum per annum |
|---------------------------------|---------------------------------------|
| Thompson, Pate, & Monroe..... | \$65,000. |
| J. J. Baker..... | 14,900. |
| F. P. Sawyer, jr..... | 12,000. |
| S. & E. Wolverton..... | 11,968. |
| Samuel T. Scott..... | 9,900. |
| Francis C. Tayler..... | 7,000. |
| Anderson Arnot..... | 6,000. |
| Joseph H. Willard..... | 5,965. |
| J. J. Gallaher..... | 5,900. |
| J. C. Trewitt..... | 4,500. |
| H. W. Hatchkin..... | 4,000. |
| William M. Keith..... | 3,849. |
| | 3,847. <i>No certificate.</i> |
| Bissell & Locke..... | 3,660. |
| James R. Hudson..... | 3,400. |
| Bracken & Hines..... | 3,350. <i>Accepted March 30, 1871</i> |
| A. G. McLane, (after time)..... | 3,300. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$3,350 per annum.
Failed; new contract ordered from August 1, 1871.

ROUTE No. 7601.

From Washington to Rocky Comfort, 58 miles and back, once a week..

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| Thompson, Pate & Monroe..... | \$4,500. |
| James R. Hudson..... | 1,200. |
| David W. Chandler..... | 1,150. |
| H. M. Vaile..... | 1,000. |
| F. Sherod..... | 690. |
| Bracken & Hines..... | 550. <i>Accepted March 30, 1871.</i> |
| A. G. McLane, (after time)..... | 760. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$550 per annum.
Leave Washington Monday at 6 a. m.; arrive at Rocky Comfort next day by 12 m.
Leave Rocky Comfort Tuesday at 2 p. m.; arrive at Washington next day by 8 p. m.
July 25, 1871. Contractors having failed to begin service, annual contract from commencement, and make new contract with T. S. Vaile, of Washington, Arkansas, at \$1,040 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract made accordingly.

ROUTE No. 7602.

From Washington to Dallas, 115 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--|
| William A. Garrett | \$2,491. |
| David W. Chandler | 2,400. |
| H. M. Vaile | 1,600. |
| J. J. Gallagher | 1,590. |
| James R. Hudson | 1,500. |
| Allen, Allen & Dunnegan | 1,300. |
| T. Sherod | 1,300. |
| T. & T. J. Mills | 1,280. |
| Bracken & Hines | 990, on schedule proposed. |
| (After time.) | 1,100. <i>Accepted March 30, 1871.</i> |
| W. H. Preston | 1,140. |
| A. G. McLane | 992. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,100 per annum.

Leave Washington Monday at 6 a. m.; arrive at Dallas third day by 6 p. m.

Leave Dallas Thursday at 6 a. m.; arrive at Washington third day by 6 a. m.

July 25, 1871. Contractors having failed to begin service, annual contract from commencement, and send out new ones with T. S. Vaile, of Washington, Arkansas, at \$1,560 per annum, from July 1 to December 31, 1871, or longer at same rate. It is ordered by the Postmaster General, and re-advertise, failing contractors being liable.

Contract made accordingly.

ROUTE No. 7603.

From Washington to Clarksville, 109 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| F. P. Sawyer, jr. | \$15,000. |
| Francis C. Taylor | 12,000. |
| J. E. Chidester | 9,973. |
| William M. Finney | 9,900. |
| Charles H. West | 7,890. |
| Christopher Chaffe | 7,200. |
| D. D. Searle | 6,900. |
| J. T. Chidester | 6,434. |
| D. W. Chidester | 6,000. |
| J. B. Price | 6,000. |
| T. S. Vaile | 5,900. |
| Virgil W. Parker | 5,850. |
| H. M. Vaile | 5,700. |
| Delos T. Parker | 5,440. |
| S. & E. Wolverton | 5,339. |
| Anderson Arnot | 5,000. |
| John S. Kellogg | 4,875. |
| D. W. Brown | 4,500. |
| Haskell & Cheney | 4,400. |
| T. Sherod | 4,400. |
| James W. Parker | 4,350. |
| R. H. Smith | 4,344. |
| H. F. Morrill | 4,010. |
| Peter Collin | 3,900. |
| M. H. Eggner | 3,815. |
| Henry Tisdale | 3,750. |
| James R. Hudson | 3,500. |
| W. N. Bangs | 3,500. |
| Bracken & Hines | 3,200. |
| Jacob Pike | 2,992. |
| A. W. Spalding | 2,750. |
| C. W. Bangs | 2,500. |
| William Wood | 2,500. |
| J. C. Trewitt | 2,500. |
| J. A. Moore | 900. <i>Accepted March 30, 1871.</i> |

Contract drawn, dated March 30, 1871, at \$900 per annum, with J. A. Moore, but not executed.

August 8, 1871. Accepted bidder having failed to begin service, contract with T

S. Vaile, of Boston, Texas, at \$5,000 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7604.

From Washington to Boston, Texas, 67 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Thompson, Pate & Monroe | \$50,000. |
| D. D. Searle | 9,900. |
| J. E. Chidester | 6,973. |
| Francis C. Tayler | 5,990. |
| Anderson Arnot | 3,750. |
| Delos T. Parker | 3,750. |
| John S. Kellogg | 3,500. |
| T. S. Vaile | 3,500. |
| David W. Chandler | 3,400. |
| Charles W. Eggner | 3,350. |
| S. & E. Wolverton | 3,348. |
| Jacob Pike | 3,175. |
| J. B. Price | 3,000. |
| Joseph S. C. Rowland | 3,000. |
| H. M. Vaile | 2,900. |
| T. Sherod | 2,800. |
| Henry Tisdale | 2,770. |
| Virgil W. Parker | 2,750. |
| Haskell & Cheney | 2,500. |
| C. W. Bangs | 2,375. |
| A. W. Spalding | 2,350. |
| W. W. Cleveland | 1,497. |
| Bracken & Hines | 1,985. |
| James W. Parker | 1,950. |
| W. N. Bangs | 1,550. |
| A. G. McLane, (after time) | 1,980. |

Routes 7521, 7612, 7613, and 7614, combined.

Accepted March 30, 1871.

Contract drawn and sent to W. N. Bangs, but never executed.

June 19, 1871. Rescind acceptance in favor of W. N. Bangs, and award route to W. W. Cleveland, at his bid of \$1,497 per annum, being the lowest.

August 8, 1871. Accepted bidder having failed to begin service, contract with T. S. Vaile, of Boston, Texas, at \$3,200 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7605.

From Washington to Shreveport, 109 miles.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| J. E. Chidester | \$7,473. |
| Christopher Chaffe | 6,999. |
| J. T. Chidester | 6,924. |
| C. C. Huntley | 6,000. |
| Francis C. Tayler | 6,000. |
| David W. Chandler | 5,900. |
| Virgil W. Parker | 5,850. |
| J. S. Vaile | 5,800. |
| J. B. Price | 5,740. |
| Anderson Arnot | 5,700. |
| Adam E. Smith | 5,600. |
| H. M. Vaile | 5,400. |
| Charles W. Eggner | 5,450. |
| John S. Kellogg | 5,350. |
| S. & E. Wolverton | 5,340. |
| W. D. Wylie | 4,900. |
| A. E. Haskell & J. C. Cheney | 4,900. |
| Delos T. Parker | 4,750. |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| S. S. Huntley | \$4,500. |
| T. Sherod | 4,500. |
| Henry Tisdale | 4,250. |
| C. W. Bangs | 3,950. |
| W. N. Bangs | 3,790. |
| James W. Parker | 3,387. |
| A. W. Spalding | 3,250. |
| Bracken & Hines | 2,850. |
| Jacob Pike | 2,795. |
| George Eddington | 2,425. |
| J. A. Moore | 1,495. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to J. A. Moore, dated March 30, 1871, at 1,495 per annum, but not executed.

August 8, 1871. *Accepted bidder having failed to begin service, contract with T. S. Vaile, of Boston, Texas, at \$5,900 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7606.

From Antoine to Paraclifta, 56 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| Thompson, Pate & Monroe | \$2,400. |
| D. D. Searle | 2,200. |
| Anderson Arnot | 2,000. |
| S. & E. Wolverton | 1,842. |
| T. S. Vaile | 1,700. |
| J. J. Parker | 1,649. |
| T. Sherod | 1,600. |
| G. T. Williford | 1,548. |
| J. J. Gallaher | 1,500. |
| J. E. Chidester | 1,373. |
| D. W. Chandler | 1,250. |
| James L. Lamb | 1,248. |
| John Wiginton | 1,190. |
| James R. Hudson | 1,150. |
| Joseph Murphy | 995. |
| Bracken & Hines | 950. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| A. G. McLance | 997. |
| William M. Preston | 990. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$950 per annum.

Leave Antoine Monday and Thursday at 7 a. m.; arrive at Paraclifta next days by 1 p. m.

Leave Paraclifta Tuesday and Friday at 2 p. m.; arrive at Antoine next days by 7 p. m.

ROUTE No. 7607.

From Hollywood to Liberty, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| J. J. Gallaher | \$1,200. |
| J. E. Chidester | 989. |
| David W. Chandler | 875. |
| John H. Gunsell | 800. |
| Oats H. Bryan | 699. |
| Joseph Murphy | 666. |
| T. S. Vaile | 600. |
| Bracken & Hines | 550. |
| James M. Stine, (<i>after time</i>) | 1 199. |

(Not let; wait for offices.)

ROUTE No. 7608.

From Arkadelphia to Big Bend, 74 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------|--------------------------------------|
| A. E. Habicht | \$1, 925. |
| William A. Garrett..... | 1, 197. |
| J. E. Chidester | 1, 189. |
| T. S. Vaile..... | 1, 100. |
| David W. Chandler..... | 1, 050. |
| Allen, Allen & Dunnegan | 1, 000, end at Dallas |
| James M. Stone..... | 950. |
| Joseph Murphy | 900. |
| A. Whittington | 855. |
| T. & T. J. Mills | 840. |
| Bracken & Hines..... | 725. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$725 per annum
 Leave Arkadelphia Wednesday 7 a. m.; arrive at Big Bend next day by 6 p. m.
 Leave Big Bend Monday at 7 a. m.; arrive at Arkadelphia next day by 6 p. m.

ROUTE No. 7609.

From Arkadelphia to Hot Springs, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------|
| D. D. Searle | \$1, 200. |
| A. E. Habicht..... | 995. |
| J. J. Gallaher..... | 900. |
| David W. Chandler..... | 875. |
| J. E. Chidester..... | 749. |
| J. T. Chidester..... | 740. |
| H. M. Vaile..... | 700. |
| Joseph Murphy..... | 630. |
| Bracken & Hines..... | 375. |
| James M. Stine, (after time)..... | 999. |

(Not let.)

ROUTE No. 7610.

From Perryville to Bluffton, 64 miles and back, once a week

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| J. J. Gallaher..... | \$1, 400. |
| Thomas J. Holmes | 810. |
| William M. Boles..... | 794. |
| William M. Griffith | 723. |
| Bracken & Hines..... | 575. <i>Accepted March 30, 1871 Failed</i> |

Contract made with Bracken & Hines, dated March 30 1871, at 575 per annum.
 Leave Perryville Monday at 7 a. m.; arrive at Bluffton next day by 12 m.
 Leave Bluffton Tuesday at 1 p. m.; arrive at Perryville next day by 5 p. m.

ROUTE No. 7611.

From Benton to Brazil, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| William M. Boles | \$1, 144. |
| J. E. Chidester..... | 299. |

(Service not necessary.)

ROUTE No. 7612.

From Benton to Washington, 104 miles and back, three times a week.
 Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| Anderson Arnot..... | \$11, 900. |
| F. K. Wright..... | 10, 000. |
| D. D. Searle | 18, 000. <i>Invited service.</i> |
| A. Truesdell..... | 9, 900, routes 7521, 7612, 7613, and 7604, combined. |
| A. E. Davis..... | 8, 000, six times a week. |
| W. O. Osgood | 7, 950. |
| | 7, 800. |
| | 7, 400. |

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Adam E. Smith..... | \$6,600. |
| L. C. Tayler..... | 6,000, six times a week; two-horse coach. |
| H. M. Vaile..... | 5,500. |
| James W. Parker..... | 5,000. |
| D. D. Searle..... | 9,000, six times a week. |
| | 4,900. Schedule proposed. |
| | 4,800, supplying Hot Springs. |
| U. E. Fisher..... | 4,690. |
| | 4,690. |
| | 9,355, six times a week. |
| John S. Kellogg..... | 4,500. |
| | 8,000, six times a week. |
| Silas Wolverton..... | 4,471. |
| | 8,469, six times a week. |
| D. J. Chidester..... | 4,374. |
| | 8,444, six times a week. |
| J. T. Chidester..... | 4,048. |
| | 7,898, six times a week. |
| Henry Tisdale..... | 4,000. |
| | 8,000, six times a week. |
| D. D. Searle..... | 3,990. |
| A. Truesdell..... | 3,980. |
| D. J. Chidester..... | 3,794. |
| | 7,694, six times a week. |
| Virgil W. Parker..... | 3,750. |
| | 6,000, six times a week. |
| R. M. Brimmer..... | 3,745. |
| | 7,490, six times a week. |
| L. C. Tayler..... | 3,500, two-horse coach. |
| C. M. Bangs..... | 3,497. |
| | 6,000, six times a week. |
| Charles H. Tanner..... | 3,474. |
| | 6,238, six times a week. |
| Jacob Pike..... | 3,175. |
| | 6,000, six times a week. |
| Bracken & Hines..... | 3,000. |
| | 5,191, six times a week. |
| A. W. Spalding..... | 2,750. |
| | 5,000, six times a week. |
| Haskell & Cheney..... | 2,600. |
| Delos T. Parker..... | 2,487. |
| | 4,500, six times a week. |
| Alexander Thornton..... | 2,374. |
| | 6,134, six times a week. |
| W. N. Bangs..... | 2,197. |
| | 4,394, six times a week. |
| H. B. Lowe..... | 1,900. |
| | 3,800, six times a week. |
| J. A. Moore..... | 900. |
| | 1,700, six times a week. |
| Henry C. Lovell..... | 575. |
| | 850, six times a week. Accepted March 30, 1871 |
| E. S. Vaile, (after time)..... | 3,900. |
| | 6,900. Invited service. |

Contract made with Henry C. Lovell, drawn and sent, dated March 30, 1871, at \$575 per annum, for six times a week service, but not executed.

Leave Benton daily, except Sunday, at 0.30 p. m.; arrive at Washington next day by 12 midnight.

Leave Washington daily, except Sunday, at 10 a. m.; arrive at Benton next day by 3 p. m.

July 17, 1871. Accepted bidder having failed to begin service, contract with D. J. Chidester, of Little Rock, from July 1 to December 31, 1871, or until otherwise ordered at \$8,200 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7613.

From Benton to Hot Springs, 40 miles and back, three times a week.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|--|
| D. D. Searle | \$9,900 00, | routes 7521, 7604, 12, and 13, combined. |
| Anderson Arnot..... | 3,986 00, | six times a week. |
| D. D. Searle..... | 2,400 00. | Schedule proposed. |
| R. M. Brimmer..... | 1,800 00, | six times a week. |
| L. C. Taylor..... | 1,800 00, | six times a week. |
| F. K. Wright..... | 1,500 00. | |
| C. W. Bangs..... | 4,000 00, | six times a week. |
| Enos Wolverton..... | 1,375 00. | |
| Henry Tisdale..... | 2,400 00, | six times a week. |
| A. W. Spalding..... | 1,320 00. | No certificate. |
| Jacob Pike..... | 2,400 00, | six times a week. No certificate. |
| W. N. Bangs..... | 1,250 00. | |
| L. C. Taylor..... | 2,400 00, | six times a week. |
| D. D. Searle..... | 1,100 00. | |
| J. T. Chidester..... | 2,000 00, | six times a week. |
| Virgil W. Parker..... | 999 00. | |
| John S. Kellogg..... | 1,800 00, | six times a week. |
| Charles H. Tanner..... | 900 00. | |
| A. E. Haskell & J. C. Cheney.... | 1,800 00, | six times a week. |
| James W. Parker..... | 900 00, | two-horse coach. |
| Bracken & Hines..... | 899 00. | |
| D. J. Chidester..... | 898 00. | |
| Delos T. Parker..... | 1,648 00, | six times a week. |
| J. E. Chidester..... | 875 00. | |
| Hiram Van Swall..... | 1,600 00, | six times a week. |
| Thomas B. Wood..... | 820 00. | |
| Hiram Van Swall..... | 1,500 00, | six times a week. |
| J. A. Moore..... | 800 00. | |
| | 1,600 00, | six times a week. |
| | 780 00. | |
| | 1,350 00, | six times a week. |
| | 750 00. | |
| | 1,490 00, | six times a week. |
| | 750 00. | |
| | 1,245 00, | six times a week. |
| | 736 00. | |
| | 1,400 00, | six times a week. |
| | 697 00. | |
| | 1,300 00, | six times a week. |
| | 696 00. | |
| | 1,298 00, | six times a week. |
| | 680 00. | |
| | 500 00. | |
| | 480 00. | |
| | 01, | six times a week. Accepted March 30, 1871. |

Contract made with J. A. Moore, dated March 30, 1871, at one cent per annum, for six times a week service, drawn and sent to him, but not executed.

Leave Benton daily, except Sunday, at 0.30 p. m.; arrive at Hot Springs by 0.30 a. m. Leave Hot Springs daily, except Sunday, at 4 a. m.; arrive at Benton by 4 p. m.

July 17, 1871. Accepted bidder having failed to begin service, contract with D. J. Chidester, of Little Rock, Arkansas, from July 1 to December 31, 1871, or until otherwise ordered by the Postmaster General, at \$1,848 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7614.

From Benton to Camden, 75 miles and back, three times a week.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| G. W. Mallett..... | \$11,700. |
| Anderson Arnot..... | 21,420, six times a week. |
| G. W. Mallett..... | 9,600. |
| D. D. Searle..... | 9,225, if changed as now run, six times a week. |
| William O. Osgood..... | 17,682, if changed as now run, six times a week. |
| J. E. Williams..... | 9,000, six times a week. |
| | 7,000, six times a week. |
| | 6,900, six times a week. |

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| F. K. Wright | \$6,800, six times a week. |
| Joseph S. C. Rowland | 6,700. |
| William O. Osgood..... | 6,100. |
| A. T. Davis..... | 6,000. |
| Lyman C. Taylor | 4,500, six times a week; two-horse coach. |
| D. D. Searle..... | 4,500. |
| C. C. Huntley..... | 4,000. |
| John S. Kellogg..... | 7,000. Invited service. |
| | 3,997. |
| Delos T. Parker | 7,500. Invited service. |
| | 3,700. |
| Adam E. Smith..... | 7,000, six times a week. |
| D. J. Chidester | 3,700. |
| | 3,636. |
| Charles H. Tanner | 7,274, six times a week. |
| | 3,463. |
| U. E. Fisher | 6,898, six times a week. |
| James W. Parker | 3,440. |
| | 3,325. |
| J. E. Chidester | 6,650, six times a week. |
| | 3,264. |
| R. M. Brimmer | 6,698, six times a week. |
| | 3,200. |
| H. M. Vaile..... | 5,745, six times a week. |
| S. S. Huntley..... | 3,200. |
| | 3,000. |
| J. T. Chidester..... | 6,000, six times a week. |
| | 2,994. |
| Virgil W. Parker..... | 5,998, six times a week. |
| | 2,950. |
| A. W. Spalding | 5,700, six times a week. |
| | 2,900. |
| Jacob Pike | 5,500, six times a week. |
| | 2,725. |
| Lyman C. Taylor | 5,250, six times a week. |
| W. N. Bangs..... | 2,500, two-horse coach. |
| | 2,450. |
| Haskell & Cheney..... | 4,500, six times a week. |
| Henry Tisdale..... | 2,250. |
| | 2,170. |
| Alex. Thornton | 4,340, six times a week. |
| | 1,940. |
| C. W. Bangs..... | 3,940, six times a week. |
| | 1,900. |
| Bracken & Hines | 3,500, six times a week. |
| | 1,800. |
| George Eddington | 2,750, six times a week. |
| | 1,440. |
| J. A. Moore..... | 2,550, six times a week. |
| | 750. |
| Henry C. Lovell | 1,000, six times a week. |
| | 540. |
| | 980, six times a week. <i>Accepted March 30, 1871.</i> |
| <i>(After time.)</i> | |
| John W. Harrison | 20,000. |
| | 40,000. Invited service. |
| T. S. Vaile | 3,400. |
| | 6,500. Invited service. |

Contract dated March 30, 1871, at \$980 per annum, for six times a week service, drawn and sent to Henry C. Lovell, but never executed.

Leave Benton daily, except Sunday, at 2 p. m.; arrive at Camden next day by 2 p. m.

Leave Camden daily, except Sunday, at 10 a. m.; arrive at Benton next day by 10 a. m.

July 17, 1871. Accepted bidder having failed to begin service, contract with D. J. Chidester, of Little Rock, from July 1 to December 31, 1871, or until otherwise ordered, at \$7,478 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7615.

From Rockport to Centre Point, 101 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| T. S. Vaile..... | \$2,000. |
| J. J. Baker..... | 1,755. |
| Bassett O. Miles..... | 1,620. |
| David W. Chandler..... | 1,575. |
| J. J. Gallaher..... | 1,400. |
| J. E. Chidester..... | 1,369. |
| Bracken & Hines..... | 890. |
| Joseph Murphy..... | 850. <i>Accepted March 30, 1871.</i> |
| W. H. Preston, (after time)..... | 990. |

Contract drawn with Joseph Murphy, dated March 30, 1871, at \$850 per annum, but never executed.

July 19, 1871. Accepted bidder having failed to begin service, contract with John S. Miles, of Rockport, Arkansas, at \$1,515 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 7616.

From Rockport to Pine Bluff, 77 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|--------------------------------------|
| Thompson, Pate & Monroe..... | \$5,000. |
| T. S. Vaile..... | 1,500. Duplicate. |
| David W. Chandler..... | 1,425. |
| J. E. Chidester..... | 1,369. |
| J. J. Gallaher..... | 1,240. |
| Crutchfield & Smith..... | 1,194. |
| Bassett & Miles..... | 1,180. |
| F. Posey..... | 948. |
| Joseph Murphy..... | 900. |
| Reuben H. Ray..... | 799. |
| Bracken & Hines..... | 725. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$725 per annum. Leave Rockport Monday at 6 a. m.; arrive at Pine Bluff next day by 6 p. m. Leave Pine Bluff Wednesday at 6 a. m.; arrive at Rockport next day by 6 p. m. Contractors failed.

ROUTE No. 7617.

From Princeton to Cachemasso, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| J. E. Chidester..... | \$969. |
| John H. Saunders..... | 400. See certificate. |
| Lewis Arnis..... | 400. |
| George W. Mallett..... | 394. |
| R. W. Cheatham..... | 260. |
| David W. Chandler..... | 255. <i>Accepted March 30, 1871.</i> |
| John W. Harrison, (after time).... | 400. |

Contract made with David W. Chandler, dated March 30, 1871, at \$255 per annum. Leave Princeton Wednesday at 5 a. m.; arrive at Cachemasso by 12 m. Leave Cachemasso Wednesday at 1 p. m.; arrive at Princeton by 8 p. m.

ROUTE No. 7618.

From Darysaw to Freco, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-----------------|
| J. E. Chidester..... | \$1,363. |
| J. J. Gallaher..... | 990. |
| T. S. Vaile..... | 900. Duplicate. |
| Francis Posey..... | 794. |
| Bracken & Hines..... | 550. |

(Not let; wait for offices.)

ROUTE No. 7619.

From Caney to Clark's Mills, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|-----------------|
| Pope & Mitchell..... | \$1,200. | |
| William Marsh..... | 600. | To Clarksville. |
| T. S. Vaile..... | 560. | Duplicate. |
| David W. Chandler..... | 590. | |
| Crawford Andrews..... | 445. | |

(Unnecessary.)

ROUTE No. 7620.

From Camden to Arkadelphia, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Pope & Mitchell..... | \$1,170. |
| A. E. Habicht..... | 995. |
| J. E. Chidester..... | 953. |
| H. M. Vaile..... | 950. |
| David W. Chandler..... | 900. |
| T. S. Vaile..... | 850. |
| | 840. |
| John H. Gunsell..... | 800. |
| J. T. Chidester..... | 734. |
| Bracken & Hines..... | 545. |

(Unnecessary.)

ROUTE No. 7621.

From Camden to Washington, 65 miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------|
| Christopher Chaffe..... | \$4,730. |
| | 3,975. |
| Anderson Arnot..... | 3,000. |
| | 4,000, three times a week. |
| Virgil W. Parker..... | 2,500. |
| | 3,000, three times a week. |
| J. J. Gallaher..... | 2,490. |
| | 3,900, three times a week. |
| T. S. Vaile..... | 2,300. |
| A. W. Spalding..... | 2,250. |
| | 2,750, three times a week. |
| Jos. S. C. Rowland..... | 2,300. |
| David W. Chandler..... | 2,200. |
| H. M. Vaile..... | 2,200. |
| | 3,000, three times a week. |
| Jacob Pike..... | 2,000. |
| | 2,500, three times a week. |
| C. W. Bangs..... | 1,945, three times a week. |
| Silas Wolverton..... | 1,942. |
| | 2,429, three times a week. |
| J. T. Chidester..... | 1,937. |
| Pope & Mitchell..... | 1,900. |
| John H. Gunsell..... | 1,850. |
| Delos T. Parker..... | 1,750. |
| | 2,450, three times a week. |
| J. E. Chidester..... | 1,736. |
| James W. Parker..... | 1,500. |
| | 2,000, three times a week. |
| John H. Gunsell..... | 1,500. |
| John S. Kellogg..... | 1,450. |
| | 2,100, three times a week. |
| J. E. Chidester..... | 1,373. |
| W. N. Bangs..... | 1,350. |
| | 2,000, three times a week. |
| Bracken & Hines..... | 1,300. |
| | 1,825, three times a week. |

Accepted March 11.

1871.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------------|
| Henry Tisdale..... | \$1,275. |
| | 3,825, six times a week. |
| George Eddington..... | 1,247. |
| | 2,450, three times a week. |
| R. H. Smith..... | 1,100. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,825 per annum, for three times a week service.

July 25, 1871. Contractor, having failed to begin service, annul contract from commencement, and send out new ones with David W. Chandler, of Camden, Arkansas, at \$2,400 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractor being liable.

Contract was made accordingly.

ROUTE No. 7622.

From Camden to Lewisville, 56 miles and back, twice a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Anderson Arnot | \$3,000. |
| | 4,000, three times a week. |
| Christopher Chaffe..... | 3,000. |
| Virgil W. Parker | 2,400. |
| | 3,000, three times a week. |
| Samuel E. Davis..... | 2,200. |
| T. S. Vaile | 2,200. |
| John H. Gunsell..... | 2,000, three times a week. |
| T. S. Vaile | 1,950. No guarantor. |
| A. W. Spalding | 1,950. |
| | 2,500, three times a week. |
| H. M. Vaile | 1,900. |
| J. E. Chidester | 1,894. |
| C. W. Bangs | 1,871, six times a week; proposed route. |
| Jacob Pike..... | 1,850. |
| | 2,500, six times a week. |
| David W. Chandler | 1,800. |
| J. J. Gallaher | 1,795. |
| | 2,700, three times a week. |
| J. E. Chidester..... | 1,634. |
| Pope & Mitchell..... | 1,600. |
| Enos Wolverton | 1,590. |
| | 1,990, three times a week. |
| Delos T. Parker..... | 1,575. |
| | 2,000, three times a week. |
| John H. Gunsell | 1,500. |
| John S. Kellogg..... | 1,500. |
| | 2,100, three times a week. |
| James W. Parker | 1,495. |
| | 2,000, three times a week. |
| Henry Tisdale..... | 1,275. |
| | 2,550, six times a week. |
| George Eddington | 1,247. |
| | 2,450, three times a week. |
| W. N. Bangs | 1,200. |
| | 2,000, three times a week. |
| Bracken & Hines..... | 1,050. |
| | 1,500, three times a week. |
| R. H. Smith..... | 950. Accepted March 30, 1871. |

Contract with R. H. Smith, dated March 30, 1871, at \$950 per annum; was drawn and sent to him, but not executed.

Leave Camden Tuesday and Friday at 9 a. m.; arrive at Lewisville next days by 4 p. m.

Leave Lewisville Tuesday and Friday at 9 a. m.; arrive at Camden next days by 4 p. m.

July 25, 1871. Accepted bidder having failed to begin service, contract with David W. Chandler, of Camden, Arkansas, at \$1,800 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route; failing bidder being liable. Contract was made accordingly.

ROUTE No. 7623.

From Camden to Homer, 80 miles and back, three times a week to Magnolia, and once the residue.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|--------------------------|
| T. S. Vaile | \$4,000. | End at Magnolia. |
| Christopher Chaffo | 3,999. | |
| Anderson Arnot | 3,500. | |
| Story & Sprigs | 3,000. | |
| David W. Chandler | 2,800. | |
| H. M. Vaile | 2,600. | |
| J. J. Gallaher | 2,490. | |
| Silas Wolverton | 2,371. | |
| Virgil W. Parker | 2,350. | |
| John H. Gunsell | 2,250. | |
| Henry Tisdale | 2,100. | |
| Samuel E. Davis | 2,000. | |
| Story & Sprigg | 1,975. | |
| John S. Kellogg | 1,950. | |
| Pope & Mitchell | 1,900. | |
| James W. Parker | 1,871. | |
| C. W. Bangs | 1,871. | |
| Delos T. Parker | 1,747. | |
| Jacob Pike | 1,698. | |
| W. N. Bangs | 1,540. | |
| George Eddington | 1,497. | |
| Bracken & Hines | 1,495. | Accepted March 30, 1871. |
| William B. McNeil, (after time) .. | 1,960. | |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,495 per annum.

July 25, 1871. Contractor having failed to begin service, annual contract from commencement and send out new ones with David W. Chandler, of Camden, Arkansas, at \$2,400 per annum, from July 1 to December 31, 1871, or longer, at same rate, if ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Leave Camden Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Magnolia 10

7 p. m.

Leave Magnolia Friday at 7 a. m.; arrive at Homer by 7 p. m.

Leave Homer Saturday at 7 a. m.; arrive at Magnolia by 7 p. m.

Leave Magnolia Monday, Wednesday, and Friday at 7 a. m.; arrive at Camden by

7 p. m.

ROUTE No. 7624.

From Camden to Monroe, 111 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| J. E. Chidester | \$9,973. | |
| T. S. Vaile | 7,000. | |
| J. J. Gallaher | 6,500. | |
| J. W. Parker | 5,000. | |
| H. M. Vaile | 5,000. | |
| Robert C. Vanhook | 4,975. | |
| Silas Wolverton | 4,971. | |
| C. Chaffe | 4,900. | |
| John H. Gunsell | 4,600. | |
| A. W. Spalding | 4,500. | |
| Anderson Arnot | 4,500. | |
| John H. Gunsell | 4,500. | |
| David W. Chandler | 4,450. | |
| Pope & Mitchell | 4,420. | |
| Henry Tisdale | 4,000. | |
| M. M. Grady | 3,900. | |
| Virgil W. Parker | 3,890. | |
| John S. Kellogg | 3,750. | |
| James W. Parker | 3,590. | |
| A. E. Davis | 3,500. | |
| Delos T. Parker | 3,345. | |
| Jacob Pike | 3,195. | |
| Bracken & Hines | 3,100. | |
| W. N. Bangs | 2,980. | |
| C. W. Bangs | 2,666. | |
| George Eddington | 1,990. | |
| J. A. Moore | 1,300. | Accepted March 30, 1871. |

Contract drawn, dated March 30, 1871, at \$1,300 per annum and sent to J. A. Moore, accepted bidder, but not executed.

ROUTE No. 7625.

From Liberty to Murfreesborough, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|-------------------|
| John Wiginton | \$1,270. |
| J. J. Gallaher..... | 1,200. Duplicate. |
| Pope & Mitchell | 1,190. |
| J. S. Vaile..... | 850. |
| John A. Gunsell | 800. |
| Joseph Murphy..... | 777. |
| O. H. Bryan..... | 699. |
| Bracken & Hines..... | 600. |
| William H. Preston, (after time) ... | 690. |

(Wait for offices.)

ROUTE No. 7626.

From Atlanta to Scotland, 18 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------|----------------|
| J. E. Chidester..... | \$893. |

(No offices; wait.)

ROUTE No. 7627.

From Buchanan to Wilmington, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Pope & Mitchell..... | \$1,200. |
| J. J. Gallaher..... | 900. |
| D. W. Chandler..... | 550. |
| John H. Gunsell..... | 500. |
| T. S. Vaile..... | 450. |

(Suspended.)

ROUTE No. 7628.

From Hillsborough to Monroe, 70 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---------------------------------|
| Thompson, Pate & Monroe..... | \$7,500. |
| Anderson Arnot..... | 4,000. |
| C. Chaffe | 3,490. |
| A. E. Davis | 3,250. |
| J. S. C. Rowland..... | 3,100. |
| Henneker & Casey..... | 3,000. |
| David W. Chandler..... | 2,900. |
| Robert H. Endom | 2,750. |
| H. M. Vaile..... | 2,400. |
| T. S. Vaile | 2,400. |
| J. J. Gallaher | 2,400. |
| M. M. Grady..... | 2,200. |
| R. R. Newman..... | 1,945. |
| Bracken & Hines | 1,300. Accepted March 30, 1871. |
| Henry G. Dolson, (after time).... | 2,500. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,300 per annum.

Leave Hillsborough Monday and Thursday at 7 a. m.; arrive at Monroe next days by 6 p. m.

Leave Monroe Monday and Thursday at 7 a. m.; arrive at Hillsborough next days by 6 p. m.

August 14, 1871. Contractors having failed to begin service, annul contract from commencement and send out new ones with M. M. Grady, of Monroe, Louisiana, at \$2,600 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General. Re-advertise route, failing contractor being liable.

ROUTE No. 7629.

From Eldorado to Haynesville, 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Hope & Newman | \$985. |
| C. Chaffe | 975. |
| D. W. Chandler | 975. |
| J. J. Gallaher | 900. |
| Robert C. Vanhook | 825. |
| H. M. Vaile | 750. |
| T. S. Vaile | 650. |
| Bracken & Hines | 550. |

(Unnecessary.)

ROUTE No. 7630.

From Eldorado to Minden, 61 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| C. Chaffe | \$1,699. |
| J. J. Gallaher | 1,300. |
| David W. Chandler | 1,150. |
| Hope & Newman | 1,145. |
| H. M. Vaile | 1,100. |
| Robert C. Vanhook | 1,025. |
| T. S. Vaile | 840. |
| Bracken & Hines | 625. |

(Wait for offices.)

ROUTE No. 7631.

From Eldorado to Warren, 56 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| C. Chaffe | \$3,200. |
| J. S. C. Rowland | 3,150. |
| Anderson Arnot | 3,000. |
| D. W. Chandler | 2,300. |
| T. S. Vaile | 1,900. |
| J. J. Gallaher | 1,900. |
| H. M. Vaile | 1,800. |
| Gabriel Stephen | 1,755. |
| R. C. Vanhook | 1,675. |
| G. T. Williford | 1,665. |
| Hope & Newman | 1,645. |
| Bracken & Hines | 1,045. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,667 per annum (Failed.)

Leave Eldorado Monday and Thursday at 6 a. m.; arrive at Warren next day by 12 m.

Leave Warren Tuesday and Friday at 1 p. m.; arrive at Eldorado next days by 1 p. m.

ROUTE No. 7632.

From Lisbon to Lewisville, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| C. Chaffe | \$3,333. |
| David W. Chandler | 1,350. |
| Story & Sprigg | 1,250. |
| J. J. Gallaher | 1,200. |
| Samuel E. Davis | 1,100. |
| Robert C. Vanhook | 1,025. |
| Story & Sprigg | 1,000. |
| Charles W. Lovell | 975. |
| T. S. Vaile | 950. |
| Bracken & Hines | 600. <i>Accepted March 30, 1871.</i> |
| William B. McNeil & Samuel E. Davis, (after time) | 990. |

Contract made with Bracken & Hines, dated March 20, 1871, at \$600 per annum.

Leave Lisbon Monday at 7 a. m.; arrive at Lewisville next day by 12 m.

Leave Lewisville Wednesday at 7 a. m.; arrive at Lisbon next day by 6 p. m.

ROUTE No. 7633.

From Hampton to Princeton, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Lewis Arnit..... | \$1,000. |
| John H. Saunders..... | 800. |
| J. J. Gallaher..... | 800. |
| H. M. Vaile..... | 750. |
| J. E. Chidester..... | 693. |
| Daniel M. Neel..... | 600. |
| T. S. Vaile..... | 590. |
| Bracken & Hines..... | 375. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$375 per annum.
 Leave Hampton Monday at 6 a. m.; arrive at Princeton by 7 p. m.
 Leave Princeton Tuesday at 6 a. m.; arrive at Hampton by 7 p. m.

ROUTE No. 7634.

From Relf's Bluff to Mount Elba, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| J. E. Chidester..... | \$1,169. |
| Daniel M. Neel..... | 525. |

(Too high; wait for offices.)

ROUTE No. 7635.

From Relf's Bluff to Napoleon, 70 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| A. V. W. Tucker..... | \$1,700. |
| J. J. Gallaher..... | 1,200. |
| Daniel M. Neel..... | 999. |
| Bracken & Hines..... | 750. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$750 per annum.
 Leave Relf's Bluff Monday at 7 a. m.; arrive at Napoleon next day by 6 p. m.
 Leave Napoleon Wednesday at 7 a. m.; arrive at Relf's Bluff next day by 6 p. m.
 July 27, 1871. Contractors having failed to commence service, annual contracts from commencement, and send out new ones with H. C. Stephens, of Relf's Bluff, Arkansas, at \$1,300 per annum, from July 1, 1871, to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

ROUTE No. 7636.

From Monticello to Camden, 72 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| D. D. Searle..... | \$9,000, including speed to 20 hours. |
| J. E. Chidester..... | 5,373. |
| Anderson Arnot..... | 4,000. |
| Daniel M. Neel..... | 4,000. |
| D. W. Chandler..... | 3,500. |
| J. T. Chidester..... | 3,434. |
| C. Chaffe..... | 3,375. |
| J. J. Gallaher..... | 3,300. |
| R. H. Smith..... | 2,960. |
| T. S. Vaile..... | 2,900. |
| Pope & Mitchell..... | 2,725. |
| D. D. Searle..... | 2,700. |
| H. M. Vaile..... | 2,260. |
| Elias Wolverton..... | 1,975. |
| Bracken & Hines..... | 1,245. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$1,245 per annum.
 Leave Monticello Monday and Thursday at 6 a. m.; arrive at Camden next days by 6 p. m.
 Leave Camden Monday and Thursday at 6 a. m.; arrive at Monticello by 6 p. m.

ROUTE No. 7637.

From Monticello to Mouroe, 110 miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Anderson Arnot | \$5,500. |
| C. Chaffe | 5,300. |
| J. F. Harkerson | 5,300, three times a week. |
| David W. Chandler | 5,000. |
| Robert H. Endom | 4,999, three times a week. |
| J. J. Gallaher | 4,990. |
| | 5,999, three times a week. |
| G. T. Williford | 4,840. |
| | 7,260, three times a week. |
| H. M. Vaile | 4,500. |
| A. E. Davis | 4,400. |
| Hunsicker & Casey | 4,000. |
| Newman & Hope | 3,940, three times a week. |
| M. M. Grady | 3,300. |
| | 4,950, three times a week. |
| Hope & Newman | 4,945. |
| Bracken & Hines | 2,000. |
| | 2,795, three times a week. <i>Accepted March 30, 1871.</i> |

Contract made with Bracken & Hines, dated March 30, 1871, at \$2,795 per annum for service three times a week and back.

Leave Monticello Monday, Wednesday, and Friday at 6 a. m.; arrive at Mouroe next days by 6 p. m.

Leave Mouroe Monday, Wednesday, and Friday at 6 a. m.; arrive at Monticello next days by 6 p. m.

July 22, 1871. Contractors having failed to begin service, annul contract for commencement, and send out new ones in the name of Robert H. Endom, of Monticello, at \$5,300 per annum from July 1 to December 31, 1871, or longer at the same rate if so ordered by the Postmaster General, and re-advertise route, failing contractors liable.

ROUTE No. 7638.

From Monticello to Auburn, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|------------------------|
| J. Chidester | \$999. |
| Daniel M. Neel | 649. |
| D. W. Chandler | 500. |
| Bracken & Hines | 350. |
| John M. McKittrick, (<i>after time</i>) | 3,000. No certificate. |

(Suspended.)

ROUTE No. 7639.

From Cut Off to Point Pleasant, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| J. E. Chidester | \$993. |
| D. W. Chandler | 650. |
| Hope & Newman | 490. |

(Wait for offices.)

ROUTE No. 7640.

From Hamburg to Warren, 40 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. F. Harkenson | \$1,500. |
| Hope & Newman | 1,490. |
| D. W. Chandler | 1,050. |
| Hope & Newman | 950. |
| J. J. Gallaher | 900. |
| | 1,600, semi-weekly. |
| H. M. Vaile | 700. |
| Bracken & Hines | 450. <i>Accepted March 30, 1871.</i> |
| | 795, twice a week. |

Contract made with Bracken & Hines, dated March 30, 1871, at \$450 per annum.
 Leave Hamburg Tuesday at 3 p. m.; arrive at Warren next day by 3 a. m.
 Leave Warren Thursday at 9 p. m.; arrive at Hamburg next day by 9 a. m.
 July 28, 1871. Contractors having failed to begin service, annual contract from commencement, and send new ones, with P. F. Harlerson, of Hamburg, Arkansas, at \$520 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractor being liable.

ROUTE No. 7641.

From Hamburg to Eldorado, 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| J. J. Gallaher | \$1,600. |
| G. T. Williford | 1,088. |
| H. M. Vaile | 1,000. |
| Hope & Newman | 985. |
| Bracken & Hines..... | 695. |
| J. F. Harkenson | ... |

(No offices; wait.)

ROUTE No. 7642.

From Poplar Bluff to Bastrop, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. J. Gallaher | \$900. |
| H. M. Vaile | 750. |
| M. M. Grady | 600. |
| Hope & Newman | 490. |
| John C. Schardt | 470. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Schardt, dated March 30, 1871, at \$470 per annum.
 Leave Poplar Bluff Tuesday at 6 a. m.; arrive at Bastrop by 8 p. m.
 Leave Bastrop Wednesday at 6 a. m.; arrive at Poplar Bluff by 8 p. m.

ROUTE No. 7643.

From Grand Lake to Hamburg, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John Davidson..... | \$4,000. |
| Anderson Arnot | 2,600. |
| J. F. Harkerson | 2,400. |
| J. T. Chidester..... | 2,324. |
| H. M. Vaile..... | 2,000. |
| R. H. Smith..... | 1,980. |
| J. J. Gallaher | 1,790. |
| Hope & Newman..... | 1,845. |

NOTE.—J. J. Gallaher's bid ruled "too high." He was offered \$1,000, but declined. Same offer was made to Hope & Newman, and declined.

There being five ferries and one turnpike on this route, and it being for some distance over a river-bottom, making the service expensive and troublesome, the offers are recalled, and the bid of J. J. Gallaher at \$1,790 accepted June 1, 1871.

Contract made with J. J. Gallaher, dated June 1, 1871, at \$1,790 per annum.
 Leave Grand Lake Monday and Thursday at 6 a. m.; arrive at Hamburg by 9 p. m.
 Leave Hamburg Monday and Thursday at 6 a. m.; arrive at Grand Lake by 9 p. m.

ROUTE No. 7644.

From Lake Village to Luna Landing, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------------------|
| Daniel M. Neel..... | \$500, three times a week. |
| J. T. Chidester..... | 485. |

Ruled "too high." Mr. Chidester was offered \$300. He declined.

April 24, 1871. On account of ferries, costing 50 cents a trip, his bid was accepted.

Contract made with J. T. Chidester, dated April 24, 1871, at \$485 per annum.

Leave Lake Village Monday, Wednesday, and Friday at 8 a. m.; arrive at Luna Landing by 11 a. m.

Leave Luna Landing Monday, Wednesday, and Friday at 1 p. m.; arrive at Lake Village by 4 p. m.

ROUTE No. 7645.

From Eunice to Monticello, 40 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| D. D. Searle..... | \$6,000, six times a week; schedule proposed. |
| J. E. Chidester..... | 4,473. |
| D. D. Searle..... | 3,000. |
| Anderson Arnot..... | 3,000. |
| Pope & Mitchell..... | 2,300. |
| J. J. Gallaher..... | 2,300. |
| J. T. Chidester..... | 1,974. |
| David W. Chandler..... | 1,950. |
| R. H. Smith..... | 1,350. Ruled too high. Offered \$900. |

August 14, 1871. Contract with W. F. Ray, of Eunice, Arkansas, from July 1 to December 31, 1871, or longer, if ordered by the Postmaster General, at \$1,500 per annum and re-advertise route.

Contract made and executed accordingly.

Leave Eunice Monday and Thursday at 6 a. m.; arrive at Monticello by 6 p. m.

Leave Monticello Tuesday and Friday at 6 a. m.; arrive at Eunice by 6 p. m.

ROUTE No. 7646.

From Booneville to Ozark, 29½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| William M. Boles..... | \$694. |
| M. D. Frazier..... | 550. |
| J. L. Condict, (after time)..... | 300. |

Ruled too high. Offered M. D. Frazier \$360. He declined. Same offer made to Boles, and declined.

June 20, 1871. William M. Boles and M. D. Frazier each having declined the offer of \$360 per annum, contract with J. L. Condict, of Booneville, Arkansas, at \$300 per annum, from July 1, 1871.

Contract was made and executed accordingly.

Leave Booneville Monday at 8 a. m.; arrive at Ozark by 5 p. m.

Leave Ozark Tuesday at 8 a. m.; arrive at Booneville by 5 p. m.

ROUTE No. 7647.

From Fort Arbuckle to Fort Sill, 75 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------------|
| F. P. Sawyer, jr..... | \$11,000. |
| Francis C. Taylor..... | 9,000. |
| A. W. Harman..... | 8,500. |
| Samuel T. Scott..... | 7,800. |
| Reuben Middleton..... | 7,400. |
| James B. Price..... | 7,000. |
| Joseph S. C. Rowland..... | 9,000, three times a week. |
| | 6,750. |
| Joseph H. Willard..... | 6,328. |
| Adam E. Smith..... | 6,200. |
| J. E. Barrow..... | 6,100. |
| M. H. Eggner..... | 5,600. |
| William W. Tinney..... | 5,000. |
| Jonathan Vaile..... | 4,900. |
| George W. Cook..... | 4,900. |
| J. C. Trevitt..... | 4,400. |
| H. M. Vaile..... | 4,000. |
| T. S. Vaile..... | 3,500. |
| J. J. Gallaher..... | 3,483. |
| Charles H. Webb..... | 2,990. Accepted March 30, 1871. |

Contract drawn and sent to Charles H. Webb, dated March 30, 1871, at \$2,990 per annum, but not executed.

July 19, 1871. Accepted bidder having failed to commence service, contract with F. P. Sawyer, of Washington, D. C., at \$6,500 per annum for service three times a

week, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, failing bidder being liable.

Contract duly made and executed accordingly.

Leave Fort Arbuckle Monday, Wednesday, and Friday at 12 m.; arrive at Fort Sill next day by 6 p. m.

Leave Fort Sill Monday, Wednesday, and Friday at 6 a. m.; arrive at Fort Arbuckle next day by 12 m.

LOUISIANA.

ROUTE No. 8006.

From Vicksburgh to New Orleans, 408 miles and back, twice a week, in steamboats, and by a schedule satisfactory to the Department.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|--|--|
| James B. Price..... | \$32,000. |
| James B. Price..... | 36,900. |
| | 48,500, three times a week. |
| J. W. Carlton..... | 34,500, three times a week. |
| Thomas Casey..... | 29,980, three times a week. |
| Alfred Lee & Co..... | 28,000. |
| | 40,000, three times a week. |
| George F. Brott..... | 28,000, three times a week. |
| C. C. Huntley..... | 26,000. |
| | 34,000, three times a week. |
| John W. Cannon, Th. P. Leathers, and J. M. White..... | 25,000, |
| | 37,500, three times a week. |
| J. W. Carlton..... | 24,000. |
| William English..... | 23,700. |
| | 38,300, three times a week. |
| S. S. Huntley..... | 21,000. |
| | 28,000, three times a week. |
| Thomas Casey..... | 19,950. |
| Edward P. Doherty & Co..... | 19,300. |
| | 22,380, three times a week. |
| George F. Brott..... | 19,000. |
| L. H. Hershfield..... | 17,000. |
| | 23,000, three times a week. |
| A. E. Bradbury..... | 12,100. |
| | 16,000, three times a week. |
| Walter A. Williams..... | 10,000. |
| | 14,000, three times a week. |
| William Williams..... | 5,100. |
| | 7,000, three times a week. <i>Accepted March 30,</i> <i>1871.</i> |

Contract drawn and sent to William Williams, dated March 30, 1871, at \$7,000 for three times a week service, but not executed.

July 13, 1871. Contract with B. H. Peterson, of New Orleans, Louisiana, to carry mails on route three times a week from July 1 to December 31, 1871, or until otherwise ordered, at the rate of \$37,500 per annum.

Contract with B. H. Peterson made accordingly and executed.

July 22, 1871. Modify order of July 15, 1871, by adding on account of accepted bidder having failed to begin service, and re-advertise route, failing bidder being liable.

ROUTE No. 8007.

From Brashear to New Iberia, 70 miles and back, six times a week in steamboats.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| James B. Price..... | \$14,500. |
| James Cross Murphy..... | 12,400. |
| J. B. Brown..... | 11,737. |
| John Jameson..... | 11,000. |
| J. Barry Price..... | 9,900. |

| Bidders' names. | Sum per annum. |
|---|--|
| A. E. Davis..... | \$9,400. |
| W. C. Sickles..... | 8,900. |
| Levy Morton..... | 8,500. |
| D. Quinn..... | 7,900. |
| T. Tupper, president Atakapas Mail Transportation Company. | 7,500. |
| Tristram Tupper..... | 7,500. |
| M. A. Price..... | 7,400. |
| D. W. Brown..... | 7,220. |
| John Murphy..... | 6,800. |
| Valcin Brussaid..... | 6,200. |
| Jasper Tuller..... | 4,900. |
| Samuel Blackwood..... | 4,300. <i>Accepted March 30, 1871.</i> |
| Charles Moran..... | 3,700. <i>Not properly certified.</i> |

Contract with Samuel Blackwood was drawn and sent, but never executed.

On account of failing bidder having failed to begin service July 15, 1871, contract was ordered with B. H. Peterson, of New Orleans, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$14,000 per annum. Route to be re-advertised, failing bidder being liable.

Contract with B. H. Peterson was made and executed accordingly.

Leave Brashear daily, except Sunday, at 11.30 p. m.; arrive at New Iberia next day by 6 a. m.

Leave New Iberia daily, except Sunday, at 3 p. m.; arrive at Brashear by 12 m.

ROUTE No. 8008.

From New Orleans to Pascagoula, 125 miles and back, three times a week, in steamboats, by a schedule satisfactory to the Department.

(No bidders.)

ROUTE No. 8009.

From New Orleans to Mobile, 180 miles and back, daily, by steamboats.

(No bidders.)

ROUTE No. 8010.

From New Orleans to Buras, 67 miles and back, twice a week, in steamboats.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| D. W. Brown..... | \$7,000. |
| John Murphy..... | 6,000. |
| W. S. Bassett and Wm. M. Surls. | 4,900. <i>No date to certificate.</i> |
| M. A. Price..... | 4,900. |
| Peter Collins..... | 4,000. <i>See memorandum.</i> |
| M. V. Radovich..... | 2,500. <i>See memorandum.</i> |
| Jacob A. Pulver..... | 2,400. <i>See memorandum. Accepted March 30, 1871.</i> |

Contract was drawn and sent to Jacob A. Pulver, dated March 30, 1871, at \$2,400 per annum, but never executed.

July 13, 1871. Contract with B. H. Peterson, of New Orleans, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$5,000 per annum.

Contract made with B. H. Peterson and executed accordingly.

July 22, 1871. Modify order of July 15, 1871, by adding on account of accepted bidder having failed to begin service, and re-advertise route, failing bidder being liable.

Leave New Orleans Monday and Friday at 9 a. m.; arrive at Buras by 6 p. m.

Leave Buras Tuesday and Saturday at 5 a. m.; arrive at New Orleans by 5 p. m.

ROUTE No. 8011.

From New Orleans to Covington, 56 miles and back, twice a week by steamboats.

| Bidders' names. | Sum per annum. |
|---|---|
| J. B. Price..... | \$6,000. |
| Peter Collins..... | 4,900. |
| C. M. Surid, pres. Mandeville and N. O. Steam Packet Company.. | 3,000. <i>Duplicated. Accepted March 30, 1871.</i> |
| Samuel H. Brown..... | 1,800, from New Orleans to Covington via Ponchatoula. |
| | 2,500, three times a week; not as advertised. |

Contract made with the Mandeville and New Orleans Steam Packet Company, dated March 30, 1871, at \$3,000 per annum.

Leave New Orleans Monday and Thursday at 9 a. m.; arrive at Covington by 7 p. m.
Leave Covington Tuesday and Friday at 6 a. m.; arrive at New Orleans by 4 p. m.

ROUTE No. 8012.

From New Orleans to Monroe, 480 miles and back, twice a week in steamboats, by a schedule satisfactory to the Department.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|---|---|
| Thomas J. Hough..... | \$27 000. |
| J. B. Price..... | 26,000. |
| | 35,000. |
| | 30,000, four times a week six months, and twice a week residue. |
| John Murphy..... | 24,500. |
| D. W. Brown..... | 22,000. |
| George W. Pierce..... | 21,000. |
| Thomas J. Hough..... | 21,000. |
| Marion N. Wood..... | 19,750. Schedule proposed. |
| M. M. Grady..... | 19,600. |
| Peterson & Surls..... | 19,000. |
| | 24,900, three times a week. |
| George F. Brott..... | 18,000. |
| J. L. Hunsucker and steamer Q. Cary..... | 18,000. |
| D. W. Brown..... | 17,000. |
| | 25,000, three times a week. |
| C. L. Kouns..... | 17,000. |
| | 23,905, three times a week. |
| J. G. McCulloch..... | 15,000. |
| Courad Cornell..... | 15,000. |
| Christopher Chaffe..... | 13,500. |
| Samuel Blackwood..... | 9,000. |
| | 12,000, three times a week. |

(Suspend; doubtful; supplied by railroad.)

ROUTE No. 8013.

From New Orleans to Shreveport, 660 miles and back, three times a week by steamboat and by a schedule satisfactory to the Department.

Proposals invited to extend service to Jefferson, Texas.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| Jacob A. Pulver..... | \$74,500. |
| Samuel Blackwood..... | 50,000. Schedule proposed |
| | 60,000, extend to Jefferson. |
| G. L. Kouns..... | 49,900, extend to Jefferson. |
| Marion N. Wood..... | 45,000. Schedule proposed. |
| James B. Price..... | 39,950. |
| | 47,000, to Jefferson. |
| | 39,950. |
| | 29,950. Conditional. |
| Marion N. Wood..... | 36,000. Schedule proposed. |
| Charles Wills..... | 34,945, extend to Jefferson. |
| C. C. Huntley..... | 34,000. |
| | 38,000, extend to Jefferson. |
| Charles W. Wills..... | 32,760. |
| Truman W. Eaton..... | 29,945, extend to Jefferson. |
| S. S. Huntley..... | 28,500. |
| | 29,500, extend to Jefferson. |
| W. C. Sickles..... | 28,000. |
| | 34,000, extend to Jefferson. |
| Jacob A. Pulver..... | 28,000. |
| Truman W. Easton..... | 27,845. |
| J. G. McCulloch..... | 25,000. |
| Christopher Chaffe..... | 24,000. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| D. Quinn..... | \$23,000. |
| | 29,000, extend to Jefferson. |
| L. H. Hershfield..... | 23,000. |
| | 25,000, extend to Jefferson. |
| John Murphy..... | 19,900. |
| William D. Wylie..... | 19,500. |
| D. W. Brown..... | 18,700. |
| Henderson Osgood..... | 17,000. |
| A. E. Bradbury..... | 16,000. |
| | 12,000, extend to Jefferson. |
| William R. Hapling..... | 10,000. |
| | 12,000, extend to Jefferson. |
| William Williams..... | 6,500. <i>Accepted March 30, 1871.</i> |
| | 7,500, extend to Jefferson. |

Contract drawn and sent to William Williams, dated March 30, 1871, at \$6,500 per annum, but never executed.

July 13, 1871. Contract with B. H. Peterson, of New Orleans, Louisiana, at \$29,000 per annum, from July 1 to December 31, 1871, or until otherwise ordered. Contract was made accordingly.

July 22, 1871. Modify order of July 15, 1871, by adding on account of accepted bidder having failed to begin service, and re-advertise route, failing bidder being liable.

ROUTE No. 8014.

From New Orleans to Saint Francisville, 170 miles and back, twice a week, in steamboats.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Charles C. Pickett..... | \$52,000. |
| James B. Price..... | 18,000. |
| | 24,000, three times a week. |
| John W. Cannon..... | 16,000. |
| | 24,000, three times a week. |
| James B. Price..... | 12,000. |
| | 20,000, three times a week. |
| Peterson and Surls..... | 11,000. |
| | 14,350, three times a week. |
| Jacob A. Pulver..... | 5,500. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to Jacob A. Pulver, dated March 30, 1871, at \$5,500 per annum, but never executed.

July 13, 1871. Contract with B. H. Peterson, of New Orleans, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$16,000 per annum. Contract was made accordingly.

July 22, 1871. Modify order of July 15, 1871, by adding on account of accepted bidder having failed to begin service, and re-advertise route, failing bidder being liable.

Leave New Orleans Tuesday and Friday at 9 a. m.; arrive at Saint Francisville next days by 9 a. m.

Leave Saint Francisville Wednesday and Saturday at 10 a. m.; arrive at New Orleans next days by 10 a. m.

ROUTE No. 8015.

From New Orleans to Carrollton, 6 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| L. Gip Duke..... | \$1,200. |
| D. Quinn..... | 900. |
| John Murphy..... | 890. |
| Clark G. Bentley..... | 800. |
| D. W. Brown..... | 750. |
| Peterson and Surls..... | 733. |
| M. A. Price..... | 715. |
| S. P. Henry..... | 700. |
| A. F. Davis..... | 595. |
| Tone Adams..... | 300. |
| Samuel Blackwood..... | 200. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to Samuel Blackwood, dated March 30, 1871, at \$200 per annum, but never executed.

July 18, 1871. Accepted bidder having failed to commence service, contract with D. Quinn, of Washington, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$900 per annum, and re-advertise route, failing bidder being liable. Contract was made accordingly.

Leave New Orleans daily, except Sunday, at 9 a. m.; arrive at Carrollton by 12 m.
Leave Carrollton daily, except Sunday, at 1 p. m.; arrive at New Orleans by 4 p. m.

ROUTE No. 8016.

From Thibodeaux to Terre Bonne, $3\frac{1}{4}$ miles and back, six times a week, in connection with trains on Morgan's Louisiana and Texas railroad.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| J. B. Price..... | \$690. |
| A. M. Lejeune..... | 400. |
| Peterson and Surls..... | 345. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson and Surls, dated March 30, 1871, at \$345 per annum.

ROUTE No. 8017.

From Ponchatoula to Covington, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Samuel H. Brown..... | \$720. |
| George H. Reigel..... | 650. |
| John Murphy..... | 600. |
| Peterson and Surls..... | 560. |
| George Bags..... | 448. |
| Frauk Powers, (<i>after time</i>)..... | 1,500. |

(Not needed; omit.)

ROUTE No. 8018.

From Covington to Columbia, 66 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Samuel H. Brown..... | \$2,100. |
| Peterson and Surls..... | 845. |
| Franklin Fortinberry..... | 650. <i>Accepted March 30, 1871.</i> |

Contract made with Franklin Fortinberry, dated March 30, 1871, at \$650 per annum.
Leave Covington Thursday at 7 a. m.; arrive at Columbia next day by 6 p. m.
Leave Columbia Tuesday at 7 a. m.; arrive at Covington next day by 6 p. m.

ROUTE No. 8019.

From Covington to Gainsville, 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------|
| Samuel H. Brown..... | \$1,260. |
| John Murphy..... | 740. |
| Samuel H. Brown..... | 700, end at Lima. |
| Peterson & Surls..... | 535. |

(Wait for offices.)

ROUTE No. 8020.

From Franklinton to Shady Grove, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Samuel H. Brown..... | \$500. |
| Peterson & Surls..... | 375. |
| John W. Ard..... | 240. |
| Neal Strahan, sr..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Neal Strahan, sr., dated March 30, 1871, at \$200 per annum.
Leave Franklinton Wednesday at 8 a. m.; arrive at Shady Grove by 5 p. m.
Leave Shady Grove Thursday at 8 a. m.; arrive at Franklinton by 5 p. m.

ROUTE No. 8021.

From Amite City to Franklinton, 28 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Samuel Hyde..... | \$1,000. |
| Peterson & Surls..... | 583. |
| | 1,111, twice a week. |
| John W. Ard..... | 575. |
| John Murphy..... | 570. |
| | 995, twice a week. |
| John W. Ard..... | 440. <i>Accepted March 30, 1871</i> ; twice a week. |
| | 300. |
| Alfred Richardson | 300. |
| | 600, twice a week. |
| Hugh L. Bateman | 275. |
| | 500, twice a week. |

Contract made with John W. Ard, dated March 30, 1871, at \$440 per annum, for twice a week service.

Leave Amite City Tuesday and Saturday at 8 a. m.; arrive at Franklinton by 4 p. m.

Leave Franklinton Monday and Friday at 8 a. m.; arrive at Amite City by 4 p. m.

ROUTE No. 8022.

From Tangapaho to Palestine, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| A. C. Brickham..... | \$700. Extend to Franklinton; schedule proposed. |
| John Murphy..... | 600. |
| Peterson & Surls..... | 590. |
| A. C. Brickham | 500. |
| James B. Price..... | 470. |
| Maston B. M. George | 385. |
| Samuel H. Morgan | 300. |
| John R. Burch..... | 300. |

(No offices; omit.)

ROUTE No. 8023.

From Greensburgh to Baton Rouge, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Peterson & Surls..... | \$2,300. |
| James B. Price..... | 2,250. |
| S. & B. Vienna..... | 1,800. Duplicate. |
| Jacob Watson | 1,700. |
| Joseph N. Young..... | 1,490. |
| Lewis Allin..... | 1,400. |
| Archie Watson..... | 1,150. |
| Jacob J. Cotton..... | 1,000. |
| John Peterman..... | 994. |
| Lorenzo D. Fenn..... | 980. <i>Accepted March 30, 1871.</i> |

Contract made with Lorenzo D. Fenn, dated March 30, 1871, at \$980 per annum.

Leave Greensburgh Monday and Thursday at 6 a. m.; arrive at Baton Rouge by 9 p. m.

Leave Baton Rouge Tuesday and Friday at 6 a. m.; arrive at Greensburgh by 9 p. m.

ROUTE No. 8024.

From Stony Point to Hog Branch, 14 miles and back, once a week.
Proposals to extend to Amite City via Roberts's Mills invited.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Lewis Allin..... | \$600. |
| Caroline Underwood | 120. <i>Accepted March 30, 1871.</i> |
| | 390, extend to Amite City. |

Contract made with Caroline Underwood, dated March 30, 1871, at \$120 per annum.

Leave Stony Point Monday at 7 a. m.; arrive at Hog Branch by 12 m.

Leave Hog Branch at 1 p. m.; arrive at Stony Point by 6 p. m.

ROUTE No. 8025.

From New River to Live Oak, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-----------------------------------|
| James B. Price..... | \$450. |
| W. P. Dixon..... | 350. No guarantee or certificate. |
| Peterson & Surls..... | 195. |

(No office at Live Oak; omit.)

ROUTE No. 8026.

From Baton Rouge to Ponchatoula, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Louis A. Cotton..... | \$1,000. |
| Peterson & Surls..... | 933. |
| Lewis Allin..... | 900. <i>Accepted March 30, 1871.</i> (Present contractor.) |
| Blassingain Spiller..... | 900. |
| Otis H. Felder, (<i>after time</i>)..... | 975. |

Contract made with Lewis Allin, dated March 30, 1871, at \$900 a year.

Leave Baton Rouge Monday at 6 a. m.; arrive at Ponchatoula next day by 6 p. m.

Leave Ponchatoula Wednesday at 6 a. m.; arrive at Baton Rouge next day by 6 p. m.

ROUTE No. 8027.

From Saint Francisville to Clinton, 25 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| Anthony Carroll..... | \$1,600. No guarantee; no certificate. |
| William W. Dunn..... | 1,500. |
| Daniel A. Underwood..... | 1,200. |
| William C. Sickels..... | 1,150. |
| James B. Price..... | 1,140. |
| Peterson & Surls..... | 1,085. |
| Franklin Fortinberry..... | 990. <i>Accepted March 30, 1871.</i> |

Contract made with Franklin Fortinberry, dated March 30, 1871, at \$990 per annum.

Leave Saint Francisville Monday, Wednesday, and Friday at 8 a. m.; arrive at Clinton by 6 p. m.

Leave Clinton Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Saint Francisville by 6 p. m.

ROUTE No. 8028.

From Saint Francisville to Woodville, 26 miles and back, three times a week.

Proposals invited to run by a schedule of 4 miles to the hour.

| Bidders' names. | Sum per annum. |
|---|---------------------------|
| John Murphy..... | \$1,500. |
| Emanuel Liberty..... | 1,200. |
| Peterson & Surls..... | 1,185. |
| | 1,205. Schedule proposed. |
| West Feliciana Railroad Company, by George W. Warner, superin- tendent..... | 1,100. By letter. |
| James W. Shattuck..... | 1,050. |

May 20, 1871. Contract negotiated and made with the West Feliciana Railroad Company, for transportation of mails from Saint Francisville, Louisiana, to Woodville, Mississippi, and back, three times a week, at \$964.95 per annum, being at the rate of \$35 per mile per annum for 27.52 miles, from July 1, 1871, to June 30, 1875.

ROUTE No. 8029.

From Clinton to Stony Point, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Lewis Allen..... | \$200. |
| John Murphy..... | 700. |
| Gottlob Fritz..... | 700. |
| Jacob J. Cotton..... | 480. Offer \$375 per annum. Wrote April 4, 1871. Offer accepted April 26, 1871. |
| John A. Reiley, (<i>after time</i>)..... | 600, to Burlington. |

April 26, 1871. Contract negotiated and made with Jacob J. Cotton, on this date, at \$375 per annum.

Leave Clinton Friday at 7 a. m.; arrive at Stony Point by 5 p. m.

Leave Stony Point Saturday at 7 a. m.; arrive at Clinton by 5 p. m.

ROUTE No. 8030.

From Clinton to Liberty, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Gottlob Fritz | \$650. |
| Peterson & Surls | 575. |
| James B. Price | 475. |
| James J. Cotton | 400. |
| Peterson & Surls | 385. |
| William H. Yeandle | 449. |
| Franklin Fortinberry | 349. <i>Accepted March 30, 1871.</i> |

Contract made with Franklin Fortinberry, dated March 30, 1871, at \$349 per annum.

Leave Clinton Wednesday at 8 a. m.; arrive at Liberty by 4 p. m.

Leave Liberty Thursday at 8 a. m.; arrive at Clinton by 4 p. m.

ROUTE No. 8031.

From Red River Landing to Alexandria, 88 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| Thomas J. Hough | \$9,000. |
| George W. Price | 7,000. |
| William A. Robertson | 6,900. |
| James Collins | 6,500. |
| D. Quinn | 6,500. |
| John Murphy | 6,000. |
| James B. Price | 6,000. |
| D. W. Brown | 4,900. |
| Drury M. Pritchard | 4,500. |
| Valcin Broussard | 4,000. |
| Daniel Taylor | 3,940. |
| Peterson & Surls | 3,900. <i>Accepted March 30, 1871.</i> |
| Peter Collins | 3,200. <i>Not properly certified.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$3,900 per annum.

Leave Red River Landing Monday and Thursday at 6 a. m.; arrive at Alexandria next days by 12 m.

Leave Alexandria Tuesday and Friday at 1 p. m.; arrive at Red River Landing next days by 10 p. m.

ROUTE No. 8032.

From Flowery Mound to Natchez, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|----------------|
| D. W. Brown | \$1,200. |
| John Doshier and Jask Alexander | 925. |
| James B. Price | 750. |
| Peterson & Surls | 700. |
| Talbot Arthur Routon | 500. |

(Unnecessary.)

ROUTE No. 8032.

From Trinity to Tooley's, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|----------------|
| George W. Pierce | \$1,600. |
| John Doshier and Jask Alexander | 915. |
| James B. Price | 750. |
| Peterson & Surls | 705. |
| Talbot Arthur Routon | 450. |

(Wait for offices.)

ROUTE No. 8034.

From Harrisonburgh to Natchez, 41 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| J. B. Price..... | \$3,800. |
| Robert Momon..... | 3,550. |
| Oliver G. Ballard..... | 3,160. |
| John Doshier and James R. Alexander..... | 3,185. |
| Drury M. Pritchard..... | 2,995. |
| E. P. Collins..... | 2,950. |
| Peterson & Surls..... | 2,300. |
| Thomas J. Hough..... | 2,000. |
| G. W. Pierce..... | 1,975. |
| Talbot Arthur Routon..... | 1,890. <i>Accepted March 30, 1871.</i> |
| William S. Rottramelle, (<i>after time</i>)..... | 2,500. |

Contract made with Talbot Arthur Routon, dated March 30, 1871, at \$1,890 per annum.

Leave Harrisonburgh Monday, Wednesday, and Friday at 6 a. m.; arrive at Natchez by 12 night.

Leave Harrisonburgh Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Harrisonburgh by 12 night.

ROUTE No. 8035.

From Harrisonburgh to Wheeling, 74 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Thomas J. Hough..... | \$4,500. |
| George W. Pierce..... | 2,700. |
| Oliver G. Ballard..... | 1,960. |
| James B. Price..... | 1,900. |
| Drury M. Pritchard..... | 1,125. |
| John Doshier and James R. Alexander..... | 875. |
| Peterson & Surls..... | 833. |
| Talbot Arthur Routon..... | 740. <i>Accepted March 30, 1871.</i> |

Contract made with Talbot Arthur Routon, dated March 30, 1871, at \$740 per annum.

June 17, 1871. Curtail route to end at Funny Louis, omitting Bertrand Prairie, Laouk, and Wheeling, diminishing distance 49 miles, and deduct \$490 per annum from pay of contractor, being *pro rata* from July 1, 1871.

Leave Harrisonburgh Friday at 5 a. m.; arrive at Funny Louis by 12 m.

Leave Funny Louis Friday at 1 a. m.; arrive at Harrisonburgh by 8 p. m.

ROUTE No. 8036.

From Harrisonburgh to Monroe, 73 miles and back, 3 times a week

| Bidders' names. | Sum per annum. |
|--|----------------|
| John J. B. Everett and Wiley B. Grayson..... | \$8,500 00. |
| Joseph Pettit..... | 5,440 00. |
| Christopher Chaffe..... | 5,200 00. |
| B. H. Dinkgram..... | 5,000 00. |
| Thomas J. Hough..... | 4,400 00. |
| William H. Hanna..... | 4,000 00. |
| J. L. Hunsicker and S. Q. Carey.. | 3,500 00. |
| Robert H. Endom..... | 3,500 00. |
| George W. Pierce..... | 3,450 00. |
| M. M. Grady..... | 3,400 00. |
| John A. Dowden..... | 2,997 00. |
| Drury M. Pritchard..... | 2,975 00. |
| John Doshier and J. R. Alexander | 2,965 00. |
| Alexander Morrison..... | 2,925 75. |
| Lewis C. Pritchard..... | 2,925 00. |

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| McKilvey & Young | 2,897 00. |
| E. T. Sellers | 2,880 00. |
| Peterson & Surls | 2,863 00. |
| John Murphy | 2,850 00. |
| Talbot Arthur Routon | 2,150 00. <i>Accepted March 30, 1871.</i> |

Contract made with Talbot Arthur Routon, dated March 30, 1871, at \$2,150 per annum.

Leave Harrisonburgh Monday, Wednesday, and Friday at 4 a. m.; arrive at Monroe next days by 6 p. m.

Leave Monroe Monday, Wednesday, and Friday at 4 a. m.; arrive at Harrisonburgh next days by 6 p. m.

ROUTE No. 8037.

From Waterproof to Sicily Island, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Oliver G. Ballard | \$1,480. |
| Thomas J. Hough | 1,200. |
| John Enright | 1,175. |
| G. W. Pierce | 1,100. |
| John Doshier and J. R. Alexander | 925. |
| Peterson & Surls | 535. |

(Not let. "No use.")

ROUTE No. 8039.

From Delhi to Harrisonburgh, 72 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| Thomas J. Hough | \$4,400. |
| George W. Pierce | 3,100. |
| John Doshier and Jas. R. Alexander | 2,735. |
| Jay L. Hunsicker and St. Q. Carey | 2,500. |
| Oliver G. Ballard | 1,960. |
| James B. Price | 1,900. |
| Joseph Pettit | 1,892. |
| A. D. O. Moore | 1,800. |
| Peterson & Surls | 1,790. |
| Drury M. Pritchard | 1,600. |
| Joseph Pettit | 1,430. |
| Jonathan Merritt | 1,300. |
| M. M. Grady | 1,250. |
| A. W. Moore | 1,200. |
| Robert A. Palmer | 1,095. |
| Talbot Arthur Routon | 950. |
| John W. McCord | 895. <i>Accepted March 30, 1871.</i> |
| Edward Parker, (after time) | 2,400 |

Contract made with John W. McCord, dated March 30, 1871, at \$895 per annum.

Leave Delhi Tuesday at 7 a. m.; arrive at Harrisonburgh next day by 6 p. m.

Leave Harrisonburgh Thursday at 7 a. m.; arrive at Delhi next day by 6 p. m.

ROUTE No. 8040.

From Bastrop to Ion, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Thomas J. Hough | \$2,500. |
| George W. Pierce | 2,300. |
| J. L. Hunsicker and St. Q. Carey | 1,000. |
| M. M. Grady | 490. |
| E. J. Hope and R. R. Newman .. | 490. |
| John Schardt | 470. No certificate. |
| Peterson & Surls | 410. |
| John W. McCord | 350. <i>Accepted March 30, 1871.</i> |
| J. H. Nettles | 599. |

Contract drawn and transmitted to John W. McCord, dated March 30, 1871, at \$350 per annum, but not executed.

Leave Bastrop Monday, at 7 a. m.; arrive at Ion by 6 p. m.

Leave Ion Tuesday at 7 a. m.; arrive at Bastrop by 6 p. m.

ROUTE No. 8041.

From Grand Lake to Delhi, 70 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| B. B. Nugent and Jos. Pettit | \$1,975. |
| J. B. Price | 1,200, for 30-hour schedule. |
| | 2,300, for 30-hour schedule twice a week. |
| | 3,200, for 30-hour schedule three times a week. |
| M. M. Grady | 1,200. |
| Jonathan Merritt | 1,200. |
| Hope V. Newman | 1,185. |
| D. S. McKelvey | 1,149. |
| Peterson & Surls | 990. |
| John W. McCord | 800. <i>Accepted March 30, 1871.</i> |

Contract made with John W. McCord, dated March 30, 1871, at \$200 per annum.
 Leave Grand Lake Wednesday at 7 a. m.; arrive at Delhi next day by 6 p. m.
 Leave Delhi Monday at 7 a. m.; arrive at Grand Lake next day by 6 p. m.

ROUTE No. 8043.

From Monroe to Shreveport, 120 miles and back, three times a week.

Proposals for six times a week service invited by a schedule allowing twenty-four hours' running time.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Anderson Arnot | \$15,000. |
| | 22,000, for six times a week. |
| D. Quinn | 12,400. |
| John Murphy | 10,000. |
| | 22,000, six times a week; schedule proposed. |
| | 28,000, six times a week; schedule proposed. |
| Samuel Blackwood | 10,000. |
| | 19,000, six times a week. |
| | 30,000, six times a week; schedule proposed. |
| Christopher Chaffe | 10,000. |
| | 18,900, six times a week. |
| James B. Price | 9,000. |
| | 20,000, six times a week; schedule proposed. |
| | 25,000, six times a week; schedule proposed. |
| F. K. Wright | 6,548. |
| | 22,500, six times a week; schedule proposed. |
| M. M. Grady | 5,750. |
| | 11,500, six times a week, 36-hour schedule. |
| | 17,250, six times a week, 36-hour schedule. |
| A. Spalding | 4,750. |
| | 8,000, six times a week. |
| Virgil W. Parker | 3,990. |
| | 7,500, six times a week, 24-hour schedule. |
| John S. Kellogg | 3,600. |
| | 7,000, six times a week, 24-hour schedule. |
| Delos T. Parker | 2,985. |
| | 5,700, six times a week, 24-hour schedule. |
| James W. Parker | 2,675. |
| | 5,000, six times a week. |
| C. W. Bangs | 2,450. |
| | 4,750, six times a week. |
| Henry Tisdale | 1,940. |
| | 3,890, six times a week. |
| W. N. Bangs | 1,675. |
| | 3,000, six times a week. |
| Jacob Pike | 1,330. |
| | 2,660, six times a week. <i>Accepted March 30,</i> |
| | 1871. |
| M. L. Bangs | 1,170. |

Contract with Jacob Pike, dated March 30, 1871, was drawn and sent to him but never executed. Compensation \$2,660, for six times a week service.

July 18, 1871. Accepted bidder having failed to begin service, contract with Christopher Chaffe, of Minden, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$2,340 per annum, and re-advertise route, failing bidder being liable.

ROUTE No. 8044.

Frenton to Vernon, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------|
| Thomas J. Hough..... | \$2,000. |
| G. W. Pierce..... | 1,860. |
| John A. Dowden..... | 1,395. |
| J. L. Hunsicker and S. D. Carey.. | 1,000. |
| J. R. Kavanaugh..... | 949. |
| Mordecai A. Childs..... | 750. |
| Garrett L. Arledge..... | 600. |
| M. M. Grady..... | 440. |
| E. T. Sellers..... | 395. |
| Peterson & Surls..... | 395. |
| <i>(After Time.)</i> | |
| Frederick Hamilton..... | 550. |
| George W. Edmondson..... | 425. |
| <i>(Ruled doubtful. Suspend.)</i> | |

ROUTE No. 8045.

From Columbia to Red Mouth, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Joseph Pettit..... | \$1,592. |
| Thomas J. Hough..... | 1,500. |
| George W. Pierce..... | 1,325. |
| Hunsicker & Carey..... | 1,000. |
| John A. Dowden..... | 997. |
| Dosher & Alexander..... | 885. |
| J. J. B. Everitt & W. B. Grayson | 750. |
| Alexander Morrison..... | 700. |
| Peterson & Surls..... | 530. |
| <i>(Unnecessary; suspend.)</i> | |

ROUTE No. 8046.

From Columbia to Vernon, 44 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--|---|
| Jay L. Hunsicker and Stephen Q. Carey..... | \$2,500 00. |
| John J. B. Everett and W. B. Grayson..... | 3,000 00. |
| Thomas J. Hough..... | 2,000 00. |
| George W. Pierce..... | 1,860 00. |
| J. R. Kavanaugh..... | 1,400 00, twice a week. |
| John A. Dowden..... | 1,397 00. |
| Joseph Pettit..... | 1,396 00. |
| Alexander Morrison..... | 1,170 00. |
| D. W. Brown..... | 1,100 00. |
| | 1,970 00, twice a week. |
| Peterson & Surls..... | 1,100 00, twice a week. |
| John Dosher and J. R. Alexander | 1,085 00. |
| John A. Dowden..... | 911 50. |
| Garrett L. Arledge..... | 600 00. |
| | 900 00, twice a week. |
| M. M. Grady..... | 525 00. |
| | 1,050 00, twice a week. |
| John W. McCord..... | 500 00. <i>Accepted March 30, 1871.</i> |
| | 900 00, twice a week. |
| Talbot A. Ranton..... | 1,000 00. |
| Steven C. Huey, <i>(after time)</i> | 1,440 00. |

Contract made with John W. McCord, dated March 30, 1871, at \$500 per annum.
Leave Columbia Monday at 9 a. m.; arrive at Vernon next day by 12 m.
Leave Vernon Tuesday at 1 p. m.; arrive at Columbia next day by 4 p. m.

ROUTE No. 8047.

From Columbia to Winfield, 44 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Jay L. Hunsicker and Stephen Q. Carey | \$2,500. |
| John J. B. Everett and W. Blunt Grayson | 2,400. |
| Joseph Pettit | 2,220. |
| Thomas J. Hough | 2,000. |
| George W. Pierce | 1,860. |
| John A. Dowden | 1,747. |
| Alexander Morrison | 1,571. |
| J. B. Price | 1,550. |
| Drury M. Pritchard | 1,500. |
| Peterson & Surls | 1,211. |
| John Doshier and James R. Alexander | 1,095. |
| Talbot Arthur Ronton | 990. |
| John W. McCord | 875. |

Post-office termini not mentioned.

Accepted March 30, 1871.

Contract made with John W. McCord, dated March 30, 1871, at \$875 per annum.
 Leave Columbia Monday and Thursday at 6 a. m.; arrive at Winfield by 7 p. m.
 Leave Winfield Tuesday and Friday at 6 a. m.; arrive at Columbia by 7 p. m.

ROUTE No. 8048.

From Vernon to Vienna, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| Thomas J. Hough | \$1,000. |
| Hunsicker & Carey | 1,000. |
| George W. Pierce | 900. |
| Doshier & Alexander | 775. |
| Christopher Chaffe | 500. |
| J. R. Kavanaugh | 440. |
| Peterson & Surls | 300. |
| M. M. Grady | 250. |
| Steven C. Huey, (after time) | 300. |

Accepted March 30, 1871.

Contract made with M. M. Grady, dated March 30, 1871, at \$250 per annum.
 Leave Vernon Thursday at 1 p. m.; arrive at Vienna by 7 p. m.
 Leave Vienna Thursday at 6 a. m.; arrive at Vernon by 12 m.

ROUTE No. 8049.

From Vernon to Homer, 45 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|------------------------------------|-------------------------|
| Thomas J. Hough | \$2,400 00. |
| G. W. Pierce | 2,200 00. |
| John A. Dowden | 1,975 50. |
| Hunsicker & Carey | 1,600 00. |
| James R. Kavanaugh | 1,400 00, twice a week. |
| Alexander Morrison | 1,250 00. |
| Doshier & Alexander | 1,235 00. |
| James B. Price | 900 00. |
| Peterson & Surls | 1,500 00, twice a week. |
| | 750 00. |
| | 1,100 00, twice a week. |
| M. M. Grady | 600 00. |
| | 1,200 00, twice a week. |
| Garrett L. Arledge | 600 00. |
| | 900 00, twice a week. |
| Steven C. Huey, (after time) | 1,180 00. |

Accepted March 30, 1871.

Contract made with Garrett L. Arledge, dated March 30, 1871, at \$600 per annum.
 Leave Vernon Tuesday at 6 a. m.; arrive at Homer by 8 p. m.
 Leave Homer Wednesday at 6 a. m.; arrive at Vernon by 8 p. m.

ROUTE No. 8050.

From Farmersville to Homer, 46 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Thomas J. Hough..... | \$2,400. |
| George W. Pierce..... | 2,200. |
| Hunsicker & Carey..... | 1,500. |
| Hoper & Newman..... | 995. |
| Christopher Chaffe..... | 800. |
| William B. H. Poor..... | 669. |
| Peterson & Surls..... | 663. |
| Hugh C. Glasson..... | 650. <i>Accepted March 30, 1871.</i> |

Contract with Hugh C. Glasson, dated March 30, 1871, at \$650 per annum.
 Leave Farmersville Monday at 7 a. m.; arrive at Homer next day by 12 m.
 Leave Homer Tuesday at 1 p. m.; arrive at Farmersville next day by 5 p. m.

ROUTE No. 8051.

From Minden to Natchitoches, 82 miles and back, twice a week to Ringgold, and once a week the residue.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Hunsicker & Carey..... | \$3,500. |
| A. E. Davis..... | 2,990. |
| Peterson & Surls..... | 2,985. |
| Christopher Chaffe..... | 1,675. |
| | 2,000, twice a week, whole route. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to Christopher Chaffe, dated March 30, 1871, at \$2,000 per annum for service twice a week over whole route.

Leave Minden Monday and Thursday at 6 a. m.; arrive at Natchitoches next days by 7 p. m.

Leave Natchitoches Wednesday and Saturday at 6 a. m.; arrive at Minden next days by 7 p. m.

ROUTE No. 8052.

From Orchard Grove to Lewisville, 30 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Peterson & Surls..... | \$550. |

(No offices; rest.)

ROUTE No. 8053.

From Allen's Settlement to Orchard Grove, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Peterson & Surls..... | \$565. |
| Christopher Chaffe..... | 550. |

(No offices; omit.)

ROUTE No. 8054.

From Bellevue to Magnolia, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Hunsicker & Carey..... | \$2,000. |
| Christopher Chaffe..... | 1,000. |
| Peterson & Surls..... | 735. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$735 per annum.
 Leave Bellevue Monday at 6 a. m.; arrive at Magnolia next day by 12 m.
 Leave Magnolia Tuesday at 1 p. m.; arrive at Bellevue next day by 6 p. m.

ROUTE No. 8055.

From Bellevue to Collinsburgh, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Isaac H. Martin..... | \$800. |
| James B. Price..... | 600. |
| Peterson & Surls..... | 530. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$530 per annum.
 Leave Bellevue Monday at 7 a. m.; arrive at Collinsburgh by 6 p. m.
 Leave Collinsburgh Tuesday at 7 a. m.; arrive at Bellevue by 6 p. m.

ROUTE No. 8056.

From Bellevue to Bossier Point, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| Peterson & Surls..... | \$515. |
| A. E. Davis..... | 400. Ruled too high. Offer \$100 to Fillmore, 8 miles. |

July 22, 1871, contract with Francis Smith, of Bellevue, Louisiana, at \$96 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertise route.

Contract made with Francis Smith accordingly.
 Leave Bellevue Wednesday at 9 a. m.; arrive at Fillmore by 12 m.
 Leave Fillmore Wednesday at 1 p. m.; arrive at Bellevue by 4 p. m.

ROUTE No. 8057.

From Mansfield to Wallace Lake, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Nicholas S. Moore..... | \$900. |
| Peterson & Surls..... | 575. |

(No offices; omit.)

ROUTE No. 8058.

From Mansfield to Pulaski, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Nicholas S. Moore..... | \$1,300. |
| Peterson & Surls..... | 445. |

(Not needed; omit; too high.)

ROUTE No. 8059.

From Mansfield to Hart's Bluff, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James B. Price..... | \$400. |
| Nicholas S. Moore..... | 400. |
| Peterson & Surls..... | 295. |

(No use; too high.)

ROUTE No. 8060.

From Pine Ridge to Brush Valley, 18 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Peterson & Surls..... | \$320. |

(Not needed; extravagant.)

ROUTE No. 8061.

From Greenwood to Pulaski, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------|
| Peterson & Surls..... | \$700. |
| James B. Price..... | 490, end at Bethany. |

(Not needed; extravagant.)

ROUTE No. 8062.

From Black Jack to Longstreet, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| N. S. Moore..... | \$700. |
| Peterson & Surls..... | 585. |
| James B. Price..... | 470. |

(Not needed; omit.)

ROUTE No. 8063.

From Keatchie to Nacogdoches, 81 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|----------------------------------|--|
| Nicholas S. Moore..... | \$4,133. |
| | 3,100, for twice a week. |
| Drury M. Pritchard..... | 3,000. |
| Christopher Chaffee..... | 1,674. |
| Nicholas S. Moore..... | 1,537, or \$51. |
| A. G. Mitchell & R. D. Orton.... | 1,050, or |
| | 2,800, for two-horse coach. |
| Peterson & Surls..... | 1,019. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$1,019 per annum.
Leave Keatchie Friday at 6 a. m.; arrive at Nacogdoches next day by 6 p. m.
Leave Nacogdoches Tuesday at 6 a. m.; arrive at Keatchie next day by 6 p. m.

ROUTE No. 8064.

From Manny to Burr's Ferry, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------|
| Christopher C. Nash..... | \$484. |
| James B. Price..... | 475, end at Anacoca. |
| | 470. |
| Peterson & Surls..... | 435. |

(No offices; omit.)

ROUTE No. 8065.

From Natchitoches to Winfield, 40 miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Thomas J. Hough..... | \$2,000. |
| G. W. Pierce..... | 1,900. |
| Drury M. Pritchard..... | 1,500. |
| Matthew N. Swafford..... | 1,241. |
| Peterson & Surls..... | 1,100. |
| | 1,495, for three times a week. |
| John W. McCord..... | 900. <i>Accepted March 30, 1871.</i> |
| | 1,250, three times a week. |

Contract made with John W. McCord, dated March 30, 1871, at \$900 per annum.
Leave Natchitoches Monday and Thursday at 6 a. m.; arrive at Winfield by 6 p. m.
Leave Winfield Tuesday and Friday at 6 a. m.; arrive at Natchitoches by 6 p. m.

ROUTE No. 8066.

From Natchitoches to Nacogdoches, 116 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Drury M. Pritchard..... | \$9,500. |
| John Murphy..... | 7,400. |
| James B. Price..... | 6,400. |
| Daniel Taylor..... | 5,900. |
| Mitchell & Orton..... | 5,700, two-horse coach. |
| D. W. Brown..... | 5,500. |
| Christopher C. Nash..... | 5,490. |
| Peterson & Surls..... | 5,350. <i>Accepted March 30, 1871.</i> |
| Dwire & Eaves..... | 4,900. <i>Not properly certified. Dwire failed contractor.</i> |
| Peter Collins..... | 4,200. <i>Not properly certified.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$5,350 per annum.
 Leave Natchitoches Monday, Wednesday, and Friday at 8 p. m.; arrive at Nacog-
 loches third days by 2 a. m.
 Leave Nacogdoches Monday, Wednesday, and Friday at 10 p. m.; arrive at Natchi-
 toches third days by 10 p. m.

ROUTE No. 8067.

From Natchitoches to Shreveport, 118 miles and back, twice a week.
 Proposals invited to begin service at Alexandria.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Christopher Chaffe..... | \$14,775 for three times a week. |
| William D. Wylie..... | 9,500. |
| D. M. Pritchard..... | 7,500. |
| George F. Brott..... | 7,200. |
| J. B. Price..... | 6,250, begin at Alexandria and end at Shreve- port. |
| Christopher Chaffe..... | 6,000. |
| William C. Sickels..... | 8,450, three times a week. 5,900. 9,900, begin at Alexandria and end at Shreve- port. |
| D. W. Brown..... | 5,300. 10,000, begin at Alexandria and end at Shreve- port. |
| John Murphy..... | 5,000. 9,700, begin at Alexandria and end at Shreve- port. |
| Peterson & Surls..... | 4,980. 5,980, begin at Alexandria and end at Shreve- port. <i>Accepted March 30, 1871.</i> |
| C. Lewis..... | 4,700. |
| Daniel Taylor..... | 4,600. 7,600, begin at Alexandria and end at Shreve- port. |
| Peter Collins..... | 3,700. |
| Samuel Blackwood..... | 2,200. |

Contract made with Peterson & Surls, dated March 30, 1871, at \$5,980 per annum, ser-
 vice beginning at Alexandria and ending at Shreveport.

ROUTE No. 8068.

From Alexandria to Harrisonburgh, 65 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Thomas J. Hough..... | \$4,400. |
| George W. Price..... | 3,900. |
| Oliver G. Ballard..... | 1,780. 2,680, for twice a week. |
| Henderson Swilley..... | 1,750, for twice a week. |
| Dosher & Alexander..... | 1,585. |
| George W. Scarborough..... | 1,550. |
| Thomas E. Pritchard..... | 1,500. 2,000, for twice a week. |
| Peterson & Surls..... | 1,485, for twice a week. |
| Drury M. Pritchard..... | 1,150. |
| Henderson Swilley..... | 1,050. |
| Dosher & Alexander..... | 985. |
| Daniel Taylor..... | 810. 1,600, twice a week. |
| Talbot Arthur Routon..... | 650. <i>Accepted March 30, 1871.</i> |

Contract made with Talbot Arthur Routon, dated March 30, 1871, at \$650 per annum.
 Leave Alexandria Monday at 6 a. m.; arrive at Harrisonburgh next day by 12 m.
 Leave Harrisonburgh Wednesday at 1 p. m.; arrive at Alexandria next day by 7 p. m.

ROUTE No. 8069.

From Alexandria to Homer, 135 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---|--|
| Christopher Chaffe..... | \$7 000. |
| Thomas J. Hough..... | 5,500. |
| George W. Pierce..... | 5,400. |
| D. M. Prichard..... | 4,500. |
| Dosher & Alexander..... | 3,825. |
| Joshua Kemp..... | 3,450, twice a week. |
| Talbot A. Routon..... | 3,000. |
| Christopher C. Nash..... | 2,870. |
| Peterson & Surls..... | 2,830, twice a week. |
| Joshua Kemp..... | 2,750. |
| Dosher & Alexander..... | 2,275. |
| James B. Price..... | 2,200. |
| | 4,000, twice a week. |
| Daniel Taylor..... | 2,095. |
| John W. McCord..... | 1,500. <i>Accepted March 30, 1871.</i> |
| | 2,600, twice a week. |
| Daniel Taylor, (<i>after time</i>)..... | 3,400, twice a week. |
| | 1,750. |

Leave Alexandria Monday at 2 p. m.; arrive at Homer fourth day by 12 m.
 Leave Homer Thursday at 2 p. m.; arrive at Alexandria fourth day by 12 m.
 Contract made with John McCord, at \$1,500.

ROUTE No. 8070.

From Cheneyville to Huddleston, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| D. W. Brown..... | \$1,500. |
| Joseph Johnson..... | 1,100. |
| Peterson & Surls..... | 1,085. |
| Daniel Taylor..... | 840. |

(Wait for offices.)

ROUTE No. 8071.

From Simmsport to Atchafalaya, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| William A. Robertson..... | \$800. |
| James B. Price..... | 700. |
| Peterson & Surls..... | 435. |
| Charles M. Clow..... | 350. |

(Wait for offices.)

ROUTE No. 8072.

From Washington to Marksville, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| William A. Robertson..... | \$4,000. |
| James H. Millsbaugh..... | 2,200. |
| Drury M. Prichard..... | 1,600. |
| D. W. Brown..... | 1,500. |
| Cornelius C. Duson..... | 900. |
| Peterson & Surls..... | 850. <i>Accepted March 30, 1871.</i> |
| Joseph Johnson..... | 300, end at Mansura. |

May 31, 1871. The distance in route having been erroneously stated in advertisement, it being 67 miles instead of 37, rescind acceptance to Peterson & Surls of March 30, 1871, and send out new contracts in their name, at the rate of \$1,450 per annum, it being less than *pro rata* of their bid for the actual distance of the route, but according to their proposition of May 10, 1871.

Contract made with Peterson & Surls, dated May 31, 1871, at \$1,450 per annum.

Leave Washington Tuesday and Friday at 6 a. m.; arrive at Marksville next day by 6 p. m.

Leave Marksville Wednesday and Saturday at 6 a. m.; arrive at Washington next day by 6 p. m.

ROUTE No. 8073.

From Washington to Evergreen, 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Drury M. Pritchard..... | \$1,250. |
| James B. Price | 700. |
| Peterson & Surls | 675. |
| Cornelius C. Dusen | 600. |
| James H. Millspaugh..... | 550. |
| D. N. Brown..... | 490. |
| Joseph Johnson..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Johnson, dated March 30, 1871, at \$300 per annum.

August 8, 1871. Contractor having failed to begin service, annul contract from commencement, and send out new ones with James H. Millspaugh, of Washington, Louisiana, at \$550 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractor being liable.

Contract was made accordingly.

Leave Washington Monday at 7 a. m.; arrive at Evergreen next day by 12 m.

Leave Evergreen Tuesday at 2 p. m.; arrive at Washington next day by 6 p. m.

ROUTE No. 8074.

From Washington to Lake Charles, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|------------------------|
| William A. Robertson..... | \$3,300. |
| D. M. Pritchard..... | 1,750. |
| Christopher Chaffe..... | 1,744. |
| John McCormick..... | 1,450. |
| James B. Price..... | 1,400. |
| Andrew Langley..... | 1,200. No certificate. |
| Peterson & Surls..... | 825. |
| Cornelius C. Dusen..... | 750. |
| Joseph Johnson..... | 720. |

(Not needed; omit.)

ROUTE No. 8075.

From Hickory Flat to Burr's Ferry, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Drury M. Pritchard..... | \$1,775. |
| John McCormick..... | 1,600. |
| Peterson & Surls..... | 835. |

(Wait for offices.)

ROUTE No. 8076.

From Lake Charles to Gum Spring, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|------------------------|
| Jacob Ryan..... | \$600. No certificate. |
| Peterson & Surls..... | 535. |

(Wait for offices.)

ROUTE No. 8077.

From Lake Charles to Orange, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| William A. Robertson..... | \$2,300. |
| Charles H. Webb..... | 1,740. |
| | 19,740, three times a week, and extend to New Iberia. |
| A. E. Davis..... | 1,500. |
| Adolph Escubar..... | 1,200. |
| John McCormick..... | 1,200. |
| Henry Welsh..... | 995. |
| | 1,800, for twice a week. |
| Peterson & Surls..... | 830. |
| Jacob Ryan..... | 800. No certificate. |
| Cornelius C. Dusen..... | 800. |

(Covered by route 8073.)

ROUTE No. 8078.

From Vermillionville to Mermenton, 40 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------|
| James B. Price | \$2,400. |
| Charles H. Webb | 1,740. |
| | 2,970, twice a week. |
| John McCormick | 1,650. |
| A. E. Davis | 1,500. |
| William A. Robertson | 1,400. |
| | 1,900, for twice a week. |
| Pierre A. Herbert | 1,150. |
| | 2,000, twice a week. |
| Samuel P. Henry | 850. |
| | 1,250. |
| Henry Welsh | 575. |
| | 895, twice a week. |
| Peterson & Surls | 540. |
| Andrew Henry | 500. No certificate. |
| Cornelius C. Dusen | 500. |
| Samuel Blackwood | 220. |
| Andrew Henry, (after time) | 500. |
| | 950, twice a week. |

(Covered by other service; not let.)

ROUTE No. 8079.

From Mermenton to Grand Chenier, 66 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|-------------------------------|
| William A. Robertson | \$1,800. |
| S. P. Henry | 850. No guarantee. |
| C. C. Dusen & E. S. Andrews | 850. |
| Peterson & Surls | 745. |
| Ozeive Trahan | 600. Accepted March 30, 1871. |

Contract made with Ozeive Trahan, dated March 30, 1871, at \$600 per annum.
Leave Mermenton Wednesday at 7 a. m.; arrive at Grand Chenier next day by 6 p. m.
Leave Grand Chenier Friday at 7 a. m.; arrive at Mermenton next day by 6 p. m.

ROUTE No. 8080.

From Mermenton to Lake Charles, 50 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------------|------------------------|
| John McCormick | \$1,950, twice a week. |
| William A. Robertson | 1,500. |
| | 2,500, twice a week. |
| Pierre A. Herbert | 1,150. |
| | 2,000, twice a week. |
| A. E. Davis | 900. |
| Peterson & Surls | 675. |
| Cornelius C. Dusen | 550. |
| Henry Welsh | 470. |
| | 895, twice a week. |
| Andrew Henry, (after time) | 550. |
| | 1,000, twice a week. |

(Covered by route 8073.)

ROUTE No. 8081.

From Opelousas to Plaquemine Brulee, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| William A. Robertson | \$900. |
| Cornelius C. Dusen | 240. |
| Peterson & Surls | 220. Accepted March 30, 1871. |

Contract made with Peterson & Surls, dated March 30, 1871, at \$220 per annum.
Leave Opelousas Saturday at 7 a. m.; arrive at Plaquemine Brulee by 12 m.
Leave Plaquemine Brulee Saturday at 1 p. m.; arrive at Opelousas by 7 p. m.

ROUTE No. 8082.

From New Iberia to Cheneyville, 131 miles and back, six times a week to Washington, and three times the residue.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---|
| C. M. Lockwood..... | \$19,900. | |
| Charles H. Webb..... | 17,730. | |
| T. S. Martin..... | 17,500. | |
| James B. Price..... | 16,500. | Schedule proposed. |
| James L. Burke..... | 14,973. | |
| J. B. Price..... | 14,495. | |
| Christopher Chaffe..... | 11,900. | end at Washington. |
| William A. Robertson..... | 11,900. | |
| C. Lewis..... | 11,000. | |
| James B. Price..... | 10,020. | |
| | 12,000. | in 40 hours. |
| | 16,500. | in 24 hours. |
| W. C. Sickles..... | 8,400. | |
| Peterson & Surls..... | 7,987. | |
| John Murphy..... | 7,500. | |
| D. W. Brown..... | 6,900. | |
| Hiram Coleman..... | 5,700. | |
| A. E. Davis..... | 4,900. | |
| Peter Collins..... | 4,000. | |
| John Jamison..... | 3,500. | |
| Sam Blackwood..... | 2,400. | |
| | 1,900. | Accepted March 30, 1871. Contract drawn and sent, but never executed. |
| Daniel Taylor, (after time)..... | 11,900. | |

July 18, 1871, accepted bidder having failed to begin service, contract with A. E. Davis, of New Iberia, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$15,000 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

Leave New Iberia daily, except Sunday, on arrival of mail-boat, say 1 a. m.; arrive at Washington by 9 p. m.

Leave Washington Sunday, Tuesday, and Thursday at 3 a. m.; arrive at Cheneyville next days by 11 a. m.

Leave Cheneyville Monday, Wednesday, and Friday at 11.30 a. m.; arrive at Washington next days by 9 p. m.

Leave Washington daily, except Sunday, 3 a. m.; arrive at New Iberia by 9 p. m.

ROUTE No. 8083.

From New Iberia to Perry's Bridge, 24 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--|
| William A. Robertson..... | \$1,500. | |
| James P. Price..... | 1,200. | |
| | 1,520. | three times a week; schedule proposed. |
| Peterson & Surls..... | 575. | |
| Paulin Fountelien..... | 550. | See file. |
| Henry Blanc..... | 200. | three times a week. See file. |
| | 150. | |
| Samuel Blackwood..... | 95. | Accepted March 30, 1871. |

Contract drawn and transmitted to Samuel Blackwood, dated March 30, 1871, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with A. E. Davis, of New Iberia, Louisiana, from July 1 to December 31, 1871, or until otherwise ordered, at \$1,050 per annum and re-advertise route, failing bidder being liable.

Contract made with A. E. Davis, dated July 18, 1871, at \$1,050 per annum; service from July 1 to December 31, 1871.

Leave New Iberia Monday and Thursday at 8 a. m.; arrive at Perry's Bridge by 4 p. m.

Leave Perry's Bridge Tuesday and Friday at 8 a. m.; arrive at New Iberia by 4 p. m.

ROUTE No. 8084.

From Saint Martinsville to Opelousas, 49 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| William A. Robertson..... | \$3,300. |
| D. Quinn | 2,500. |
| James O. Chachere | 2,400. |
| J. B. Price | 2,200. |
| John Murphy..... | 1,900. |
| D. W. Brown | 1,675. |
| Charles Lewis | 1,500. |
| Peterson & Surls | 1,300. |
| Pierre Arseneans..... | 1,299. |
| Samuel Blackwell..... | 1,130. <i>Accepted March 30, 1871.</i> |

Contract drawn and transmitted, dated March 30, 1871, to Samuel Blackwood, at \$1,130 per annum, but not executed.

ROUTE No. 8085.

From Donaldsonville to Terrebonne, 37 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| A. M. Lejeune..... | \$1,500. |
| | 1,794, three times a week. |
| Peterson & Surls | 975. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$975 per annum. Leave Donaldsonville Monday and Thursday at 6 a. m.; arrive at Terrebonne by 6 p. m.

Leave Terrebonne Tuesday and Friday at 6 a. m.; arrive at Donaldsonville by 6 p. m.

ROUTE No. 8086.

From Houma to Terrebonne, 13 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Peter Berger | \$800. |
| J. B. Price | 470. |
| Peterson & Surls..... | 395. <i>Accepted March 30, 1871.</i> |

Contract made with Peterson & Surls, dated March 30, 1871, at \$395 per annum. Leave Terrebonne daily, except Sunday, at 3 a. m.; arrive at Houma by 7.35 a. m. Leave Houma daily, except Sunday, at 5.45 p. m.; arrive at Terrebonne by 10 p. m.

ROUTE No. 8087.

From Houma to Live Oaks, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| A. E. Davis | \$500. |
| Peterson & Surls..... | 349. |
| Peter Berger | 300. |
| Orlando P. Fisk, (after time)..... | 350. |

(Suspended.)

ROUTE No. 8088.

Service from July 1, 1871, to June 30, 1875.

From Tangapaho, by Greensburgh and Darlington, to Clinton, 41 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| James P. Price | \$3,440. |
| William A. Skinner..... | 1,800. |
| T. B. Thompson | 1,725. |
| Andrew J. Johnson | 1,700. |
| W. H. Ramsay | 1,600. |
| John Peterman..... | 1,494. |
| William Melton | 1,450. |
| Monroe Fletcher..... | 1,400. <i>Accepted April 22, 1871.</i> |
| Charles A. Crave, (after time)..... | 1,800. |

Contract made with Monroe Fletcher, dated April 22, 1871, at \$1,400 per annum. Leave Tangapaho Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Clinton by 6 p. m. Leave Clinton Monday, Wednesday, and Friday, at 6 a. m.; arrive at Tangapaho by 6 p. m.

TEXAS.

ROUTE No. 8502.

(Not advertised.)

From Houston to Galveston, 53¹/₂ miles and back, twice daily by railroad.

Service performed by the Galveston, Houston and Henderson Railroad Company, the rate of pay to be fixed according to the grade of service, to be shown by the usual returns.

ROUTE No. 8504.

From Harrisburgh to Columbus, 84 miles and back, six times a week by railroad.

August 17, 1871. Contract made with the Galveston, Harrisburgh and San Antonio Railroad Company, Thomas W. Pierce, president, Boston, Massachusetts, at \$8,400 per annum, from July 1, 1871, to June 30, 1875, being at the rate of \$100 per mile per annum for service six times a week.

ROUTE No. 8505.

(Not advertised.)

From Hempstead to Austin, 118⁷/₁₀ miles and back, six times a week by railroad.

Service performed by the Houston and Texas Central Railroad Company, at the rate of \$5,935 per annum. Subject to fines and deductions.

ROUTE No. 8506.

From Longview to Shreveport, 66¹/₁₀ miles and back, six times a week, by railroad.

August 17, 1871. Contract made with the Southern Pacific Railroad Company, Marshall O. Roberts president, 117 West street, New York, New York, at \$5,325 per annum, from July 1, 1871, to June 30, 1875, being at the rate of \$80 per mile per annum for service seven times a week.

ROUTE No. 8507.

From Galveston to Brashear, 220 miles and back, three times a week, and by a schedule of departures and arrivals satisfactory to the Department.

Proposals invited for six times a week service.

| Bidder's name. | Sum per annum. |
|---------------------|---|
| Charles Morgan..... | \$100,000, six times a week. |
| | 50,000, three times a week, June 1 to December 1; six times a week, December 1 to June 1; subject to quarantine restrictions <i>Accepted March 30, 1871.</i> |
| | 30,000. Conditional. |
| | 30,000, twice a week, June 1 to October 1; four times a week, October 1 to December 1; six times a week, December 1 to March 1; four times a week, March 1 to June 1; subject to quarantine restrictions. |

Contract made with Charles Morgan, dated March 30, 1871, at \$50,000 (fifty thousand dollars) per annum.

ROUTE No. 8508.

From Galveston to Indianola, 130 miles and back, three times a week, in steamships, and by a schedule of departures and arrivals satisfactory.

Proposals invited to touch at Saluria.

| Bidder's name. | Sum per annum. |
|---------------------|---|
| Charles Morgan..... | \$20,000, subject to quarantine restrictions. |
| | 10,000, twice a week, June 1 to October 1; three times a week, October 1 to June 1. <i>Accepted March 30, 1871.</i> |

Contract made with Charles Morgan, dated March 30, 1871, at \$10,000 per annum.

ROUTE No. 8509.

From Galveston to Brazos Santiago, 245 miles and back, once a week, in steamships, and by a schedule of departures and arrivals satisfactory to the Department.

| Bidder's name. | Sum per annum. | |
|---------------------|----------------|---|
| Charles Morgan..... | \$75,000. | Conditional. |
| | 20,000. | Begin at N. O., twice a month, touching at Galveston; subject to quarantine restrictions. |

(Covered by local service; not needed.)

ROUTE No. 8510.

From Galveston to Liberty, 118 miles and back, twice a week, in steamboats, and by a schedule satisfactory to the Department.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|-------------------------|
| Andrew Stewart..... | \$20,000. | |
| Massena Weiss | 11,000. | |
| R. J. Freeman | 10,000. | |
| Theodore P. Slemmons..... | 9,898. | |
| Henry C. Lovell | 8,999. | |
| Charles W. Winn | 8,000. | Accepted March 30 1871. |

Contract made with Charles W. Winn, dated March 30, 1871, at \$8,000 per annum.

ROUTE No. 8511.

From Saluria to Brazos Santiago, 165 miles (estimated) and back, twice a week, by steamboats.

Proposals invited to begin service at Indianola.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|------------------------------|
| Andrew Stewart..... | \$40,000. | |
| R. J. Freeman | 35,000. | |
| | 38,000, | to begin at Indianola. |
| Theodore P. Slemmons..... | 30,000. | |
| | 32,000, | from Indianola. |
| James B. Price..... | 30,000, | sail-vessel. |
| | 30,000, | from Indianola; sail-vessel. |
| Henry C. Lovell | 17,000. | |
| | 18,000. | Invited service. |

(Suspended; not needed.)

ROUTE No. 8512.

From Indianola to Corpus Christi, 133 miles and back, three times a week, in suitable and safe steamboats and by a schedule satisfactory to the Department.

Proposals invited for service by sailing-vessels.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|---|
| R. J. Freeman..... | \$25,000. | Steamboat. |
| | 6,500. | Sailing-vessel. |
| Andrew Stewart..... | 23,000. | |
| | 10,500. | Sailing-vessel. |
| Theodore P. Slemmons..... | 20,000. | |
| | 5,500. | Sailing-vessel. |
| J. J. Cochran..... | 9,740. | |
| W. C. Sickles..... | 9,500. | |
| | 6,500. | Sailing-vessel. |
| Peter Johnson..... | 9,500. | Commence at Saluria. 2 p. co., and sailing-boats. |
| | 7,400. | Schedule proposed. |
| Henry C. Lovell..... | 9,000. | Steamboats. Accepted March 30, 1871. |
| | 3,500. | Sailing-vessel. |
| Amos Y. Smith | 7,500. | Vessel. |
| | 18,000. | Steamboats. |

Contract drawn and sent to Henry C. Lovell, dated March 30, 1871, at \$9,000 per annum in steamboats, but not executed.

Accepted bidder having failed to begin service, contract with Andrew Stewart, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$10,500 per annum, and re-advertise route, failing bidder being liable.

Contract was made accordingly.

ROUTE No. 8513.

From Galveston to Matagorda, 118 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---|
| W. F. Orr..... | \$18,026. | |
| Anton Miller..... | 10,000. | |
| | 7,760. | Schedule proposed. |
| W. A. Saylor..... | 7,000. | |
| Adam E. Smith..... | 5,750. | |
| Samuel Blackwood..... | 5,000. | |
| Andrew Stuart..... | 4,975. | |
| J. F. Brown..... | 4,720. | |
| John Kempf..... | 4,500. | |
| E. M. B. Sawyer..... | 4,470. | |
| G. Thompson..... | 3,940. | <i>Accepted May 11, 1871. Subject to change as follows: Embrace mouth of San Barnard and Kenner on route, and omit Columbia, Hinds, Brazoria, and Cedar Lake.</i> |
| John Kempf..... | 3,000. | End at Columbia. |

Contract made with G. Thompson, dated May 11, 1871, at \$3,940 per annum.

Leave Galveston Monday and Thursday at 7 a. m.; arrive at Matagorda third days by 12 m.

Leave Matagorda Wednesday and Saturday at 1 p. m.; arrive at Galveston by 6 p. m.

Accepted bidder having failed to begin service, contract with Anton Miller, of Galveston, Texas, from July 1, 1871, to December 31, 1871, or until otherwise ordered, at \$3,700 per annum, and re-advertise route, failing bidder being liable.

Contract made accordingly.

ROUTE No. 8514.

From Houston to Columbia, 50 miles and back, twice a week.

| Bidders names. | Sum per annum. | |
|-------------------------|----------------|---|
| M. L. Watheimer..... | \$3,000. | |
| Alexander G. Allen..... | 2,890. | |
| Adam E. Smith..... | 2,200. | |
| James B. Price..... | 2,140. | |
| John Kempf..... | 2,080. | |
| E. M. B. Sawyer..... | 1,970. | |
| | 2,790. | three times a week. |
| G. Thompson..... | 1,440. | |
| | 2,200. | three times a week. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to G. Thompson, dated March 30, 1871, but never executed. May 12, 1871. Rescind acceptance of March 30, 1871, and offer G. Thompson \$411 per annum for once a week. Not taken.

Contract ordered with Z. L. Cash from September 20, at \$400 per annum.

ROUTE No. 8515.

From Columbia to Matagorda, 55 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|---------------------------------|
| William F. Orr..... | \$8,026. | |
| E. M. B. Sawyer..... | 2,970. | |
| Adam E. Smith..... | 2,600. | |
| John Kempf..... | 2,500. | |
| G. Thompson..... | 2,340. | <i>Accepted March 30, 1871.</i> |

Acceptance of March 30, 1871, to G. Thompson, rescinded route, having been superseded by route 8513.

ROUTE No. 8516.

From Brazoria to Velasco, 29 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| E. M. B. Sawyer..... | \$1,370. | |
| James B. Price..... | 1,300. | End at Quintana. |
| Conrad Ahlbrecht..... | 685. | <i>Accepted March 30, 1871.</i> |

Contract made with Conrad Ahlbrecht, dated March 30, 1871, at \$685 per annum. June 9, 1871, extend route to commence at Columbia, increasing distance 2 miles, and allow contractor \$189 per annum additional, being *pro rata* from July 1, 1871. Leave Columbia Monday and Thursday at 7 a. m.; arrive at Velasco by 6 p. m. Leave Velasco Tuesday and Friday at 7 a. m.; arrive at Columbia by 6 p. m.

ROUTE No. 8517.

From Texana to Hallettsville, 59 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|----------------------------------|
| H. L. Davis..... | \$1,795 00, | twice a week. |
| W. B. Gayle | 1,508 00. | |
| | 2,300 00, | twice a week. |
| William & M. Varnell..... | 1,380 00, | twice a week. |
| John R. Sanford | 1,295 00, | twice a week. |
| C. C. Moore | 1,200 00, | twice a week. |
| Robert Hallett Hicks..... | 1,150 00, | twice a week. Schedule proposed. |
| B. F. Woodward | 970 00. | |
| James B. Price | 900 00. | |
| Leroy P. Jones and John Rusler. | 900 00. | |
| | 1,400 00, | twice a week. Informal. |
| Samuel D. Conner..... | 850 00. | |
| John H. Zamwalt and H. R. Adams | 766 66½. | |
| William M. Varnell..... | 690 00. | |
| A. V. Moore..... | 650 00. | |
| C. C. Moore..... | 600 00. | |
| Robert Hallett Hicks..... | 575 00. | Accepted March 30, 1871. |

Contract made with Robert Hallett Hicks, dated March 30, 1871, at \$575 per annum. Leave Texana Monday at 12 m.; arrive at Hallettsville next day by 6 p. m. Leave Hallettsville Wednesday at 6 a. m.; arrive at Texana next day by 12 m.

ROUTE No. 8518.

From Texana to Port Lavaca, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| R. J. Freeman | \$1,300. | |
| W. B. Gayle | 750. | |
| James B. Price | 700. | |
| William M. Varnell..... | 356. | |
| John R. Sanford | 305. | Accepted March 30, 1871. |

Contract made with John R. Sanford, dated March 30, 1871, at \$305 per annum. Leave Texana Thursday at 8 a. m.; arrive at Port Lavaca by 5 p. m. Leave Port Lavaca Friday at 8 a. m.; arrive at Texana by 5 p. m.

ROUTE No. 8519.

From Victoria to Indianola, 46 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| Andrew Stuart..... | \$4,000. | |
| James B. Price..... | 4,000. | No guarantee. |
| R. J. Freeman | 3,800. | |
| G. H. Giddings..... | 3,800. | |
| George F. Horton..... | 3,600. | |
| Thomas P. Slemmons..... | 3,400. | |
| T. Lockwood | 3,150, | Victoria to Lavaca. |
| Henry C. Lovell | 2,174. | |
| B. F. Woodward | 1,990. | Accepted March 30, 1871. |

Contract with B. F. Woodward, dated March 30, 1871, at \$1,990 per annum. Leave Victoria daily, except Sunday, at 7 a. m.; arrive at Indianola by 6 p. m. Leave Indianola daily, except Sunday, at 9 a. m.; arrive at Victoria by 9 p. m.

ROUTE No. 8520.

From Victoria to Hallettsville, 50 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---|
| James B. Price..... | \$2,400 00. |
| E. Summerlin..... | 2,000 00. |
| James D. Terry..... | 1,600 00. |
| John H. Zumwalt and H. R. Adams | 1,533 33½. |
| Frederick Buchel..... | 1,500 00. |
| Samuel D. Conner..... | 1,450 00. |
| B. F. Woodward..... | 1,400 00. |
| C. C. Moore..... | 1,200 00. |
| William M. Varnell..... | 1,184 00. |
| Robert H. Hicks..... | 1,150 00. <i>Accepted March 30, 1871.</i> |

Contract made with Robert H. Hicks, dated March 30, 1871, at \$1,150 per annum. Leave Victoria Monday and Thursday at 8 a. m.; arrive at Hallettsville next days by 12 m.

Leave Hallettsville Tuesday and Friday at 1 p. m.; arrive at Victoria next days by 8 p. m.

ROUTE No. 8521.

From Goliad to Saint Mary's, 46 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| James Bryden..... | \$2,050, twice a week. No certificate. 1,075. |
| R. A. Upton..... | 1,200. 1,700, twice a week. |
| Nicholas Dunn..... | 1,150. |
| W. B. Gayle..... | 1,000. 2,000, twice a week. |
| James W. Drury..... | 950. 1,520, twice a week. See guarantee. 899. (?) |
| Samuel D. Conner..... | 800. |
| C. Van Dohlen..... | 600. 1,000, twice a week. |
| James L. Gorman..... | 550. 1,000, twice a week. No guarantee or certificate. |
| Gordon Case..... | 500. <i>Accepted March 30, 1871.</i> |

Contract made with Gordon Case, dated March 30, 1871, at \$500 per annum.

Leave Goliad Monday at 6 a. m.; arrive at Saint Mary's by 9 p. m.

Leave Saint Mary's Wednesday at 6 a. m.; arrive at Goliad by 9 p. m.

ROUTE No. 8522.

From Goliad to Oakville, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| W. B. Gayle..... | \$1,500. |
| Nicholas Dunn..... | 1,350. |
| James B. Price..... | 1,200. |
| James Bryden..... | 1,080. |
| James William Drury..... | 999. |
| Benjamin F. Woodward..... | 790. |
| C. Van Dohlen..... | 750. |
| James L. Gorman..... | 650. |
| Gordon Case..... | 590. <i>Accepted March 30, 1871.</i> |

Contract made with Gordon Case, dated March 30, 1871, at \$590 per annum.

Leave Goliad Monday at 7 a. m.; arrive at Oakville next day by 6 p. m.

Leave Oakville Wednesday at 7 a. m.; arrive at Goliad next day by 6 p. m.

ROUTE No. 8523.

From Goliad to Victoria, 30 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Nicholas Dunn..... | \$1,600. |
| Samuel D. Conner..... | 1,600. |
| W. B. Gayle..... | 1,500. |

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| James Bryden | \$1, 200. |
| Henry T. Young | 1, 200. |
| John Murphy | 1, 200. |
| B. F. Woodward | 1, 190. |
| C. Van Dohlen | 1, 100. |
| Robert Seidel | 1, 100. |
| Isaac Franklin | 1, 050. |
| Richard H. C. Cleman | 900. |
| James L. Gorman | 875. |
| Zachariah Canfield | 850. |
| Gordon Case | 780. <i>Accepted March 30, 1871.</i> |

Contract made with Gordon Case, dated March 30, 1871, at \$780 per annum.

Leave Goliad Monday, Wednesday, and Friday at 7 a. m.; arrive at Victoria by 1 p. m.

Leave Victoria Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Goliad by 1 p. m.

ROUTE No. 8524.

From Rockport to Saint Mary's, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Samuel E. Upton | \$1, 500. |
| R. J. Freeman | 1, 300. |
| Peter Johnson | 1, 300. <i>Schedule changed.</i> |
| | 1, 200. |
| William Austin | 1, 200. |
| | 1, 150. |
| Nicholas Dunn | 1, 150. |
| James William Drury | 899. |
| James L. Gorman | 550. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Gorman, dated March 30, 1871, at \$550 per annum.

Leave Rockport Tuesday and Friday at 8 a. m.; arrive at Saint Mary's by 6 p. m.

Leave Saint Mary's Wednesday and Saturday at 8 a. m.; arrive at Rockport by 1 p. m.

ROUTE No. 8525.

From Helena to Yorktown, 20 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| James W. Drury | \$900. (†) |
| S. B. Wright | 800. |
| James L. Gorman | 490. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Gorman, dated March 30, 1871, at \$490 per annum.

Leave Helena Monday, Wednesday, and Friday at 6 a. m.; arrive at Yorktown by 12 m.

Leave Yorktown Monday, Wednesday, and Friday at 1 p. m.; arrive at Helena by 1 p. m.

ROUTE No. 8526.

From Corpus Christi to Brownsville, 160 miles and back, once a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| James B. Price | \$12, 000 00. |
| D. Walter Brown | 9, 500 00. |
| George Champion | 7, 000 00, three times a week. |
| James Bryden | 6, 600 00, three times a week. |
| C. Stillman | 5, 400 00, three times a week. |
| William H. Russell | 5, 000 00, six times a week. |
| J. B. Price | 5, 000 00. |
| | 24, 000 00, three times a week; <i>schedule proposed.</i> |
| John S. Mansur | 4, 360 00, three times a week. |
| | 4, 320 00, three times a week. |
| W. O. Osgood | 4, 300 00. |
| Robert B. Kingsbury | 4, 300 00, three times a week. |
| John S. Mansur | 3, 470 00, twice a week. |
| Nelson Plato | 3, 333 33. |

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| J. J. Cochran | \$3,240 00. |
| Andrew Stuart | 9,770 00, three times a week; fifty-six hours. 2,900 00. 8,000 00, three times a week. 11,000 00, three times a week; 40 hours; schedule. 10,050 00, three times a week, provided bid on 8512 be accepted. |
| R. J. Freeman | 2,600 00. 7,000 00, three times a week. |
| George Champion..... | 2,200 00. |
| James Rryden..... | 2,180 00. |
| Theodore P. Slemmons..... | 2,100 00. 5,400 00, three times a week. |
| William H. Russell | 1,900 00. |
| C. Stillman..... | 1,800 00. |
| John S. Mansur..... | 1,760 00. |
| Robert B. Kingsbury..... | 1,450 00. |
| Henry C. Lovell..... | 1,400 00. 3,900 00, three times a week. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to Henry C. Lovell, dated March 30, 1871, at \$3,900 per annum, for three times a week service, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with James Bryden, of Corpus Christi, Texas, from July 1 to December 31, 1871, or until otherwise ordered, at \$10,371 per annum, and re-advertise route, failing bidder being liable.

Contracts made accordingly.

ROUTE No. 8527.

From Corpus Christi to Laredo, 160 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| John C. Ross..... | \$5,000 00. No certificate. |
| E. M. B. Sawyer..... | 2,970 00. |
| Andrew Stuart | 2,800 00. 1,500 00, if bid on 8526 be accepted. |
| Samuel D. Conner | 2,780 00. |
| Nelson Plato | 2,333 33. |
| G. Thompson | 2,230 00. |
| R. J. Freeman | 2,100 00. |
| Theodore P. Slemmons | 1,900 00. |
| William H. Russell..... | 1,800 00. |
| John S. Mansur..... | 1,760 00. |
| Henry C. Lovett..... | 1,549 00. |
| Robert B. Kingsbury..... | 1,400 00. |
| E. F. Hall | 1,375 00. |
| Nicholas Dunn..... | 1,250 00. |
| Frank C. Gravis | 1,200 00. |
| Marcos Martinez..... | 1,194 00. |
| James Bryden | 1,194 00. |
| A. Salinds & Co | 1,099 00. |
| Christobal Benarides..... | 990 00. <i>Accepted March 30, 1871.</i> |

Contract made with Christobal Benarides, dated March 30, 1871, at \$990 per annum.

Leave Corpus Christi Monday at 6 a. m.; arrive at Laredo fourth day by 12 m.

Leave Laredo Thursday at 1 p. m.; arrive at Corpus Christi fourth day by 7 p. m.

ROUTE No. 8528.

From Corpus Christi to Rio Grande City, 140 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| Andrew Stuart | \$2,700 00. 1,350 00, if bid on 8526 is accepted. |
| Nelson Plato..... | 2,424 24. |
| E. M. B. Sawyer | 2,330 00. |
| R. J. Freeman | 2,000 00. |
| Theodore P. Slemmons..... | 1,800 00. |
| William H. Russell..... | 1,800 00. |

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| John S. Mansur..... | \$1,540 00. |
| Henry Chovell..... | 1,399 00. |
| Thomas L. Reeves..... | 1,350 00. |
| Robert B. Kingsbury..... | 1,350 00. |
| James Bryden..... | 1,290 00. <i>Accepted March 30, 1871.</i> |

Contract made with James Bryden, dated March 30, 1871, at \$1,290 per annum.
 Leave Corpus Christi Monday at 6 a. m. ; arrive at Rio Grande City Wednesday by
 6 p. m.
 Leave Rio Grande City Thursday at 6 a. m. ; arrive at Corpus Christi Saturday by
 6 p. m.

ROUTE No. 8529.

From Corpus Christi to Rockport, 80 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------------|
| James C. Murphy | \$4,300 00. |
| Nelson Plato | 3,773 77. |
| Frank Hamilton..... | 2,900 00. |
| R. J. Freeman..... | 2,700 00. |
| Andrew Stuart..... | 2,500 00. |
| Dempsee Forrest..... | 2,400 00. Informal. |
| William Austin..... | 2,400 00. |
| Samuel D. Conner..... | 2,200 00. Withdrawn. |
| Theodore P. Slemmons..... | 2,100 00. |
| Edward P. Upton..... | 1,500 00. |
| James W. Drury..... | 1,299 00. |
| James L. Gorman..... | 1,200 00. |
| James Bryden..... | 1,000 00. |
| Nicholas Dunn..... | 950 00. |
| Henry Chovell..... | 600 00. |

(Not let.)

ROUTE No. 8530.

From Brownsville to Brazos Santiago, 33 miles and back, three times a week.
 Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| R. J. Freeman | \$3,500. |
| | 6,000, six times a week. |
| Charles Fisher..... | 3,000. |
| Andrew Stuart..... | 3,000. |
| | 5,000, six times a week. |
| William H. Russell..... | 3,000, six times a week. |
| J. B. Price..... | 3,000. |
| | 5,900, six times a week ; schedule proposed. |
| George Champion | 2,800, six times a week. |
| Robert Kingsbury | 2,690. |
| James H. Green | 2,680, also to carry all steamship mail. |
| José Fernandez..... | 2,500. |
| Theodore P. Slemmons | 2,500. |
| | 4,600, six times a week. |
| Charles Fisher | 2,400. |
| John S. Mansur | 2,375, six times a week. |
| James H. Green | 2,200, also to carry all ship mail. |
| Henry Chovell | 1,998. |
| | 3,249, six times a week. |
| Robert B. Kingsbury..... | 1,940. |
| William H. Russell..... | 1,900. |
| George Champion..... | 1,875. |
| E. M. B. Sawyer | 1,740. |
| | 3,470, six times a week. |
| John S. Mansur..... | 1,650. |
| G. Thompson..... | 1,390. |
| | 2,730, six times a week. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to G. Thompson, for six times a week service, March 30, 1871, at \$2,730 per annum. Contract not executed.

ROUTE No. 8531.

From Brownsville to Laredo, 257 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| William F. Orr | \$11,051. |
| Samuel D. Conner | 10,600. Withdrawn. |
| Adam E. Smith | 6,000. |
| Samuel D. Conner | 5,800. Withdrawn. |
| Andrew Stuart | 5,500. |
| J. J. Hinds | 8,900, twice a week. |
| J. J. Hinds | 5,000. |
| Cornelius Stillman | 4,400, twice a week. |
| R. J. Freeman | 4,200. |
| James Bryden | 7,500, twice a week. |
| E. M. B. Sawyer | 4,000. No certificate. |
| Theo. P. Slemmons | 3,970. |
| John S. Mansur | 3,500. |
| E. T. Hall | 5,500, twice a week. |
| Henry Lovell | 3,470, twice a week. |
| G. Thompson | 3,000. |
| Robert B. Kingsbury | 2,999. |
| Marcos Martines | 4,975, twice a week. |
| Cornelius Stillman | 2,990. |
| John S. Mansur | 2,960, twice a week. |
| William H. Russell | 2,500. |
| James Bryden | 2,200. |
| Robert B. Kingsbury | 2,200. |
| | 2,120. |
| | 2,100. |
| | 2,100. |
| | 1,480. <i>Accepted March 30, 1871.</i> |

Contract made with Robert B. Kingsbury, at \$1,480 per annum, March 30, 1871.
Leave Brownsville Monday at 7 a. m.; arrive at Laredo Friday by 6 p. m.
Leave Laredo Monday at 7 a. m.; arrive at Brownsville Friday by 6 p. m.

ROUTE No. 8532.

From Bandera to Comfort, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Charles W. Hermer | \$410. |
| John Pankratz | 300. Duplicate. |
| Christopher Flack | 298. |
| Charles Bemer | 250. |
| H. Serdenstucker | 208. |
| Frederick Saur | 204. <i>Accepted March 30, 1871.</i> |

Contract made with Frederick Saur, dated March 30, 1871, at \$204 per annum.
Leave Bandera Tuesday at 1 p. m.; arrive at Comfort by 7 p. m.
Leave Comfort Tuesday at 6 a. m.; arrive at Bandera by 12 m.

ROUTE No. 8533.

From San Antonio to Victoria, 112 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| James W. Baker | \$15,800. |
| C. R. Hall | 14,300. |
| B. A. Risha | 14,100. |
| Frances C. Taylor | 14,000. |
| H. F. Morrill (?) | 11,900. |
| T. S. Vaile | 11,500. |
| E. M. Rice | 10,500. |
| F. R. Sawyer | 9,900. |
| W. M. Barren | 9,000. |
| G. H. Giddings | 9,000. |
| Charles H. Cook | 9,000. |

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| C. M. Rockwood | \$8,700. |
| Owen Tuller | 8,400. |
| Charles H. Webb | 7,800. |
| T. Lockwood | 7,500. |
| William F. Orr | 6,026. |
| J. C. Trewitt | 5,990. |
| Adam E. Smith | 5,900. |
| B. F. Woodward | 5,490. |
| Alex. Gallen | 5,200. |
| J. J. Hinds | 5,000. |
| James B. Price | 5,000. |
| Andrew Stuart | 4,000. |
| R. J. Freeman | 3,800. |
| A. E. Haskell | 3,480. |
| Milton H. Eggnay | 3,375. |
| Theodore P. Slemmons | 3,200. |
| M. Bannister | 2,500. |
| Henry Lovell | 2,149. |
| A. J. Terry | 1,400. <i>Accepted March 31, 1871.</i> |

Contract dated March 30, 1871, drawn and sent to A. J. Terry, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$9,900 per annum, and re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

Leave San Antonio Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Victoria next days by 6 p. m.

Leave Victoria Tuesday, Thursday, and Saturday at 6 a. m.; arrive at San Antonio next days by 6 p. m.

ROUTE No. 8534.

From San Antonio to Corpus Christi, 162 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| William F. Orr | \$6,026 00. |
| Charles A. Cook | 6,000 00. |
| E. M. Rice | 5,500 00. |
| G. H. Giddings | 5,000 00. |
| T. Lockwood | 4,800 00. |
| Owen Fuller | 4,375 00. |
| John C. Ross | 4,000 00. |
| Francis C. Taylor | 3,500 00. |
| T. S. Vaile | 3,500 00. |
| Joseph Burke | 2,500 00. |
| Nelson Plato | 2,493 93. |
| John Murphy | 2,400 00. |
| Andrew Stuart | 2,400 00. |
| August Santleben | 2,350 00. |
| E. M. B. Sawyer | 2,330 00. |
| R. J. Freeman | 2,100 00. |
| Berry Merchant | 2,000 00. |
| James William Drury | 1,999 00. |
| Thomas P. Slemmons | 1,800 00. |
| Robert B. Kingsbury | 1,790 00. |
| John Dunn | 1,700 00. |
| James Bryden | 1,350 00. |
| Henry C. Lovell | 1,200 00. <i>Accepted March 30, 1871.</i> |

See letter and certificate of S. P. Gambia

Contracts drawn and sent to Henry C. Lovell March 30, 1871, but never executed at \$1,200 per annum.

Accepted bidder having failed to begin service, contract with Alvarado Mayes of San Antonio, Texas, at \$1,800 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract drawn and executed accordingly.

Leave San Antonio Thursday at 6 a. m.; arrive at Corpus Christi Saturday by 6 p. m.
Leave Corpus Christi Monday at 6 a. m.; arrive at San Antonio Wednesday by 6 p. m.

ROUTE No. 8535.

From San Antonio to Laredo, 165 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| C. W. Lockwood..... | \$6, 800. |
| William F. Orr..... | 6, 026. |
| John C. Ross..... | 6, 000. |
| Charles S. Cook..... | 6, 000. |
| G. H. Giddings..... | 5, 500. |
| T. Lockwood..... | 5, 000. |
| James B. Price..... | 4, 500. |
| Owen Tuller..... | 4, 455. |
| T. S. Vaile..... | 3, 700. |
| Francis H. Taylor..... | 3, 500. |
| J. J. Hinds..... | 3, 000. |
| August Santleben..... | 2, 800. |
| Joseph Burke..... | 2, 700. |
| Nicolas Sanchez..... | 2, 645. |
| John C. Thompson..... | 2, 500. |
| E. T. Hall..... | 2, 400. |
| E. M. B. Sawyer..... | 2, 370. |
| A. Salinas & Co..... | 2, 190. |
| Murcos Martinez..... | 2, 100. |
| William H. Russell..... | 2, 000. |
| William Votan..... | 1, 750. <i>Accepted March 30, 1871.</i> |

Contract made with William Votan, March 30, 1871, at \$1,750 per annum.
 Leave San Antonio Monday at 6 a. m.; arrive at Laredo Thursday by 6 p. m.
 Leave Laredo Monday at 6 a. m.; arrive at San Antonio Thursday by 6 p. m.

ROUTE No. 8536.

From San Antonio to Waco, 174 miles and back, three times a week.
 Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|------------------------------|
| E. Sheldon Bell..... | \$20, 000, six times a week. |
| J. M. Johnson..... | 19, 900. |
| James W. Parker..... | 34, 900, six times a week. |
| William F. Orr..... | 18, 800. |
| Charles A. Cook..... | 35, 900, six times a week. |
| E. M. Rice..... | 18, 000. |
| C. K. Hall..... | 18, 000. |
| B. H. Resher..... | 30, 000, six times a week. |
| Barlow & Sanderson..... | 18, 000. |
| E. Sheldon Bell..... | 17, 300. |
| M. A. Seymour..... | 34, 100, six times a week. |
| F. P. Sawyer..... | 16, 700. |
| G. H. Giddings..... | 26, 500, six times a week. |
| J. J. Gallaher..... | 16, 000. |
| T. Lockwood..... | 15, 800. |
| Owen Fuller..... | 29, 000, six times a week. |
| W. K. Smith..... | 15, 000. |
| C. M. Lockwood..... | 27, 000, six times a week. |
| J. J. Cochran..... | 15, 000. |
| Milton H. Eggner..... | 13, 991. |
| Charles H. Blake..... | 26, 900, six times a week. |
| Henry A. Bart..... | 13, 500. |
| A. H. Emanuel..... | 13, 050. |
| Alexander G. Allen..... | 25, 800, six times a week. |
| | 12, 000. |
| | 24, 000, six times a week. |
| | 11, 800. |
| | 18, 800, six times a week. |
| | 10, 500. |
| | 19, 990, six times a week. |
| | 10, 440. |
| | 9, 980. |
| | 9, 900. |
| | 18, 000, six times a week. |
| | 9, 800. |
| | 9, 100. |
| | 17, 000, six times a week. |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| H. M. Vaile..... | \$9,000. |
| W. C. Galloway..... | 8,200. |
| | 15,400, six times a week. |
| Samuel Stephens..... | 7,900. |
| | 14,900, six times a week. |
| Andrew Stuart..... | 7,300. |
| | 10,300, six times a week. |
| • R. J. Freeman..... | 7,000. |
| | 12,000, six times a week. |
| James B. Price..... | 6,500. |
| A. E. Haskell..... | 6,090. |
| J. J. Hinds..... | 6,000. No certificate. |
| Theo. P. Slemmons..... | 5,998. |
| | 9,449, six times a week. |
| Daniel Quiun..... | 5,800. |
| Henry Gates..... | 5,600. |
| | 11,100, six times a week. |
| D. W. Brown..... | 5,500. |
| Milton H. Eggner..... | 4,600. |
| John Murphy..... | 4,300. |
| Peter Collins..... | 4,000. |
| J. S. Walton..... | 3,900. |
| | 7,800, six times a week. |
| C. N. Bishop..... | 3,300. |
| | 7,000, six times a week. |
| Henry C. Lovell..... | 3,200. |
| | 5,500, six times a week. |
| M. Bannister..... | 2,000. |
| | 4,000, six times a week. |
| A. J. Terry..... | 900. |
| | 1,800, six times a week. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to A. J. Terry, March 30, 1871, but never executed, at \$1,800 per annum.

Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$27,000 per annum, and re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

ROUTE No. 8537.

From San Antonio to Eagle Pass, 178 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|----------------|
| J. W. Johnson..... | \$18,500. |
| Owen Fuller..... | 17,500. |
| E. M. Rice..... | 17,500. |
| C. C. Huntley..... | 17,000. |
| Peterson & Surls..... | 17,000. |
| Virgil W. Parker..... | 16,700. |
| Adam E. Smith..... | 16,300. |
| F. P. Sawyer..... | 16,000. |
| J. J. Gallaher..... | 15,900. |
| R. A. Hawin and S. A. Hack- | |
| worth..... | 15,000. |
| Charles A. Cook..... | 15,000. |
| James B. Price..... | 15,000. |
| S. S. Huntley..... | 15,000. |
| G. H. Giddings..... | 15,000. |
| A. W. Harman..... | 13,500. |
| L. H. Hershfield..... | 13,000. |
| Alfred Lee..... | 12,500. |
| A. S. Blake..... | 12,000. |
| William W. Phipps..... | 11,940. |
| Samuel D. Conner..... | 11,900. |
| William W. Finney..... | 11,000. |
| C. M. Lockwood..... | 10,700. |
| George W. Cook..... | 10,700. |
| T. Lockwood..... | 10,500. |
| Clayton L. Haines..... | 10,120. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| A. H. Emanuel..... | \$6,900. |
| Samuel T. Scott..... | 6,780. |
| Samuel D. Conner..... | 6,700. |
| J. J. Hinds..... | 6,000. |
| August Santleben..... | 6,000. |
| Henry Wagenfür..... | 5,950. |
| W. C. Galloway..... | 5,900. |
| Alexander G. Allen..... | 5,800. |
| M. Bannister..... | 5,300. |
| Henry Gates..... | 4,900. |
| A. E. Haskell..... | 4,900. |
| J. T. Walton..... | 4,000. |
| A. J. Terry..... | 3,300. <i>Accepted March 30, 1871.</i> |

Contracts, dated March 30, 1871, drawn and sent to A. J. Terry, but never executed, at \$3,300 per annum.

Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$17,612 per annum. Re-advertise route, failing bidder being liable.

Leave San Antonio Tuesday and Thursday at 6 a. m.; arrive at Eagle Pass third days by 6 p. m.

Leave Eagle Pass Tuesday and Thursday at 6 a. m.; arrive at San Antonio third days by 6 p. m.

ROUTE No. 8538.

From San Antonio to Fort Concho, 229 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| E. W. Rice..... | \$60,000. |
| C. C. Huntley..... | 60,000. |
| Peterson & Surls..... | 59,000. |
| James W. Parke..... | 57,000. |
| J. W. Johnson..... | 55,000. |
| R. A. Hawin and S. A. Hackworth, | 54,000. |
| S. S. Huntley..... | 53,000. |
| T. Lockwood..... | 48,000. |
| Bradley Barlow..... | 47,800. |
| Owen Fuller..... | 46,400. |
| W. R. Smith..... | 46,200. |
| C. W. Foster..... | 46,000. |
| G. H. Giddings..... | 45,000. |
| F. P. Sawyer..... | 45,000. |
| J. J. Gallaher..... | 43,000. |
| Samuel T. Scott..... | 42,000. |
| Adam E. Smith..... | 41,000. |
| A. W. Harman..... | 40,900. |
| Alfred Leo..... | 40,000. |
| L. H. Hirschfield..... | 40,000. |
| Samuel D. Conner..... | 39,950. |
| William W. Phipps..... | 37,960. |
| Gilmer & Salisbury..... | 37,000. |
| A. S. Blake..... | 36,000. |
| Charles H. Blake..... | 33,000. |
| William O. Osgood..... | 32,500. |
| C. M. Bishop..... | 31,000. |
| Mariou C. Ashley..... | 29,090. |
| Julius Schuchard..... | 29,000. |
| S. B. Anderson..... | 28,000. |
| George W. Cook..... | 25,000. |
| James B. Price..... | 25,000. |
| Julius Stüler..... | 24,800. |
| J. T. Walton..... | 23,770. |
| C. M. Lockwood..... | 22,900. |
| Clayton L. Haines..... | 21,110. |
| Charles A. Cook..... | 19,000. |
| H. M. Vaile..... | 18,000. |
| William W. Finney..... | 18,000. |
| W. C. Galloway..... | 16,000. |

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| R. J. Freeman..... | \$14,900. | |
| Henry Gates..... | 13,100. | |
| Andrew Stuart..... | 12,500. | |
| A. E. Haskell..... | 11,450. | |
| Samuel D. Conner..... | 11,000. | Withdrawn. |
| Alexander G. Allen..... | 10,900. | |
| J. J. Hinds..... | 10,000. | No certificate. |
| J. J. Cochran..... | 9,970. | |
| A. H. Emanuel..... | 9,800. | |
| Theo. P. Slemmons..... | 9,000. | |
| Rudolph Eastman..... | 7,700. | |
| Henry C. Lovell..... | ..... |  |
| M. Bannister..... | 5,900. | |
| Delos T. Parker..... | 5,500. | |
| A. W. Spaulding..... | 4,400. | |
| A. J. Terry..... | 3,700. | Accepted March 30, 1871. |
| Charles Hardeman..... | 1,900. | No certificate. |

Contracts, dated March 30, 1871, drawn and sent to A. J. Terry, at \$3,700 per annum, but never executed.

Accepted bidder having failed to begin service, contracts with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$63,730 per annum, and re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

Leave San Antonio Monday, Thursday, and Saturday at 6 a. m.; arrive at Fort Concho third days by 9 p. m.

Leave Fort Concho Monday, Thursday, and Saturday at 6 a. m.; arrive at San Antonio third days by 9 p. m.

ROUTE No. 8539.

From Fort Concho to El Paso, 475 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| James B. Price..... | \$150,000. |
| J. P. Sears, jr..... | 120,000. |
| J. W. Johnson..... | 110,000. |
| James W. Parker..... | 101,000. |
| A. W. Spaulding..... | 98,500. |
| W. R. Smith..... | 96,000. |
| C. W. Foster..... | 94,000. |
| J. J. Burgess..... | 92,000. |
| S. P. Carpenter..... | 89,000. |
| Bradley Barlow..... | 89,000. |
| Owen Fuller..... | 87,300. |
| F. P. Sawyer..... | 85,000. |
| Samuel T. Scott..... | 75,000. |
| C. C. Huntley..... | 70,000. |
| Peterson & Surls..... | 73,000. |
| C. N. Bishop..... | 67,000. |
| William W. Phipps..... | 63,780. |
| J. J. Cochran..... | 62,000. |
| Alexander G. Allen..... | 61,000. |
| G. H. Giddings..... | 60,000. |
| W. C. Galloway..... | 59,000. |
| H. M. Vaile..... | 59,000. |
| Marion Ashley..... | 59,000. |
| S. S. Huntley..... | 55,000. |
| Henry Gates..... | 54,300. |
| J. T. Walton..... | 54,000. |
| Charles H. Blake..... | 54,000. |
| Alfred Lee..... | 52,750. |
| William O. Osgood..... | 52,500. |
| Adam E. Smith..... | 51,300. |
| A. W. Harman..... | 51,000. |
| R. J. Freeman..... | 49,900. |
| T. Lockwood..... | 49,500. |
| George W. Cook..... | 49,000. |
| Jacob Ramey..... | 48,800. |
| Gilmer & Salisbury..... | 48,000. |
| V. S. Shelby..... | 45,000. |
| A. S. Blake..... | 45,000. |

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| John W. Howard & Co..... | \$44,000. |
| Andrew Stuart..... | 42,390. |
| L. H. Hershfield..... | 40,000. |
| William W. Fenney..... | 38,000. |
| Charles A. Cook..... | 37,000. |
| A. H. Emanuel..... | 34,900. |
| C. M. Lockwood..... | 34,000. |
| J. J. Hinds..... | 30,000. |
| Theo. P. Slemmons..... | 29,900. |
| A. E. Haskell..... | 23,750. |
| Henry C. Lovell..... | 18,000. |
| M. Bannister..... | 6,800. |
| A. J. Terry..... | 4,200. |
| E. W. Rice..... | 75. |
| Clayton L. Harris..... | 29,000. |

Accepted April 4, 1871.
Set aside.

July 24, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$1,706 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract executed accordingly.

Leave Fort Concho on arrival of mail from San Antonio, say Monday and Saturday at 9.30 p. m.; arrive at El Paso in 5½ days, or 132 hours.

Leave El Paso Wednesday and Saturday at 7 a. m.; arrive at Fort Concho in 5½ days.

ROUTE No. 8540.

From Fort Concho to Fort Arbuckle, 403 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------|
| J. W. Johnson..... | \$110,000. |
| | 65,000, once a week. |
| Bradley Barlow..... | 107,000. |
| | 74,000, once a week. |
| J. P. Sears, jr..... | 101,000. |
| James W. Parker..... | 101,000. |
| | 69,000, once a week. |
| J. J. Burgess..... | 98,000. |
| | 73,000, once a week. |
| A. W. Spaulding..... | 87,500. |
| | 64,800, once a week. |
| Owen Fuller..... | 87,000. |
| | 47,800, once a week. |
| S. P. Carpenter..... | 79,000. |
| F. P. Sawyer..... | 77,777. |
| | 43,969, once a week. |
| William W. Fenney..... | 71,000. |
| | 40,000, once a week. |
| E. M. Rice..... | 70,000. |
| C. M. Bishop..... | 68,000. |
| | 54,000. |
| G. H. Giddings..... | 65,000. |
| T. Lockwood..... | 55,000. |
| Samuel T. Scott..... | 54,000. |
| | 30,000, once a week. |
| Charles H. Blakc..... | 54,000. |
| James B. Price..... | 50,000. Duplicate. |
| Adam E. Smith..... | 42,190. |
| C. C. Huntley..... | 40,000. |
| | 20,000, once a week. |
| William O. Osgood..... | 39,700. |
| Marion Ashley..... | 38,400. |
| J. T. Walton..... | 38,000. |
| | 28,000, once a week. |
| George W. Cook..... | 37,500. |
| Alfred Lee..... | 37,500. |
| S. S. Huntley..... | 35,000. |
| | 17,000, once a week. |
| Charles A. Cook..... | 35,000. |
| | 20,000, once a week. |

| Bidders' names. | Sum per annum. |
|--------------------------|---------------------------------|
| W. E. Galloway | \$34,300. |
| George Babcock | 27,500, once a week. |
| Gilmer & Salisbury | 33,000. |
| H. M. Vaile | 32,240. |
| William W. Phipps | 32,000. |
| A. W. Harman | 31,484. |
| A. H. Emanuel | 30,900. |
| Henry Gates | 29,900. |
| | 29,000. |
| C. M. Lockwood | 20,000, once a week. |
| Alexander G. Allen | 29,000. |
| | 27,100. |
| | 19,200, once a week. |
| Clayton L. Haines | 26,100. |
| H. S. Blake | 26,000. |
| L. H. Hershfield | 25,000. |
| | 12,000, once a week. |
| J. J. Cochran | 22,000. |
| | 17,000, once a week. |
| J. J. Hinds | 20,000. See certificate. |
| R. J. Freeman | 20,000. |
| | 14,000, once a week. |
| William W. Phipps | 19,984. See letter. |
| B. J. F. Trotter | 18,000. |
| William W. Phipps | 17,900, once a week. |
| A. E. Haskell | 16,120. |
| Andrew Stuart | 15,400. |
| | 11,240, once a week. |
| B. J. F. Trotter | 15,000. |
| Theo. P. Slemmons | 13,000. |
| | 9,445, once a week. |
| Henry C. Lovell | 10,000. |
| | 7,891, once a week. |
| Randolph Eastman | 7,100. |
| | 4,000, once a week. |
| J. A. Moore | 5,000. Accepted March 30, 1871. |
| | 3,000, once a week. |

Contract, dated March 30, 1871, drawn and sent to J. A. Moore, at \$5,000 per annum. but never executed.

Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$44,225 per annum, from July 1 to December 31, 1871, or longer at some rate, if so ordered by the Postmaster General. Re-advertise route, failing bidder being liable.

Contract was executed accordingly.

Leave Fort Concho Wednesday and Saturday at 9 p. m.; arrive at Fort Arbuckle in 5 days.

Leave Fort Arbuckle Wednesday and Saturday at 9 a. m.; arrive at Fort Concho in 5 days.

ROUTE No. 8541.

From Fort Davis to Presidio del Norte, 94 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|----------------|
| William W. Fenney | \$12,000. |
| F. P. Sawyer | 8,000. |
| Andrew Stuart | 7,800. |
| J. C. Trewitt | 7,500. |
| Samuel T. Scott | 7,500. |
| R. J. Freeman | 7,000. |
| Charles H. Webb | 6,900. |
| William O. Osgood | 5,000. |
| E. M. Rice | 5,000. |
| Adam E. Smith | 4,900. |
| Theo. P. Slemmons | 4,900. |
| Francis C. Tozler, (2) | 4,500. |
| Milton H. Eggner | 4,470. |
| A. W. Harman | 4,300. |
| Gilmer & Salisbury | 3,760. |

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Henry C. Lowell | \$3,724. |
| Charles H. Blake | 3,700. |
| A. H. Emanuel | 3,500. |
| G. H. Giddings | 3,500. |
| P. Lockwood | 3,300. |
| H. F. Morrill | 2,495. |
| Frank Hamilton | 1,990. |
| Moses E. Kelley | 1,800. |
| William Wood | 600. |

(Not let. No office.)

ROUTE No. 8542.

From New Braunfels to Blanco, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Frank Hamilton | \$900. |
| Alfred Meyer | 750. |
| Adolph Jonas, present contractor. | 750. <i>Accepted March 30, 1871.</i> |

Contract made and executed with Adolph Jonas, at \$750 per annum.
 Leave New Braunfels Monday at 7 a. m.; arrive at Blanco next day by 12 m.
 Leave Blanco Tuesday at 1 p. m.; arrive at New Braunfels next day by 6 p. m.

ROUTE No. 8543.

From New Braunfels to Seguin, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| C. R. Hall | \$1,525. |
| Frank Hamilton | 1,500. |
| B.A. Leisher | 1,490. |
| Adolph Jonas | 795. |
| A. T. Wright | 700. <i>Accepted March 30, 1871.</i> |

Contract made and executed with A. T. Wright at \$700 per annum.
 Leave New Braunfels Monday, Wednesday, and Friday at 3 p. m.; arrive at Seguin by 8 p. m.
 Leave Seguin Monday, Wednesday, and Friday at 6 a. m.; arrive at New Braunfels by 11 a. m.

ROUTE No. 8544.

From Gonzales to Goliad, 58 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| L. B. Wright | \$1,200. |
| T. S. Vaile | 950. |
| J. F. Brown | 900. |
| A. Roe | 895. |
| B. F. Woodward | 890. |
| Greenberry Hastings | 844. |
| C. M. Burris | 700. |
| J. L. Gorman | 600. |
| Gordon Case | 590. <i>Accepted March 30, 1871.</i> |

Contract made and executed with Gordon Case.
 Leave Gonzales Saturday at 7 a. m.; arrive at Goliad next day by 4 p. m.
 Leave Goliad Thursday at 7 a. m.; arrive at Gonzales next day by 4 p. m.

ROUTE No. 8545.

From Gonzales to Sutherland Springs, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| D. S. Hopkins | \$1,000. |
| James F. McKee | 1,000. |
| T. S. Vaile | 920. |
| J. F. Brown | 900. |
| A. Roe | 890. |
| Samuel D. Conner | 850. |
| Greenberry Hastings | 844. |
| Benjamin F. Woodward | 840. |
| C. M. Burris | 690. <i>Accepted March 30, 1871.</i> |

Contract made and executed with C. M. Burris, at \$690 per annum.
 Leave Gonzales Friday at 12 m.; arrive at Sutherland Springs next day by 5 p. m.
 Leave Sutherland Springs Monday at 7 a. m.; arrive at Gonzales next day by 12 m.

ROUTE No. 8546.

From Gonzales to La Grange, 51 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Green B. Hastings | \$1, 598. |
| D. S. Hopkins | 1, 200. |
| W. C. Jackson..... | 1, 100. |
| James F. McKee | 1, 000. |
| J. F. Brown | 900. |
| T. S. Vaile..... | 890. |
| B. F. Woodward | 890. |
| Samuel D. Conner | 850. |
| A. Roe | 790. |
| Charles M. Burris..... | 600. |
| Samuel F. Logan | 1, 150, twice a week. |
| | 600. <i>Accepted March 30, 1871.</i> |
| | 1, 000, twice a week. |

Contract made and executed with Samuel F. Logan, at \$600 per annum.
 Leave Gonzales Monday and Thursday at 7 a. m.; arrive at La Grange next days by 12 m.
 Leave La Grange Tuesday and Friday at 1 p. m.; arrive at Gonzales next days by 7 p. m.

ROUTE No. 8547.

From Eagle Lake to Wharton, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Joseph Sheller..... | \$975. |
| George W. Kidd | 600. Ruled too high; \$200 offered and declined. |

(Not let.)

ROUTE No. 8548.

From Bernard's Station to Wharton, 18 miles and back, twice a week.
 Proposals invited to extend to Victoria by Texana.

| Bidders' names. | Sum per annum. |
|--|--------------------------|
| W. R. Gayle..... | \$900. |
| George W. Kidd | 4, 500. Invited service. |
| 800. | |
| Gunnal Good | 750. |
| John Rempf..... | 3, 000. Invited service. |
| 700. Ruled too high; \$450 offered and accepted. | |
| | 3, 800, to Victoria. |

Contract made with John Rempf, at \$450.

ROUTE No. 8549.

From Columbus to San Antonio, 140 miles and back, six times a week.
 Proposals invited for service by a schedule allowing 28 hours running-time each way.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| M. A. Seymour..... | \$33, 700. |
| | 41, 800. Invited service. |
| Henry A. Burt | 33, 500. |
| | 41, 000. Invited service; no guarantor. |
| Bradley Barlow..... | 33, 000. |
| | 42, 800. Invited service. |
| James W. Parker | 32, 800. |
| | 47, 900. Invited service. |
| John W. Johnson | 31, 900. |
| | 42, 000. Invited service. |
| F. P. Sawyer | 31, 000. |
| | 41, 500. Invited service. |

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-------------------------|
| C. R. Hall | \$30, 100. | |
| | 45, 400. | Invited service. |
| B. A. Rishor | 29, 700. | |
| J. J. Cochran | 27, 000. | |
| | 39, 000. | |
| W. K. Smith..... | 18, 000. | |
| | 43, 000. | Invited service. |
| J. S. Walton..... | 17, 800. | |
| | 21, 000. | Invited service. |
| William W. Phipps..... | 16, 900. | |
| Henry Gates..... | 15, 600. | |
| | 20, 950. | Invited service. |
| Alex. G. Allen | 14, 700. | |
| | 19, 400. | Invited service. |
| G. H. Giddings..... | 13, 500. | |
| W. C. Galloway..... | 13, 200. | |
| | 18, 400. | Invited service. |
| Charles A. Cook | 12, 000. | |
| | 22, 000. | Invited service. |
| James B. Price..... | 12, 000. | |
| C. H. Blake..... | 10, 000. | |
| J. J. Hinds | 10, 000. | No certificate. |
| William W. Phipps | 9, 800. | |
| A. E. Haskell | 9, 475. | |
| T. Lockwood | 9, 000. | |
| Anderson..... | 7, 000. | |
| M. Bannister..... | 3, 500. | |
| | 7, 500. | Invited service. |
| A. J. Terry | 2, 700. | Accepted April 4, 1871. |
| | 4, 800. | Invited service. |
| E. M. Rice | 15. | Set aside. |

Contracts, dated April 4, 1871, drawn and sent to A. G. Terry, at \$2,700 per annum, but never executed.

July 24, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$21,000 per annum, from July 1, 1871, to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General. Re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

Leave Columbus daily, except Monday, at 6 a. m.; arrive at San Antonio, in 48 hours, by 6 a. m.

Leave San Antonio daily, except Monday, at 8 p. m.; arrive at Columbus, in 48 hours, by 8 p. m.

ROUTE No. 8550.

From Columbus to La Grange, 29½ miles and back, three times a week.

Proposals invited for six times a week service, to extend by Winchester, Cunningham, (N. O.,) Alum Creek, Bastrop, Weberville, and Homsby, (N. O.,) to Austin, by a schedule allowing 24 hours running-time each way.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| James W. Parker | \$3, 900. | |
| | 25, 000. | six times a week to Austin. |
| F. P. Sawyer, jr..... | 3, 145. | |
| | 26, 990. | Invited service. |
| F. C. Tozler (?)..... | 3, 000. | |
| | 26, 000. | Invited service. |
| C. K. Hall..... | 2, 990. | |
| | 25, 400. | Invited service. |
| B. A. Risher | 2, 980. | |
| | 25, 300. | Invited service. |
| Alex. G. Allen..... | 2, 900. | |
| | 17, 000. | six times a week; 24 hours. |
| James B. Price..... | 2, 500. | |
| | 16, 000. | six times a week to Austin. |
| Henry A. Burt..... | 2, 400. | |
| | 11, 000. | six times a week. No guarantor. |
| Charles H. Webb..... | 1, 990. | |
| | 13, 900. | Invited service |
| J. C. Trewitt..... | 1, 480. | |

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---|
| J. C. Trewitt | \$12,000. | Invited service. |
| H. F. Morrill..... | 990. | |
| | 14,900. | Invited service. |
| M. Bannister..... | 900. | |
| | 4,400. | Invited service. |
| A. E. Haskell..... | 800. | |
| | 5,500. | |
| A. J. Terry..... | 650. | <i>Accepted March 30, 1871. Six times a week to Austin.</i> |
| | 2,400. | to Austin. |

Contracts drawn and sent to A. J. Terry, at \$2,400 per annum, but never executed. July 19, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$16,000 per annum, for service three times a week, from July 1 to December 31, 1871, or longer, at the same rate, if so ordered by the Postmaster General. Re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

Leave Columbus daily, except Sunday, on arrival of mail-train, say at 9 p. m.; arrive at Austin in 24 hours, say next day by 9 p. m.

Leave Austin daily, except Sunday, at 7 a. m.; arrive at Columbus in 24 hours, say next day by 7 a. m.

ROUTE No. 8551.

From Alleyton to Brenham, 39½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|----------------------------------|
| George Max..... | \$1,199. | twice a week; schedule proposed. |
| | 945. | |
| Gimmael Good..... | 750. | |
| Christian Herr..... | 650. | |
| F. A. Wilmans..... | 600. | |
| F. P. Sawyer..... | 435. | <i>Accepted March 30, 1871.</i> |

Contract made with F. P. Sawyer at \$435 per annum. Service increased to twice a week at \$435 additional per annum.

Leave Alleyton Wednesday at 6 a. m.; arrive at Brenham by 6 p. m.

Leave Brenham Thursday at 6 a. m.; arrive at Alleyton by 6 p. m.

ROUTE No. 8552.

From Winchester to Serbin, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------|----------------|----------------------------------|
| Henry Schultz..... | \$200. | Horseback. |
| | 200. | twice a week; schedule proposed. |

(Not let.)

ROUTE No. 8553.

From La Grange to Content, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------|----------------|---------------------------------|
| J. F. Brown..... | \$900. | |
| Samuel D. Conner..... | 800. | |
| F. A. Wilmans..... | 700. | |
| Charles Hellenkamp..... | 650. | |
| Rudolph Leydler..... | 600. | |
| Robert B. Hollingsworth..... | 540. | <i>Accepted March 30, 1871.</i> |

Contract made with Robert B. Hollingsworth, at \$540 per annum.

Leave La Grange Tuesday and Friday at 8 a. m.; arrive at Content by 5 p. m.

Leave Content Wednesday and Saturday at 8 a. m.; arrive at La Grange by 5 p. m.

ROUTE No. 8554.

From La Grange to Hockley, 81 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------|----------------|--|
| George Max..... | \$1,995. | |
| | 1,685. | |
| W. A. Taylor..... | 1,500. | |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| James B. Price | \$1,450. |
| Samuel D. Conner | 2,800, twice a week. |
| J. F. Brown | 1,200. |
| F. P. Sawyer | 1,200. |
| F. A. Williams | 973. |
| | 1,873, twice a week. <i>Accepted March 30, 1871.</i> |
| | 800. |

Contract made with F. P. Sawyer, at \$1,873 per annum.
 Leave La Grange Monday and Thursday at 6 a. m.; arrive at Hockley next days by 8 p. m.
 Leave Hockley Wednesday and Saturday at 6 a. m.; arrive at La Grange next day by 8 p. m.

ROUTE No. 8555.

From Bastrop to Gonzales, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Green B. Hastings | \$1,144. |
| D. S. Hopkins | 1,000. |
| James Harrington | 1,000. |
| Benjamin F. Woodward | 970. |
| J. F. Brown | 900. |
| T. S. Vaile | 890. |
| Samuel D. Conner | 825. |
| A. Roe | 790. |
| Samuel F. Logan | 650. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel F. Logan at \$650 per annum.
 Leave Bastrop Monday at 7 a. m.; arrive at Gonzales next day by 12 m.
 Leave Gonzales Tuesday at 2 p. m.; arrive at Bastrop next day by 6 p. m.

ROUTE No. 8556.

From Bastrop to Seguin, 62 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------------|
| James Harrington | \$1,500. |
| James B. Price | 1,200. |
| | 2,200, twice a week. |
| William A. Wright | 1,150. |
| James F. McKee | 1,000. |
| Benjamin F. Woodward | 990. |

Benjamin F. Woodward's bid of \$990 ruled too high; offered \$1,240 per annum for twice a week service; offer accepted May 1, 1871, and contract made with Benjamin F. Woodward at \$1,240 per annum.

Leave Bastrop Tuesday and Friday at 2 p. m.; arrive at Seguin next days by 6 p. m.
 Leave Seguin Monday and Thursday at 6 a. m.; arrive at Bastrop next days by 11 a. m.

ROUTE No. 8557.

From Austin to Victoria, 136 miles and back, three times a week.
 Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------|
| James W. Parker | \$17,200. |
| B. A. Resher | 34,400. Invited service. |
| | 16,000. |
| C. R. Hall | 30,000. Invited service. |
| | 15,080. |
| F. C. Tazler | 39,500. Invited service. |
| | 14,000. |
| W. R. Smith | 28,000. Invited service. |
| | 12,000. |
| F. P. Sawyer, jr | 24,000. Invited service. |
| | 9,990. |
| | 18,990. Invited service. |

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Alexander G. Allen | \$9,800. |
| | 18,750. |
| C. M. Lockwood..... | 8,200. |
| M. A. Metts | 7,900. |
| Anderson Arnot | 7,000. |
| T. S. Vaile | 7,000. |
| | 12,000, six times a week. |
| J. C. Trivitt | 7,000. |
| | 13,500, six times a week. |
| Charles H. Webb | 6,900. |
| | 12,950. Invited service. (See certificate.) |
| N. Mendenhall | 6,600. |
| H. F. Morrill..... | 5,975. |
| | 11,970. Invited service. |
| J. J. Hinds..... | 5,000. |
| A. E. Haskell..... | 4,700. |
| Milton H. Eggner..... | 3,790. |
| M. Bannister | 3,200. |
| | 4,500. Invited service. |
| A. J. Terry | 2,500. |
| | 3,300. Invited service. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to A. J. Terry, at \$3,300, but never executed.

July 19, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$8,000 per annum for three times a week service, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertising route, failing bidder being liable.

Contract was made accordingly.

Leave Austin Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Victoria next days by 12 midnight.

Leave Victoria Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Austin next day by 12 midnight.

ROUTE No. 8558.

From Austin to Sisterdale, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| John Pankrantz | \$1,500. |
| F. C. Tazler..... | 1,500. |
| James H. McCucklin..... | 1,400. |
| Frank Hamilton..... | 1,400. |
| W. W. Brooks | 1,200. |
| John H. Alley | 1,175. |
| | 1,075. Duplicate. |
| Peter Schmitt..... | 1,175. |
| Robert Wulfig..... | 1,135. Consolidated. |
| James Harrington..... | 1,100. |
| T. S. Vaile..... | 810. |
| A. Roe | 750. |
| T. Sherod | 600. <i>Accepted March 30, 1871.</i> |
| K. R. Raynes, (after time) | 990. |

Contract drawn and sent to T. Sherod, but never executed.

ROUTE No. 8559.

From Austin to Lampasas, 64 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|---|
| Mines M. Long..... | \$2,496, twice a week; schedule proposed. |
| Anderson Farquar | 1,850. |
| Frank Hamilton..... | 1,600. |
| S. W. Sparks | 1,495. |
| Mines M. Long | 1,495. Schedule proposed. |
| J. J. Wardeman | 1,450. |
| John Nichols and Francis Sabum | 1,198. |
| W. W. Brooks..... | 1,150. |
| Joshua S. Brown..... | 1,145. |
| J. F. Brown..... | 1,100. |
| James Harrington | 1,000. |

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| T. S. Vaile..... | \$950. |
| H. C. Espy..... | 879. |
| Thomas W. Poland..... | 790. |
| James H. Landrum..... | 785. |
| A. Roe..... | 700. |
| T. Sherod..... | 590. <i>Accepted March 30, 1871.</i> |

Accepted bidder having failed to begin service, contract with M. M. Long, of Austin, Texas, at \$1,100 per annum, from July 1 to December 31, 1871, or longer, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Austin Friday at 7 a. m.; arrive at Lampasas next day by 4 p. m.

Leave Lampasas Wednesday at 7 a. m.; arrive at Austin next day by 4 p. m.

ROUTE No. 8560.

From Austin to Bryan, 101 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James Harrington..... | \$6,000. |
| C. M. Lockwood..... | 5,900. |
| J. J. Hinds..... | 5,000. |
| W. A. Saylor..... | 4,500. |
| Henry Haldeman..... | 4,500. |
| Henry Oram..... | 4,000. |
| F. C. Tozler, (†)..... | 4,000. |
| Peter M. Brown..... | 3,985. |
| A. Faulkner..... | 3,900. |
| T. S. Vaile..... | 3,500. |
| H. C. Espy..... | 3,440. |
| A. Roe..... | 3,300. |
| B. L. Luttrell..... | 3,000. |
| T. Sherod..... | 2,900. |
| J. F. Brown..... | 2,800. |

J. F. Brown's bid ruled too high; offered \$2,020 per annum. Offer accepted April 26, 1871, and contract made with J. F. Brown, at \$2,020 per annum.

Leave Austin Monday and Thursday at 6 a. m.; arrive at Bryan next days by 9 p. m.

Leave Bryan Monday and Thursday at 6 a. m.; arrive at Austin next days by 9 p. m.

ROUTE No. 8561.

From Austin to Burnet, 59 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Frank Hamilton..... | \$1,500. |
| James Harrington..... | 1,100. |
| W. W. Brooks..... | 1,000. |
| T. S. Vaile..... | 840. |
| Samuel D. Conner..... | 825. |
| A. Roe..... | 760. |
| T. Sherod..... | 700. <i>Accepted March 30, 1871.</i> |
| Peter Schmitt..... | 700, end at Dafible, on horseback. |
| S. Anderson..... | 54, end at Darible, on horseback. |

Contracts drawn and sent to T. Sherod, but never executed.

Accepted bidder having failed to begin service, contract with J. M. Swan, of Austin, Texas, at \$649 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General; re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Austin Tuesday at 1 p. m.; arrive at Burnet next day by 6 p. m.

Leave Burnet Monday at 8 a. m.; arrive at Austin next day by 12 m.

ROUTE No. 8562.

From Sisterdale to Kerrsville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| W. W. Brooks..... | \$600. |
| Christopher Flach..... | 498. |
| Charles W. Heinen..... | 470. |

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John Pankratz..... | \$400. |
| Robert Mulfing..... | 385. |
| H. Seidenstricker..... | 354. |
| Charles Roemer..... | 350. |
| Frederick Saur..... | 320. <i>Accepted March 30, 1871.</i> |
| | 305. <i>Schedule proposed.</i> |
| | 485. <i>Schedule proposed.</i> |

Contract made with Frederick Saur, at \$320 per annum.
 Leave Sisterdale Monday at 7 a. m.; arrive at Kerrsville by 5 p. m.
 Leave Kerrsville Tuesday at 7 a. m.; arrive at Sisterdale by 5 p. m.

ROUTE No. 8563.

From Fredericksburgh to Double Horn, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-----------------|
| J. J. Vardinian..... | \$1,100. |
| W. W. Brooks..... | 950. |
| Peter Schmitt..... | 800, horseback. |
| S. Anderson..... | 55, horseback. |

W. W. Brooks's bid of \$950 ruled too high; offered \$650, and accepted May 4, 1871, and contract made with W. W. Brooks at \$650 per annum.

Leave Fredericksburgh Tuesday at 1 p. m.; arrive at Double Horn next day by 6 p. m.

Leave Double Horn Monday at 7 a. m.; arrive at Fredericksburgh next day by 12 m.

ROUTE No. 8564.

From Fredericksburgh to San Saba, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| J. J. Vardinian..... | \$1,600. |
| W. Charles Lewis..... | 1,500. |
| E. S. Kirkpatrick..... | 1,496. |
| W. W. Brooks..... | 1,200. |
| Samuel D. Conner..... | 1,200. |

W. W. Brooks's bid of \$1,200 ruled too high. Offered \$1,000, and accepted May 4, 1871, and contract made with W. W. Brooks at \$1,000 per annum.

Leave Fredericksburgh Wednesday at 6 a. m.; arrive at San Saba next day by 7 p. m.

Leave San Saba Friday at 6 a. m.; arrive at Fredericksburgh next day by 7 p. m.

ROUTE No. 8565.

From San Saba to Lampasas, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Anderson Farquar..... | \$1,200. |
| Samuel W. Sparks..... | 850. |
| J. J. Vardinian..... | 800. |
| W. W. Brooks..... | 600. |

W. W. Brooks's bid of \$600 ruled too high; offered \$475. Accepted May 4, 1871, and contract made with W. W. Brooks at \$475 per annum.

Leave San Saba Friday at 6 a. m.; arrive at Lampasas by 6 p. m.

Leave Lampasas Saturday at 6 a. m.; arrive at San Saba by 6 p. m.

ROUTE No. 8566.

From Georgetown to Burnet, 37 miles and back, once a week.

Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| W. W. Brooks..... | \$950. <i>Invited service; schedule proposed.</i> |
| J. J. Vardinian..... | 750. |
| | 1,500, twice a week. |
| B. B. Caskey..... | 600. |
| W. W. Brooks..... | 475. |
| Elbert Magee..... | 400. <i>Accepted March 30, 1871.</i> |

Contract made with Elbert Magee, at \$400 per annum.
 Service increased to twice a week, at \$400 additional per annum.
 Leave Georgetown Friday at 7 a. m.; arrive at Burnet by 7 p. m.
 Leave Burnet Saturday at 7 a. m.; arrive at Georgetown by 7 p. m.

ROUTE No. 8567.

From Georgetown to Florence, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------------------|
| B. B. Caskey | \$300. |
| W. W. Brooks | 250. <i>Accepted March 30, 1871.</i> |

Contract made with W. W. Brooks, at \$250 per annum.
 Leave Georgetown Monday at 1 p. m.; arrive at Florence by 7 p. m.
 Leave Florence Monday at 6 a. m.; arrive at Georgetown by 12 m.

ROUTE No. 8568.

From Georgetown to Cameron, 49 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. J. Vardinian | \$1,000. |
| B. B. Caskey | 900. |
| W. W. Brooks | 800. |
| Samuel D. Conner | 800. |
| Elbert Magee | 650. <i>Accepted March 30, 1871.</i> |

Contract made with Elbert Magee, at \$650 per annum.
 Leave Georgetown Thursday at 7 a. m.; arrive at Cameron next day by 12 m.
 Leave Cameron Friday at 2 p. m.; arrive at Georgetown next day by 6 p. m.

ROUTE No. 8569.

From Belton to Comanche, 107 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| James Harrington | \$3,000. |
| T. S. Vail | 2,500. |
| James S. S. McCall | 1,460. |
| J. J. Vardenian | 1,450. |
| John Lee | 1,400. |
| J. C. Burney | 1,347. <i>Accepted March 30, 1871.</i> |

Contract made with J. C. Burney, at \$1,347 per annum.
 Leave Belton Monday at 7 a. m.; arrive at Comanche Thursday by 12 m.
 Leave Comanche Wednesday at 1 p. m.; arrive at Belton Thursday by 7 p. m.

ROUTE No. 8570.

From Brenham to Richmond, 75 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--|
| Stephen A. Hockworth | \$2,500. |
| J. F. Brown | 2,400. |
| Frank Hamilton | 2,400. |
| M. A. Metta | 2,190. |
| Samuel D. Conner | 2,150. <i>Withdrawn.</i> |
| F. P. Sawyer | 1,777. |
| F. A. Wilmans | 1,600. <i>Accepted March 30, 1871.</i> |

Contract made with F. A. Wilmans at \$1,600 per annum.
 Leave Brenham Tuesday and Friday at 7 a. m.; arrive at Richmond next days by 6 p. m.
 Leave Richmond Tuesday and Friday at 7 a. m.; arrive at Brenham next days by 6 p. m.

ROUTE No. 8571.

From Brenham to Austin, 105 miles and back, three times a week.
 Proposals for six times a week service invited, also proposals for three times a week service to end at La Grange.

| Bidders' names. | Sum per annum. |
|-------------------------|---------------------------|
| James W. Parker..... | \$14,300. |
| J. W. Johnson..... | 25,600, six times a week. |
| J. J. Burgess..... | 13,900. |
| M. A. Seymour..... | 24,700, six times a week. |
| B. A. Risher..... | 13,000. |
| C. K. Hall..... | 23,000, daily. |
| Bradley Barlow..... | 12,700. |
| Alexander G. Allen..... | 23,900, six times a week. |
| F. P. Sawyer, jr..... | 12,600. |
| W. K. Smith..... | 18,900, six times a week. |
| J. T. Walton..... | 12,500. |
| Henry Gates..... | 20,700, six times a week. |
| C. M. Lockwood..... | 11,000. |
| J. J. Hinds..... | 21,000, six times a week. |
| J. B. Price..... | 10,200. |
| W. C. Galloway..... | 15,300, six times a week. |
| Frank Hamilton..... | 9,990. |
| M. Bannister..... | 19,000, six times a week. |
| A. G. Terry..... | 9,000. |
| | 16,000, six times a week. |
| | 7,800. |
| | 15,000, six times a week. |
| | 6,700. |
| | 11,200, six times a week. |
| | 6,300. |
| | 6,000. |
| | 12,000, six times a week. |
| | 6,000. |
| | 6,000. |
| | 5,700. |
| | 9,250, six times a week. |
| | 3,300. End at La Grange. |
| | 2,500. |
| | 4,000, six times a week. |
| | 1,800. |
| | 3,700, six times a week. |

Frank Hamilton's bid of \$3,000 per annum for service to end at La Grange ruled too high. Offered \$1,200. Not accepted.

July 18, 1871. Contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$3,000 per annum, and re-advertise route.

Contract made and executed accordingly.

Leave Brenham Monday, Wednesday, and Friday, at 7 a. m.; arrive at La Grange by 6 p. m.

Leave La Grange Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Brenham by 6 p. m.

ROUTE No. 8572.

From Brenham to Austin, 89 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| M. A. Seymour..... | \$23,900. |
| J. J. Burgess..... | 22,500. |
| Bradley Barlow..... | 22,000. |
| J. W. Johnson..... | 21,900. |
| W. K. Smith..... | 21,700. |
| James W. Parker..... | 20,900. |
| R. A. Risher..... | 19,700. |
| F. P. Sawyer..... | 19,000. |
| C. K. Hall..... | 18,400. |
| J. J. Cochran..... | 11,970. |
| E. W. Rice..... | 9,000. |
| Henry Gates..... | 8,500. |
| J. J. Hinds..... | 8,000. |
| J. T. Walton..... | 7,990. |
| G. H. Giddings..... | 7,500. |
| W. C. Galloway..... | 6,850. |

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| C. M. Lockwood..... | \$6,800. |
| T. Lockwood..... | 6,500. |
| Alexander G. Allen..... | 6,200. |
| A. E. Haskell..... | 5,980. |
| Milton H. Eggner..... | 3,560. |
| M. Bannister..... | 3,200. |
| A. J. Terry..... | 2,200. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to A. J. Terry, at \$2,200 per annum, but never executed. July 31, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$13,000 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, failing bidder being liable.

Contracts made and executed accordingly.
 Leave Brenham daily, except Monday, at 6 a. m.; arrive at Austin in twenty hours, by—
 Leave Austin daily, except Sunday, at 6 a. m.; arrive at Brenham in twenty hours, by—

ROUTE No. 8573.

From Brenham to Navasota, 30 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| Gimmael Good..... | \$1,900. |
| Nicholas Dunn..... | 1,750. |
| Frank Hamilton..... | 1,500. |
| M. A. Mettas..... | 1,490. |
| J. F. Brown..... | 1,350. |
| B. L. Luttrell..... | 1,300. |
| A. Faulkner..... | 1,200. |
| John W. Wilson..... | 1,088. |
| Otto Wallney..... | 990. |
| T. P. Sawyer..... | 963. |
| O. Crozier..... | 950. |
| F. A. Wilmans..... | 800. <i>Accepted March 30, 1871.</i> |

Contract made with F. A. Wilmans at \$800 per annum.
 Leave Brenham Monday, Wednesday, and Friday at 7 a. m.; arrive at Navasota by 6 p. m.
 Leave Navasota Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Brenham by 6 p. m.

ROUTE No. 8574.

From Marlin to Belton, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James Harrington..... | \$900. |
| Peter V. Thompson..... | 800. |
| James L. McCall..... | 740. |
| James C. Burney..... | 625. |

James C. Burney's bid of \$625 per annum ruled too high. Offered \$500 per annum; accepted June 3, 1871; and contract made with James C. Burney at \$500 per annum.
 Leave Marlin Monday at 6 a. m.; arrive at Belton by 6 p. m.
 Leave Belton Tuesday at 6 a. m.; arrive at Marlin by 6 p. m.

ROUTE No. 8575.

From Bremond to Waxahatchie, 94 miles and back, twice a week.
 Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------|
| E. Sheldin Bell..... | \$14,000, three times a week. |
| Virgil W. Parker..... | 8,575. |
| B. W. Johnson..... | 11,750, three times a week. |
| B. W. Johnson..... | 8,500. |
| E. M. B. Sawyer..... | 13,300, three times a week. |
| E. M. B. Sawyer..... | 7,100. |
| Samuel T. Scott..... | 12,500, three times a week. |
| Samuel T. Scott..... | 6,000. |
| Samuel T. Scott..... | 9,000. |

| Bidders' names. | Sum per annum. |
|--|--|
| James Harrington..... | \$6,000, three times a week. |
| N. C. Tozler..... | 4,980. |
| | 7,470, three times a week. |
| Geo. W. Wooten, Gurney Charles, and George L. Griggs..... | 7,900. |
| F. P. Sawyer..... | 4,473. |
| | 6,970, three times a week. |
| Hardin S. Newland..... | 4,140, twice a week. |
| J. T. Walton..... | 4,000. |
| | 6,000, three times a week. |
| James Harrington..... | 4,000. |
| J. J. Hinds..... | 3,500. |
| Samuel D. Conner..... | 2,920. Withdrawn. |
| J. T. Woodward..... | 2,700, if test-oath is repealed. |
| J. J. Cochran..... | 2,470. |
| | 3,590, three times a week. |
| A. Faulkner..... | 3,300. |
| | 4,000, three times a week. |
| W. W. Finney..... | 1,900. |
| | 2,900, three times a week. |
| Randolph Eastman..... | 1,550. |
| | 2,900, three times a week. |
| J. W. Armstrong..... | 900. |
| | 1,500, three times a week. <i>Accepted March 30,</i> <i>1871.</i> |

Contracts drawn and sent to J. W. Armstrong, at \$1,500 per annum, three times a week, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$14,000 per annum, for service six times a week, and re-advertise route.

Contract made and executed accordingly.

Leave Bremond daily, except Sunday, at 6 a. m.; arrive at Waxahatchie next days by 6 p. m.

Leave Waxahatchie daily, except Sunday, at 6 a. m.; arrive at Bremond next days by 6 p. m.

ROUTE No. 8576.

From Calvert to Belton, 71 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| George Hutcherson..... | \$4,000, three times a week. |
| | 3,500, twice a week, omitting Port Sullivan. |
| James Harrington..... | 3,600. |
| W. G. Rutledge..... | 3,390, three times a week. |
| M. A. Metts..... | 2,790. |
| James Harrington..... | 2,500. |
| A. Faulkner..... | 2,500. |
| | 3,000, three times a week. |
| W. A. Saylor..... | 2,375. |
| Charles H. Webb..... | 1,800. |
| | 2,700, three times a week. |
| F. A. Willmans..... | 1,500. |
| | 2,100, three times a week. |
| George W. Evans..... | 1,200. <i>Accepted March 30, 1871.</i> |
| | 1,500, three times a week. |

Contracts drawn and sent to George W. Evans, at \$1,200 per annum, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with H. G. Carder, of Calvert, Texas, from July 1 to December 31, 1871, at \$3,750 per annum, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Calvert Monday, Thursday, and Saturday at 6 a. m.; arrive at Belton next days by 12 m.

Leave Belton Monday, Wednesday, and Friday at 2 p. m.; arrive at Calvert next days by 8 p. m.

ROUTE No. 8577.

From Calvert to Waco, 61 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|--------------------------|
| W. W. Teuney | \$12,000. | |
| F. C. Tazler | 12,000. | |
| Samuel T. Scott | 11,800. | |
| E. Sheldin Bell | 11,000. | |
| Charles H. Webb | 9,800. | |
| F. P. Sawyer | 7,769. | |
| | 4,790. | Rosse to Waco. |
| E. M. Rice | 7,500. | |
| G. H. Giddings | 7,000. | |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 6,850. | |
| J. J. Hinds | 6,000. | |
| T. Lockwood | 5,500. | |
| M. A. Metts | 5,490. | |
| H. F. Merrill | 5,100. | |
| C. M. Lockwood | 4,800. | |
| A. Faulkner | 4,000. | |
| J. C. Trewitt | 3,200. | |
| John P. Evins | 2,300. | |
| Randolph Eastman | 850. | |
| J. W. Armstrong | 600. | Accepted March 30, 1871. |

Contracts drawn and sent to J. W. Armstrong, at \$600 per annum, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$7,500 per annum, and re-advertise route, failing bidder being liable.

Contract was made and executed accordingly.

Leave Calvert daily, except Sunday, at 6 a. m.; arrive at Waco by 9 p. m.

Leave Waco daily, except Sunday, at 6 a. m.; arrive at Calvert by 9 p. m.

ROUTE No. 8578.

From Bryan to Centreville, 57 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| H. Haldeman | \$3,500. | |
| G. H. Giddings | 3,500. | |
| Lafayette Black | 3,500. | |
| Jerome N. Black | 3,489. | |
| Henry Oram | 3,000. | |
| H. Stuart | 2,900. | |
| B. L. Lutherell | 2,000. | |
| J. F. Brown | 1,930. | |
| Samuel D. Conner | 1,520. | |
| M. A. Metts | 1,490. | |
| Israel Folsom | 1,000. | |
| F. A. Wilmans | 850. | Accepted March 30, 1871. |

Contracts drawn and sent to F. A. Wilmans, at \$850 per annum, but never executed.

ROUTE No. 8579.

From Navasota to Montgomery, 30 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| Thomas Throop | \$1,600. | |
| Alexander G. Allen | 1,100. | |
| John L. Mills | 1,000. | |
| M. A. Metts | 990. | |
| B. L. Luthrell | 950. | (See bid.) |
| Jesse Warnack | 950. | |
| Samuel D. Conner | 900. | |
| J. F. Brown | 900. | |
| F. A. Wilmans | 700. | Accepted March 30, 1871. |

Contract drawn and sent to F. A. Wilmans, at \$700 per annum, but never executed.

ROUTE No. 8580.

From Anderson to Madinsonville, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Thomas Throop..... | \$300. |
| F. A. Wilmans..... | 600. Ruled too high. \$375 declined. |
| Nelson Taylor, (<i>after time</i>)..... | 500. |
| (Not let.) | |

ROUTE No. 8581.

From Anderson to Personville, 87 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------|
| H. Newland..... | \$2,600. |
| Thomas Throop..... | 2,500. |
| W. W. Glover and G. Robinson.. | 2,200. |
| M. A. Metts..... | 1,390. |
| Israel Folsom..... | 1,000. |
| (Not let.) | |

ROUTE No. 8582.

From Centreville to Hillsborough, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| H. S. Newland..... | \$3,000. |
| W. W. Glover & G. D. Robinson . | 2,500. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,550. |
| Samuel D. Conner..... | 1,520. |
| M. A. Metts..... | 1,490. |
| H. C. Espy..... | 1,338. |
| Thomas M. Tarver..... | 1,200. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas M. Tarver at \$1,200 per annum.

Leave Centreville Thursday at 6 a. m.; arrive at Hillsborough Thursday by 6 p. m.
Leave Hillsborough Monday at 6 a. m.; arrive at Centreville by 6 p. m.

ROUTE No. 8583.

From Centreville to Corsicana, 42 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| H. S. Newland..... | \$1,260. |
| Samuel D. Conner..... | 820. Ruled too high. \$525 offered; not accepted. |
| (Not let.) | |

ROUTE No. 8584.

From Waco to Gatesville, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| E. Sheldin Bell..... | \$2,800. |
| William F. Orr..... | 1,610. |
| A. C. Blain..... | 1,500. |
| Benjamin T. Duvall..... | 1,000. |
| John M. Willis..... | 1,140. |
| James L. L. McCall..... | 790. |
| Samuel D. Conner..... | 750. |
| J. J. Vardiman..... | 750. |
| John T. Hull..... | 725. |
| James C. Burney..... | 587. |
| Richard A. Day..... | 500. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to Richard A. Day at \$500 per annum.

Accepted bidder having failed to begin service, contract with J. C. Burney, of Waco, Texas, from July 1 to December 31, 1871, or until otherwise ordered, at \$780 per annum, and re-advertised route, failing bidder being liable.

Contracts made and executed accordingly.

Leave Waco Tuesday at 6 a. m.; arrive at Gatesville by 8 p. m.

Leave Gatesville Wednesday at 6 a. m.; arrive at Waco by 8 p. m.

ROUTE No. 8585.

From Waco to Town Ash, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|-------------------------------------|
| E. Sheldin Bell | \$1,800. |
| John M. Willis | 1,030. |
| Benjamin T. Duvall | 1,000. |
| Thomas Royal | 800. No certificate. |
| James L. L. McCall | 670. |
| J. W. Wooten and James C. Burney | 587. |
| Gurney Charles and Geo. Griggs | 530. |
| Richard A. Day | 390. <i>Accepted June 10, 1871.</i> |

Contracts drawn and sent to Richard A. Day, at \$390 per annum, but never executed. July 8, 1871. Accepted bidder having failed to begin service, contract with J. C. Burney, of Waco, Texas, from July 1, to December 31, 1871, or until otherwise ordered, at \$520 per annum, and re-advertised route, failing bidder liable. Contract was made and executed accordingly.

Leave Waco Friday at 7 a. m.; arrive at Town Ash by 6 p. m.
 Leave Town Ash Saturday at 7 a. m.; arrive at Waco by 6 p. m.

ROUTE No. 8586.

From Waco to Meridian, 46 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|--|---|
| James T. Angel | \$4,999, twice a week, end at Stephenville. 3,449, three times a week. 2,994, twice a week. |
| A. C. Blain | 2,500. |
| James C. Angel | 2,494, (?) twice a week, two-horse hack. |
| E. Sheldin Bell | 2,400. |
| John M. Willis | 2,180. |
| Benjamin T. Duvall | 1,000. |
| J. J. Vardiman | 1,800, twice a week. 950, 1,900, twice a week |
| James C. Burney | 924. 1,848, twice a week; no certificate. |
| George W. Evans | 900. 1,200, twice a week. <i>Accepted March 30, 1871.</i> |
| James L. L. McCall | 870. 1,470, twice a week. |
| Thomas Royal | 800. No certificate. |
| Samuel D. Conner | 780. |
| J. Wooten, Gurney Charles and George L. Griggs | 7,115. |
| Richard A. Day | 598. |

George W. Evans not having executed contract, accept J. W. Johnson at same rate of pay, (\$1,200 per annum,) from July 1, 1871.

Contract made with J. W. Johnson at \$1,200 per annum.
 Leave Waco Monday and Thursday at 6 a. m.; arrive at Meridian by 8 p. m.
 Leave Meridian Tuesday and Friday at 6 a. m.; arrive at Waco by 8 p. m.

ROUTE No. 8587.

From Waco to Granbury, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|----------------|
| James B. Price | \$2,500. |
| M. A. Metts | 2,490. |
| James C. Burney | 1,947. |
| W. Gallaher and Sam'l M. Wilson | 1,800. |
| Benjamin T. Duvall | 1,800. |
| J. J. Vardiman | 1,550. |
| H. C. Espy | 1,388. |
| Richard A. Day | 1,190. |
| James L. L. McCall | 1,190. |

(Not let.)

ROUTE No. 8588.

From Meridian to Brownwood, 73 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| James P. Angel | \$2,999. |
| J. J. Vardiman | 1,800. |
| B. F. Woodward | 1,190. |
| Samuel D. Conner | 1,100. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel D. Conner at \$1,100 per annum.

Leave Meridian Monday at 6 a. m.; arrive at Brownwood next day by 7 p. m.

Leave Brownwood Wednesday at 6 a. m.; arrive at Meridian next day by 7 p. m.

ROUTE No. 8589.

From Meridian to Stephenville, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| John M. Willis | \$1,120. |
| J. J. Vardiman | 1,000. |
| C. C. Painter | 800. |
| Samuel D. Connor | 780. |
| James C. Burney | 747 |

James C. Burney's bid ruled too high, offered \$500 per annum; declined May 8, 1871. Offered \$625 per annum; accepted June 3, 1871. Acceptance recalled, and offered to Samuel D. Conner, declined, and contract made with J. P. Angel at \$700 per annum from July 1, to December 31, 1871, or longer at same rate if so ordered by the Postmaster General. Re-advertise route. Failing bidder liable.

Leave Meridian Tuesday at 6 a. m.; arrive at Stephenville by 8 p. m.

Leave Stephenville Monday at 6 a. m.; arrive at Meridian by 8 p. m.

ROUTE No. 8590.

From Hillsborough to Jacksborough, 121 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| E. Sheldin Bell | \$10,900. |
| F. P. Sawyer, jr | 9,000. |
| C. M. Lockwood | 7,800. |
| F. C. Tazler | 6,800. |
| J. B. Price | 6,000. |
| | 8,000, three times a week. |
| J. W. Wooten | |
| Gurney Charles | 5,000. |
| George L. Griggs | 4,900. |
| Charles H. Webb | |
| H. M. Vaile | 4,700. |
| Thomas W. Williams | 4,646. |
| G. Salmer and W. J. Brown | 4,500. |
| Samuel D. Conner | 3,600. |
| M. A. Metts | 3,590. |
| Frank Hamilton | 3,500. |
| Augustus H. Serren | 3,500. |
| William W. Feuney | 2,700. |
| Randolph Eastman | 1,650. |
| J. W. Armstrong | 1,200. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to J. W. Armstrong at \$1,200 per annum but never executed.

July 31, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$4,500 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General; re-advertise route, failing bidder being liable.

Contract made and executed accordingly.

Leave Hillsborough Monday and Thursday at 6 a. m.; arrive at Jacksborough Wednesday and Saturday by 6 p. m..

Leave Jacksborough Monday and Thursday at 6 a. m.; arrive at Hillsborough Wednesday and Saturday by 6 p. m.

ROUTE No. 8591.

From Cleburne to Denton, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| William T. Foreman | \$2,996. |
| J. N. Rushing and T. M. Rushing | 1,750. |
| Thomas W. Williams..... | 1,584. |
| William R. Kein..... | 1,487. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,150. |
| J. J. Vardiman..... | 1,100. |
| Augustus H. Serren..... | 900. |
| Noah S. Wheeler..... | 848. |
| G. Salmon and Wm. J. Brown.. | 800. |
| M. A. Metts..... | 790. |
| B. F. Woodward..... | 740. <i>Accepted March 30, 1871.</i> |

Contract made with B. F. Woodward at \$740 per annum.
 Leave Cleburne Thursday at 7 a. m.; arrive at Denton next day by 12 m.
 Leave Denton Friday at 2 p. m.; arrive at Cleburne next day by 6 p. m.

ROUTE No. 8592.

From Waxahatche to Fort Worth, 50 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| S. H. Terrill..... | \$3,375. |
| E. Sheldin Bell..... | 3,000. |
| H. S. Newland..... | 1,800. |
| James H. Ellis..... | 1,750, twice a week; schedule proposed. |
| Thomas W. Williams..... | 1,440. |
| Augustus H. Serren..... | 1,200. |
| G. Salmon and Wm. J. Brown.. | 1,170, twice a week. <i>Accepted March 30, 1871.</i> |
| James L. L. McCall..... | 970. |
| Samuel D. Conner..... | 850. |
| Nathaniel S. Wheeler..... | 848. |
| M. A. Metts..... | 840. |
| T. C. Tazler..... | 800. |
| G. Salmon and W. J. Brown.. | 790. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 780. |
| J. J. and J. M. Fain..... | 760. |

Contract made with G. Salmon and W. J. Brown, at \$1,170 per annum for twice a week service.
 Leave Waxahatche Monday and Thursday at 7 a m.; arrive at Fort Worth next day by 12 m.
 Leave Fort Worth Tuesday and Friday at 2 p. m.; arrive at Waxahatchie next day by 5 p. m.

ROUTE No. 8593.

From Weatherford to Decatur, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Thomas W. Williams..... | \$1,065. |
| H. M. Vaile..... | 900. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 800. |
| J. C. Trevitt..... | 800. |
| Augustus H. Serren..... | 700. |
| G. Salmon and Wm. J. Brown.. | 640. |
| H. F. Morrell..... | 610. |
| Samuel D. Conner..... | 520. |

(Not let.)

ROUTE No. 8594.

From Weatherford to Palo Pinto, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Thomas W. Williams..... | \$1,008. |
| H. M. Vaile..... | 900. |
| A. G. Crawford..... | 500. <i>Accepted March 30, 1871.</i> |
| Samuel D. Conner..... | 500. <i>Withdrawn.</i> |

Contract made with A. G. Crawford, at \$500 per annum.
 Leave Weatherford Friday at 7 a. m.; arrive at Palo Pinto by 6 p. m.
 Leave Palo Pinto Saturday at 7 a. m.; arrive at Weatherford by 6 p. m.

ROUTE No. 8595.

From Corsicana to Meridian, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| J. Sheldon Bell | \$4, 500. |
| J. J. Yardiman | 1, 700. |
| Frank Hamilton | 1, 500. |
| M. A. Metts | 1, 390. |
| Samuel D. Conner | 1, 250. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1, 250. |
| Thomas M. Tarver | 1, 000. |
| James P. Angel | 999. |
| Joseph Y. Bates | 980. |
| James L. L. McCall | 970. <i>Accepted March 30, 1871.</i> |

Contract made with James L. L. McCall at \$970 per annum.
 Leave Corsicana Monday at 6 a. m.; arrive at Meridian next day by 6 p. m.
 Leave Meridian Wednesday at 6 a. m.; arrive at Corsicana next day by 6 p. m.

ROUTE No. 8596.

From Corsicana to Bright Star, 103 miles and back, once a week.
 Proposals to end service at Tavs invited.

| Bidders' names. | Sum per annum. |
|---|--|
| Frank Hamilton | \$3, 000. |
| A. B. Johnson | 3, 000. |
| J. B. Price | 2, 400. <i>Invited service pro rata.</i> |
| J. W. and S. M. Rushong | 2, 275. |
| M. A. Metts | 2, 000. |
| William Gallagher and Samuel M. Wilson | 1, 880. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1, 600. |
| J. Y. Bates | 1, 480. |
| H. C. Espy | 1, 388. |
| J. J. and J. M. Fain | 990. <i>Accepted March 30, 1871.</i> |

Contract made with J. J. and J. M. Fain, at \$990 per annum.
 Leave Corsicana Monday at 6 a. m.; arrive at Bright Star third day by 6 p. m.
 Leave Bright Star Thursday at 6 a. m.; arrive at Corsicana third day by 6 p. m.

ROUTE No. 8597.

From Dallas to Weatherford, 66 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---|-----------------------|
| E. Sheldon Bell | \$3, 700. |
| Thomas W. Williams | 1, 900. |
| G. Salmon and William J. Brown | 1, 874, twice a week. |
| James L. L. McCall | 1, 470. |
| Frank Hamilton | 1, 970, twice a week. |
| F. C. Tazler | 1, 400. |
| Frank Hamilton | 1, 390. |
| F. C. Tazler | 2, 790, twice a week. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1, 370. |
| H. M. Vaile | 1, 300. |
| M. A. Metts | 1, 300. |
| August H. Serran | 1, 250. |
| James B. Price | 1, 150. |
| James B. Price | 2, 000, twice a week. |

James B. Price's bid of \$1,150 per annum ruled too high. Offered \$1,000. Accepted April 15, 1871, and contract made with James B. Price at \$1,000 per annum, but no service performed.

July 27, 1871. Accepted bidder having failed to begin service, annul contract from commencement and send out new ones with A. B. Norton, of Dallas, Texas, at \$1,150 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertise route, failing bidder liable.

Contract made and executed accordingly.

Leave Dallas Monday at 6 a. m.; arrive at Weatherford next day by 12 m.

Leave Weatherford Tuesday at 1 p. m.; arrive at Dallas next day by 6 p. m.

ROUTE No. 8598.

From Dallas to Cleburne, 56 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-------------------------------|
| E. Sheldin Bell | \$3,200. |
| Thomas W. Williams..... | 1,612. |
| Frank Hamilton..... | 1,200. |
| H. M. Vaile..... | 1,200. |
| James L. L. McCall..... | 970. |
| Samuel D. Conner | 875. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 875. |
| M. A. Metts | 820. |
| G. Salmon and William J. Brown. | 775. Accepted March 30, 1871. |

Contract made with G. Salmon and William J. Brown, at \$775 per annum, but no service performed.

July 27, 1871. Contractors having failed to commence service, annul contract from commencement, and send out new ones with A. B. Norton, of Dallas, Texas, at \$1,000 per annum, from July 1 to December 31, 1871, or longer at same rate, if so ordered by the Postmaster General, and re-advertise route, failing contractors being liable.

Contract made and executed accordingly.

Leave Dallas Monday at 7 a. m.; arrive at Cleburne next day by 11 a. m.

Leave Cleburne Tuesday at 1 p. m.; arrive at Dallas next day by 6 p. m.

ROUTE No. 8599.

From Denton to Fort Belknap, 100 miles and back, once a week.

Proposals invited to end at Jacksborough, and also for twice a week service to Jacksborough and to Fort Belknap.

| Bidders' names. | Sum per annum. |
|---|---|
| William F. Orr | \$7,500, twice a week. |
| G. Salmon and William J. Brown. | 3,274, twice a week. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 2,050. |
| Frank Hamilton..... | 2,000. |
| G. Salmon and William J. Brown. | 1,950. |
| | 1,950, twice a week, end at Jacksborough. |
| H. M. Vaile..... | 1,900. |
| William Gallaher and Samuel L. Wilson | 1,900. |
| F. C. Tozler | 1,900. |
| | 3,700, twice a week. |
| Moses B. Bledsoe | 1,872. |
| Augustus H. Serren..... | 1,800. |
| G. Salmon and William J. Brown. | 1,400, end at Jacksborough. |

G. Salmon and William J. Brown's bid of \$1,950 ruled too high. Offered \$1,500; accepted May 10, 1871, and contract made with G. Salmon and William J. Brown at \$1,500 per annum, for twice a week service, to end at Jacksborough.

Leave Denton Monday and Thursday at 6 a. m.; arrive at Jacksborough next days by 9 p. m.

Leave Jacksborough Monday and Thursday at 6 a. m.; arrive at Denton next days by 9 p. m.

ROUTE No. 8600.

From Gainsville to Dallas, 76 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| William T. Foreman..... | \$1,950. | |
| S. P. Jones | 1,800. | Consolidated. |
| Frank Hamilton | 1,800. | |
| J. A. Metts | 1,700. | |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,500. | |
| Mathew L. Cowan..... | 1,449. | |
| T. S. Vaile..... | 1,300. | |
| Augustus H. Serren..... | 1,250. | |
| G. Salmon and William J. Brown. | 995. | |
| J. J. and J. M. Fain | 990. | <i>Accepted March 30, 1871.</i> |

Contract made and executed with J. J. and J. M. Fain at \$990 per annum.
Leave Gainesville Monday at 7 a. m.; arrive at Dallas next day by 6 p. m.
Leave Dallas Wednesday at 7 a. m.; arrive at Gainesville next day by 6 p. m.

ROUTE No. 8601.

From Sherman to Denton, 43 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------------|
| Henry Kennedy | \$991. | |
| Wilson and Moffatt | 950. | |
| S. P. Jones | 900. | Consolidated. |
| Frank C. Taylor..... | 800. | |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 720. | |
| Moses W. Bledsoe..... | 624. | |
| G. Salmon and William J. Brown. | 595. | |
| Augustus H. Serren..... | 500. | <i>Accepted March 30, 1871.</i> |

Contract made and executed with Augustus H. Serren, at \$500 per annum.
Leave Sherman Tuesday at 6 a. m.; arrive at Denton by 7 p. m.
Leave Denton Monday at 6 a. m.; arrive at Sherman by 7 p. m.

ROUTE No. 8602.

From Sherman to Montague, 72 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------------|
| William F. Orr..... | \$6,000. | |
| C. M. Lockwood..... | 3,800. | |
| P. B. Martin..... | 3,435. | |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 3,000. | |
| M. A. Price..... | 2,900. | |
| Daniel Quinn..... | 2,750. | |
| Jacob P. Woodson..... | 2,749. | |
| J. J. Hinds..... | 2,600. | |
| Robert Parsons..... | 2,474. | |
| Samuel D. Conner..... | 2,400. | |
| Wilson and Moffatt | 2,400. | |
| Louis Fitch..... | 2,350. | |
| Fenton T. Southern..... | 2,200. | |
| Aug. H. Serren | 2,000. | |
| Charles H. Webb..... | 2,000. | |
| J. J. Gallaher..... | 1,992. | |
| T. S. Vaile..... | 1,950. | |
| J. J. and J. M. Fain | 1,890. | |
| G. Salmon and M. J. Brown | 1,874. | |
| Samuel T. Scott..... | 1,800. | |
| Henry Kenedy..... | 1,693. | |
| William M. Finney..... | 1,600. | |
| John O. Austin..... | 1,545. | |
| Francis C. Taylor..... | 1,500. | <i>Accepted March 30, 1871.</i> |

Contract made with Francis C. Taylor, at \$1,500 per annum.
Leave Sherman Monday and Wednesday at 7 a. m.; arrive at Montague next day by 6 p. m.
Leave Montague Wednesday and Saturday at 7 a. m.; arrive at Sherman next day by 6 p. m.

ROUTE No. 8603.

From Sherman to Waco, 152 miles and back, three times a week.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|--|---|
| William F. Orr..... | \$49,000. |
| E. M. Rice..... | 20,000. |
| J. J. Burgess..... | 19,900. |
| | 37,000, daily. |
| E. M. B. Sawyer..... | 19,600. |
| | 32,500, six times a week. |
| J. W. Johnson..... | 19,400. |
| | 31,700, six times a week. |
| C. W. Foster..... | 19,300. |
| | 31,200, six times a week. |
| James W. Parker..... | 19,200. |
| | 35,700, six times a week. |
| C. M. Bishop..... | 19,000. |
| A. W. Spaulding..... | 18,888. |
| | 34,444, six times a week. |
| J. E. Chidester..... | 17,973. |
| F. P. Sawyer, jr..... | 17,000. |
| | 29,000, six times a week. |
| Bradley Barlow..... | 16,505. |
| | 29,500. |
| Leroy G. Terry..... | 16,300. |
| | 29,200. |
| E. Sheldin Bell..... | 16,000, six times a week. |
| S. P. Jones..... | 15,000. No certificate. |
| Charles H. Blake..... | 15,000. |
| Francis C. Taylor..... | 12,900. |
| | 30,000, six times a week. |
| William W. Finney..... | 12,900. |
| | 23,900, six times a week. |
| Milton H. Eggner..... | 10,640, six times a week. |
| James B. Price..... | 10,000. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 10,000. |
| J. J. Gallaher..... | 9,990. |
| | 18,900. |
| William O. Osgood..... | 9,900. |
| Ulysses E. Fisher..... | 9,900. |
| C. M. Lockwood..... | 8,700. |
| H. M. Vaile..... | 8,000. |
| Reuben Middleton..... | 8,000. |
| Wilson and Moffatt..... | 7,900. |
| | 14,000, six times a week. |
| D. W. Brown..... | 7,500. |
| J. T. Walton..... | 7,000. (?) |
| | 13,000, six times a week. |
| Silas P. Wheeler..... | 6,990. |
| A. E. Haskill and J. C. Cheney... | 6,000. |
| | 11,500, six times a week. |
| Milton H. Eggner..... | 5,700. |
| John Hughes and Co..... | 4,900. |
| | 6,900, six times a week to Bald Spring. |
| J. J. Cochran..... | 4,875. |
| | 7,875, six times a week. |
| J. E. Barrow..... | 3,950. |
| | 5,790, six times a week. |
| Samuel T. Scott..... | 2,990. |
| | 4,990, six times a week. |
| M. Bannister..... | 2,500. |
| | 4,200, six times a week. |
| J. M. Armstrong..... | 1,600. Accepted March 30, 1871. |
| | 2,400, six times a week. |

Contract drawn and sent to J. M. Armstrong, at \$1,600 per annum, but never executed.

Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Wash-

ington, D. C., at \$18,000 per annum from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.

Contract made accordingly.

Leave Sherman daily, except Sunday, at 6 a. m.; arrive at Waco third days by 6 p. m.

Leave Waco daily, except Sunday, at 6 a. m.; arrive at Sherman third days by 6 p. m.

ROUTE No. 8604.

From Bonham to Quitman, 84 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| James B. Price..... | \$5,000. |
| J. N. and T. M. Rushing..... | 3,700. |
| George Yarbrough..... | 2,770. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 2,620. |
| Thomas H. Rattan..... | 2,495. |
| M. A. Metts..... | 2,490. |
| Fenton T. Southern..... | 1,950. |
| John O. Austin..... | 1,772. <i>Accepted March 30, 1871.</i> |

Contract made with John O. Austin, at \$1,772 per annum.

Leave Bonham Monday and Thursday at 6 a. m.; arrive at Quitman next days by 6 p. m.

Leave Quitman Wednesday and Saturday at 6 a. m.; arrive at Bonham next days by 6 p. m.

ROUTE No. 8605.

From Paris to Greenville, 54 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|--|--|
| Ebenezer Hearn..... | \$1,800. <i>Invited service.</i> |
| Thomas F. Roberts..... | 1,500. |
| Thomas H. Rattan..... | 1,495. <i>Invited service.</i> |
| Ebenezer Hearn..... | 1,400, twice a week. <i>Invited service.</i> |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,100. |
| George W. DeWitt..... | 1,000. <i>Schedule reversed.</i> |
| M. A. Metts..... | 990. |
| Thomas H. Rattan..... | 895. |
| Samuel D. Conner..... | 825. |
| T. S. Vaile..... | 800. |
| William A. Cox and Edward J. Birmingham..... | 700. |
| R. S. Vanney..... | 1,450, twice a week. 650. |

Ebenezer Hearn's bid of \$1,400 ruled too high. Offered \$1,100. Accepted June 5, 1871, and contract made with Ebenezer Hearn at \$1,100 per annum for twice a week service.

Leave Paris Monday and Thursday at 6 a. m.; arrive at Greenville next days by 12 m.

Leave Greenville Tuesday and Friday at 1 p. m.; arrive at Paris next days by 9 p. m.

ROUTE No. 8606.

From Paris to Mount Pleasant, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| John Van Blarcum..... | \$1,400 |
| William A. Cox and E. J. Birmingham..... | 1,000 |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,000 |
| M. A. Metts..... | 940 |
| Thomas F. Roberts..... | 900. |
| Thomas N. Aaron..... | 899. |
| R. S. Vanney, jr..... | 750. |
| T. S. Vaile..... | 750. |

September 15, 1871. Contract with T. S. Vaile at \$740 per annum, from July 1, 1871, to June 30, 1875.

Leave Paris Monday at 7 a. m. ; arrive at Mount Pleasant next day by 12 m.

Leave Mount Pleasant Tuesday at 1 p. m. ; arrive at Paris next day by 6 p. m.

ROUTE No. 8607.

From Lone Star to Quitman, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| J. M. & J. W. Rushing..... | \$1,500. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 800. |
| Augustus Rice..... | 800. |
| Albert Poindexter..... | 700. |

(Not let.)

ROUTE No. 8608.

From McKinney to Bonham, 40 miles and back, six times a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| Thomas H. Rattan..... | \$2,495, three times a week. |
| James B. Price..... | 2,000. |
| Aug. H. Serren..... | 2,800, three times a week. |
| Fraucis C. Taylor..... | 2,000. |
| Thomas H. Rattan..... | 1,600. |
| John A. Austin..... | 2,400, three times a week. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,499. |
| John W. Clement..... | 1,448. |
| M. A. Metts..... | 2,172, three times a week. |
| T. S. Vaile..... | 1,240. |
| John W. Clement..... | 1,197, three times a week. <i>Accepted March 30,</i> <i>1871.</i> |
| M. A. Metts..... | 1,190. |
| T. S. Vaile..... | 840. |
| John W. Clement..... | 836. |

Contract made with John W. Clement. at \$1,197 per annum, for three times a week service.

Leave McKenney Tuesday, Thursday, and Saturday at 6 a. m. ; arrive at Bonham by 6 p. m.

Leave Bonham Monday, Wednesday, and Friday at 6 a. m. ; arrive at McKenney by 6 p. m.

ROUTE No. 8609.

From McKinney to Gainsville, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | \$900. |
| J. W. Clement..... | 840. |
| Aug. H. Serren..... | 650. |
| G. Salmon and William J. Brown, | 595. |

(Not let.)

ROUTE No. 8610.

From Clarksville to Sherman, 100 miles and back, three times a week.

Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|---------------------------|
| J. W. Johnson..... | \$12,000. |
| J. E. Chidester..... | 21,800, six times a week. |
| Virgil W. Parker..... | 11,973. |
| E. M. B. Sawyer..... | 11,900. |
| | 17,960, six times a week. |
| | 11,200. |
| | 22,000, six times a week. |

| Bidders' names. | Sum per annum. |
|---|--|
| Anderson Arnot | \$11,000. |
| S. P. Jones | 10,000. |
| Samuel T. Scott | 9,900. |
| Calvin J. Fuller | 19,975, six times a week. |
| George H. Long | 8,000, six times a week. |
| William M. Griffith and Joseph H. Willan | 9,500. |
| | 7,777. |
| J. J. Gallaher | 13,509, six times a week. |
| | 7,000. |
| F. P. Sawyer | 13,000, six times a week. |
| | 6,970. |
| W. E. Fisher | 11,969, six times a week. |
| C. M. Lockwood | 6,900. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 6,500. |
| H. M. Vaile | 6,000. |
| William O. Osgood | 5,900. |
| M. A. Price | 5,700. |
| | 5,500. |
| J. J. Hinds | 10,000, six times a week. |
| | 5,000. |
| John A. Austin | 9,000, six times a week. |
| J. T. Wattou | 4,944. |
| | 4,900. |
| James B. Price | 9,600. |
| | 4,500. |
| Henry Lisdale | 8,500, six times a week. |
| | 4,500. |
| A. W. Spaulding | 7,000, six times a week. |
| | 4,250. |
| Calvin J. Fuller | 8,000. |
| C. W. Bangs | 4,000. |
| | 3,997. |
| A. E. Haskell and J. C. Cheney | 7,000, six times a week. |
| | 3,900. |
| Milton H. Eggner | 7,800, six times a week. |
| W. W. Bangs | 3,750. |
| | 3,750. |
| James W. Parker | 6,000, six times a week. |
| | 3,590. |
| J. W. Cochran | 5,500, six times a week. |
| | 3,450. |
| Jacob Pike | 6,700, six times a week. |
| | 3,375. |
| Virgil W. Parker | 5,750, six times a week. |
| | 2,975. |
| William W. Finney | 5,500, six times a week. |
| | 2,490. |
| Delos T. Parker | 4,990, six times a week. |
| | 2,440. |
| Randolph Eastman | 4,800, six times a week. |
| | 1,920. |
| George Eddington | 3,670, six times a week. |
| | 1,900. |
| J. N. Armstrong | 3,500. |
| | 1,400. |
| | 2,200, six times a week. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to J. N. Armstrong, at \$2,200 per annum, for six times a week service, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$7,500 per annum, for service three times a week, and re-advertise route, failing bidder being liable.

Contract executed accordingly.

Leave Clarksville daily, except Sunday, at 6 a. m.; arrive at Shorman next days by 6 p. m.

Leave Sherman daily, except Sunday, at 6 a. m.; arrive at Clarksville daily, except Sunday, by 6 p. m.

ROUTE No. 8611.

From Clarksville to Bright Star, 55 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| J. W. Wooton, Gurney Charles, and George L. Griggs | \$2, 200. |
| M. A. Metts | 1, 790. |
| J. J. Gallaher | 1, 670. |
| Moses W. Bledson | 1, 494. |
| T. S. Vaile | 1, 350. |
| R. S. Vanwey, jr. | 1, 100. <i>Accepted March 30, 1871.</i> |

Contract made with R. S. Vanwey, jr., at \$1,100 per annum.
 Leave Clarksville Monday and Thursday at 6 a. m.; arrive at Bright Star next days by 12 m.
 Leave Bright Star Tuesday and Friday at 1 p. m.; arrive at Clarksville next days by 6 p. m.

ROUTE No. 8612.

From Clarksville to Doaksville, 33 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| M. A. Metts | \$1, 640. |
| J. J. Gallaher | 1, 490. |
| H. W. Hotchkiss | 1, 200. |
| William M. Keith | 1, 197. Duplicate. |
| John O. Austin | 1, 190. |
| T. S. Vaile | 780. |
| R. S. Vanwey, jr. | 750. <i>Accepted March 30, 1871.</i> |

Contract made with R. S. Vanwey, jr., at \$750 per annum.
 Leave Clarksville Monday and Thursday at 7 a. m.; arrive at Doaksville by 6 p. m.
 Leave Doaksville Tuesday and Friday at 7 a. m.; arrive at Clarksville by 6 p. m.

ROUTE No. 8613.

From Jefferson to Clarksville, 97 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Samuel T. Scott | \$8, 000. |
| William M. Griffith and Joseph H. Willard | 7, 333. |
| William W. Finney | 6, 900. |
| F. C. Tozler | 4, 890. |
| F. P. Sawyer | 4, 490. |
| J. W. Wooton, Gurney Charles, and George L. Griggs | 4, 000. |
| H. F. Morrill | 3, 890. |
| A. W. Spaulding | 3, 350. |
| James W. Parker | 2, 999. |
| M. A. Metts | 2, 990. |
| J. J. Gallaher | 2, 990. |
| Randolph Eastman | 2, 650. |
| T. S. Vaile | 2, 600. |
| W. N. Bangs | 2, 550. |
| Delos T. Parker | 2, 475. |
| Jacob Pike | 2, 250. |
| R. S. Vanwey | 2, 000. |
| C. W. Bangs | 2, 000. |
| Henry Tisdale | 1, 945. |
| J. N. Armstrong | 1, 900. |
| George Eddington | 1, 800. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to George Eddington, at \$1,800 per annum, but never executed.
 Accepted bidder having failed to begin service, contract with T. S. Vaile, of Boston, Texas, at \$2,600 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable.
 Contract made accordingly.

Leave Jefferson Monday and Thursday at 6 a. m.; arrive at Clarksville third day by 12 m.

Leave Clarksville Monday and Thursday at 6 a. m.; arrive at Jefferson third day by 12 m.

ROUTE No. 8614.

From Linden to Randolph, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|----------------|
| T. S. Vaile | \$890. |
| W. B. Hicks | 750. |

(Not let.)

ROUTE No. 8615.

From Mount Pleasant to Greenville, 73 miles and back, once a week. Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---|----------------------------|
| Hiram Henly | \$4,998. |
| Thomas H. Rattan | 3,975. |
| Fenton T. Southern | 3,200. |
| Thomas H. Rattan | 1,985. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,500. |
| George Yarbrough | 1,480. |
| M. A. Metts | 1,300. |
| T. S. Vaile | 1,300. |
| | 3,500, three times a week. |
| Samuel D. Conner | 1,210. |
| J. J. & J. M. Fain | 990. |

Contract with T. S. Vaile, of Boston, Texas, at \$3,400 per annum, for three times a week. Service from July 1, 1871, to June 30, 1875.

Leave Mount Pleasant Monday, Wednesday, and Saturday at 7 a. m.; arrive at Greenville next days by 6 p. m.

Leave Greenville Monday, Wednesday, and Saturday at 7 a. m.; arrive at Mount Pleasant next days by 6 p. m.

ROUTE No. 8616.

From Mount Pleasant to Boston, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| John Vanblaraan | \$1,200. |
| Samuel D. Conner | 785. |
| T. S. Vaile | 550. <i>Accepted March 30, 1871.</i> |

Contract made with T. S. Vaile, at \$550 per annum.

Leave Mount Pleasant Monday at 6 a. m.; arrive at Boston by 9 p. m.

Leave Boston Tuesday at 6 a. m.; arrive at Mount Pleasant by 9 p. m.

ROUTE No. 8617.

From Canton to Palestine, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| T. S. Vaile | \$1,850. |
| M. A. Metts | 1,790. |
| George Yarbrough | 1,790. |
| Samuel D. Conner | 1,400. |
| H. C. Espy | 1,388. |
| Wiley Yarbrough | 1,300. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,280. |
| Benjamin Wheeler and William P. Bratcher | 769. |

(Not let.)

ROUTE No. 8618.

From Quitman to Jefferson, 77 miles and back, once a week.

Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---|---|
| William A. Grogan | \$3,000, twice a week ; horse. |
| George Yarbrough | 2,750, twice a week. Schedule proposed. |
| Benjamin Wheeler and William P. Bratcher | 2,080, twice a week. |
| Murth J. Brock | 2,000, twice a week. |
| Augustus Rice | 1,600. |
| J. W. Wooten, Gurney, Charles, and George L. Griggs | 1,600. |
| William A. Grogan | 1,500, horse. |
| T. S. Vaile | 1,450. |
| George Yarbrough | 1,448. |
| M. A. Metts | 1,300. |
| Samuel D. Conner | 1,265. |
| Martha J. Brock | 1,150. |

(Ruled too high. Not let.)

ROUTE No. 8619.

From Marshall to Clarksville, 99 miles and back, six times a week to Jefferson, and three times a week the residue.

Proposals invited for six times a week service on the whole route.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| J. W. Johnson | \$15,000. |
| E. M. B. Sawyer | 24,300, six times a week. |
| J. S. Walton | 14,200. |
| Christopher Chaffe | 22,500, six times a week. |
| F. P. Sawyer | 12,000. |
| Charles H. Blake | 19,000, six times a week. |
| Samuel T. Scott | 8,500. |
| William Bradfield | 7,973. |
| J. J. Gallaher | 14,973. Invited service. |
| L. R. Smoot | 7,500. |
| William O. Osgood | 7,000. |
| Peterson & Snrls | 11,000. Invited service. |
| A. W. Spaulding | 6,800. |
| Henry Tisdale | 5,765. |
| C. W. Bangs | 9,900. Invited service. |
| William W. Finney | 4,987. |
| Milton H. Eggner | 4,500. |
| W. N. Bangs | 4,300. |
| William Bradfield | 4,250. |
| Jacob Pike | 8,000. Invited service. |
| M. A. Price | 4,250. |
| John S. Kellogg | 7,000. Invited service. |
| James W. Parker | 3,997. |
| Virgil W. Parker | 7,000. Invited service. |
| Randolph Eastman | 3,990. |
| Delos T. Parker | 4,990. Invited service. |
| George Eddington | 3,965. |
| | 3,850. |
| | 6,000, six times a week, between Jefferson and Washington. |
| | 3,800. |
| | 3,600. |
| | 5,000, six times a week. |
| | 3,500. |
| | 6,800. Invited service. Schedule proposed. |
| | 3,500. |
| | 5,500, six times a week. |
| | 3,330. |
| | 4,990, six times a week. |
| | 2,975. |
| | 5,500, six times a week. |
| | 2,800. |
| | 4,700, six times a week. |
| | 2,500. Pro rata. Invited service. |
| | 1,900. Accepted March 30, 1871. |
| | 2,600, six times a week. |

Contracts drawn and sent to George Eddington, at \$1,900 per annum.

Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$7,000 per annum, for service six times a week to Jefferson, and three the residue, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route.

Contract made accordingly.

Leave Marshall daily, except Sunday, on arrival of train from Shreveport: arrive at Clarkville next days by 6 p. m., or in 29 hours.

Leave Clarksville daily, except Sunday, at 6 a. m.; arrive at Marshall next days by 6 a. m.

ROUTE No. 8620.

From Hallsville to Dallas, 153 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| J. W. Johnson | \$19,000. |
| V. W. Parker | 18,888. |
| E. M. B. Sawyer | 17,500. |
| William M. Griffith and Joseph H. Willard | 17,111. |
| F. P. Sawyer, jr. | 16,000. |
| Silas D. Wood | 14,500. |
| Sam T. Scott | 14,000. |
| Christopher Chaffe | 12,400. |
| J. T. Walton | 9,990. |
| M. A. Price | 9,000. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 8,600. |
| J. J. Gallaher | 8,390. |
| Wiley Yarbrough and George C. Wimberly | 7,500. |
| D. W. Brown | 7,000. |
| Henry Tisdale | 6,500. |
| J. J. Cochran | 6,000. |
| A. W. Spaulding | 6,000. |
| Virgil W. Parker | 5,750. |
| H. E. Davis | 5,500. |
| Milton H. Eggner | 5,355. |
| Delos T. Parker | 5,250. |
| J. J. Hinds | 5,000. |
| Jacob Pike | 4,900. |
| William Bradfield | 4,800. |
| William H. Bangs | 4,475. |
| John T. Evans | 4,473. |
| James W. Parker | 4,297. |
| Conrad Cornay | 4,000. |
| William W. Finney | 3,995. |
| C. W. Bangs | 3,975. |
| George Eddington | 3,250. |
| B. C. Frewitt | 2,695. |
| Randolph Eastman | 1,700. |
| J. W. Armstrong | 1,100. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to J. W. Armstrong, at \$1,100 per annum, but never executed.

July 31, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., at \$9,000 per annum, from July 1 to December 31, 1871 or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder liable.

Contract made and executed accordingly.

Leave Hallsville Monday, Wednesday, and Friday at 6 a. m.; arrive at Dallas three days by 12 m.

Leave Dallas Monday, Wednesday, and Friday at 6 a. m.; arrive at Hallsville three days by 12 m.

ROUTE No. 8621.

From Hallsville to Quitman, 76 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Augustus Rice | \$1,600. |
| A. P. Shuford | 1,500. |
| George Yarbrough | 1,496. |

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| T. S. Vaile | \$1,450. |
| M. A. Metts | 1,290. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,185. |
| William P. Bratcher | 1,085. |
| M. A. Price | 950. |
| J. J. & J. M. Fain | 940. <i>Accepted March 30, 1871.</i> |

Contract made with J. J. & J. M. Fain, at \$940 per annum.
 Leave Hallsville Tuesday at 7 a. m.; arrive at Quitman next day by 7 p. m.
 Leave Quitman Thursday at 7 a. m.; arrive at Hallsville next day by 7 p. m.

ROUTE No. 8622.

From Tyler to Paris, 109 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| George Yarbrough | \$4,448. |
| J. J. Hinds | 4,000. |
| Wiley Yarbrough | 3,970. |
| M. A. Price | 3,900. |
| Augustus Rice | 3,500. |
| Theodore H. Rattan | 3,350. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 3,300. |
| M. A. Metts | 2,990. |
| T. S. Vaile | 2,990. |
| John S. Orunby | 2,900. |
| G. O. Grimes | 2,850. <i>See guarantee.</i> |
| H. C. Espy | 2,788. |
| Gabriel N. Clements | 2,750. |
| J. J. Gallaher | 2,700. |
| Richard T. Vanwey | 2,300. |
| J. J. & J. M. Fain | 2 190. <i>Accepted March 30, 1871.</i> |

Contract made with J. J. & J. M. Fain, at \$2,190 per annum.
 Leave Tyler Monday and Thursday at 7 a. m.; arrive at Paris third days by 6 p. m.
 Leave Paris Monday and Thursday at 7 a. m.; arrive at Tyler third days by 6 p. m.

ROUTE No. 8623.

From Tyler to Harmony Hill, 57 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| John Watson | \$1,275. |
| J. J. Hinds | 1,150. |
| Webster Flanagan | 1,150. |
| Wiley Yarbrough | 1,080. |
| Silas D. Wood | 1,000. |
| Augustus Rice | 995. |
| M. A. Metts | 990. |
| T. S. Vaile | 950. |
| James Hicks | 850. |
| Cicero A. Rush | 775. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 770. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Wooten, Gurney Charles, and George L. Griggs, at \$770 per annum.

Leave Tyler Monday at 8 a. m.; arrive at Harmony Hill next day by 5 p. m.
 Leave Harmony Hill Wednesday at 8 a. m.; arrive at Tyler next day by 5 p. m.

ROUTE No. 8624.

From Tyler to McKinney, 112 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| J. J. Hinds | \$2,225. |
| S. D. Marlow | 2,200. |
| M. A. Metts | 1,990. |
| James M. Carmon | 1,800. |
| T. M. & J. M. Rushing | 1,775. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,750. |

| Bidders' names. | Sum per annum. |
|--|--|
| Benjamin Wheeler and William P. Brather..... | \$1,725. |
| John D. Boydston | 1,574. |
| John W. Clements..... | 1,557. |
| Samuel D. Conner | 1,460. |
| T. S. Vaile | 1,450. |
| H. C. Espy | 1,388. |
| J. J. and J. M. Fain..... | 1,190. <i>Accepted March 30, 1871.</i> |

Contract made with J. J. and J. M. Fain, at \$1,190 per annum.

Leave Tyler Monday at 7 a. m.; arrive at McKinney Wednesday by 5 p. m.

Leave McKinney Thursday at 7 a. m.; arrive at Tyler Saturday by 5 p. m.

ROUTE No. 8625.

From Palestine to Kaufman, 78 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| William F. Orr..... | \$5,000. |
| J. J. Hinds | 2,975. |
| Frank Hamilton | 2,900. |
| T. S. Vaile..... | 2,800. |
| Abner B. Johnson..... | 2,500. |
| J. F. Brown | 2,500. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 2,425. |
| M. A. Metts | 2,290. |
| George Yarbrough | 2,280. |
| J. J. and J. M. Fain | 1,790. |
| Benjamin P. Wheeler and William P. Brather..... | 1,469. <i>Accepted March 30, 1871.</i> |

Contract made with Benjamin P. Wheeler and William P. Brather, at \$1,469 per annum.

Leave Palestine Monday and Thursday at 7 a. m.; arrive at Kaufman next days by 7 p. m.

Leave Kaufman Wednesday and Saturday at 7 a. m.; arrive at Palestine next days by 7 p. m.

ROUTE No. 8626.

From Palestine to Corsicana, 63 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| William F. Orr..... | \$4,000. |
| E. Sheldon Bell..... | 3,500. |
| T. S. Vaile..... | 1,260. |
| J. J. Hinds | 1,250. |
| J. F. Brown | 1,100. |
| M. A. Metts | 1,090. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 975. |
| Joseph Bates | 960. |
| J. J. and J. M. Fain..... | 890. |

J. J. and J. M. Fain's bid of \$890 ruled too high; offered \$790 per annum; declined May 10, 1871; offered to Joseph Y. Bates, at \$790, and accepted June 15, 1871; and contract made with Joseph Y. Bates, at \$790 per annum.

Leave Palestine Monday at 7 a. m.; arrive at Corsicana next day by 6 p. m.

Leave Corsicana Wednesday at 7 a. m.; arrive at Palestine next day by 6 p. m.

ROUTE No. 8627.

From Palestine to Tyler, 54 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| William F. Orr..... | \$4,000. |
| J. J. Hinds | 2,150. |
| Silas D. Wood | 1,900. |
| T. S. Vaile..... | 1,850. |
| G. F. Brown..... | 1,800. |
| J. W. Wooten, Gurney Charles, and George L. Griggs | 1,630. |

| Bidders' names. | Sum per annum. |
|--|---------------------------|
| Ansel Johnson and Alexander J. Mitchell..... | \$1,575, two-horse coach. |
| Augustus Rice..... | 1,490. |
| M. A. Metts..... | 1,490. |

Ruled too high. Rice and Metts declining offer of \$1,100 per annum, but Rice agreeing to take service at \$1,400 per annum, accept his proposition.

Contract made with Augustus Rice, at \$1,400 per annum.

Leave Palestine Tuesday and Friday at 7 a. m.; arrive at Tyler next days by 11 a. m. Leave Tyler Wednesday and Saturday at 2 p. m.; arrive at Palestine next days by 5 p. m.

ROUTE No. 8628.

From Palestine to Waco, 95 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---|--|
| William F. Orr..... | \$5,000. |
| E. S. Bell..... | 4,500. |
| Ansel Johnson and Alexander J. Mitchell..... | 2,736, twice a week; four-horse coach. |
| T. S. Vaile..... | 1,950. |
| James L. L. McCall..... | 1,900. |
| J. F. Brown..... | 3,300, twice a week. |
| J. J. Hinds..... | 1,900. |
| James C. Burney..... | 1,850. |
| M. A. Metts..... | 1,850. |
| Ansel Johnson and Alexander J. Mitchell..... | 1,790. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 1,600, two-horse coach. |
| James B. Price..... | 1,475. |
| | 1,350. |

James L. L. McCall's bid, \$1,900, ruled too high; offered \$2,000 for twice a week; declined, and McCall's proposal of \$2,650 accepted, and contract made with James L. L. McCall for twice a week service, at \$2,650 per annum.

Leave Palestine Monday and Thursday at 7 a. m.; arrive at Waco third days by 12 m. Leave Waco Wednesday and Saturday at 2 p. m.; arrive at Palestine next days by 6 p. m.

ROUTE No. 8629.

From Rusk to Larissa, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|------------------------------|
| Augustus Rice..... | \$800. |
| Wiley Yarbrough..... | 510. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 500. |
| Webster Flanagan..... | 498. |
| T. S. Vaile..... | 420. |
| William B. Boyd..... | 350. Accepted June 29, 1871. |

Contract made with William B. Boyd, at \$350 per annum.

Leave Rusk Thursday at 8 a. m.; arrive at Larissa by 4 p. m. Leave Larissa at 8 a. m.; arrive at Rusk by 4 p. m.

ROUTE No. 8630.

From Henderson to Waco, 182 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Virgil W. Parker..... | \$13,333. |
| J. W. Johnson..... | 12,500. |
| E. M. B. Sawyer..... | 12,000. |
| Frank L. De Strong..... | 11,500. |
| F. P. Sawyer, jr..... | 11,000. |
| C. M. Lockwood..... | 10,900. |

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Samuel T. Scott..... | \$9,800. |
| Charles H. Blako..... | 9,490. |
| Ansel Johnson and A. G. Mitchell, | 6,888. |
| J. T. Walton..... | 7,700. |
| C. A. Rush..... | 6,000. |
| John P. Evans..... | 5,487. |
| J. J. Hinds..... | 5,100. |
| Wiley Yarbrough..... | 4,970. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 4,950. |
| J. J. Cochran..... | 4,160. |
| L. R. Smoot..... | 3,705. |
| W. W. Furney..... | 2,600. |
| Randolph Eastman..... | 1,300. |
| J. W. Armstrong..... | 900. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to J. W. Armstrong, at \$900 per annum, but never executed.

ROUTE No. 8631.

From Henderson to Carthage, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| J. J. and J. M. Fain..... | \$690. |
| Alfred M. Garrett..... | 600. |
| Webster Flanagan..... | 500. |
| T. S. Vaile..... | 500. |
| John C. McCammon..... | 470. <i>Accepted March 30, 1871.</i> |

Contract made with John C. McCammon, at \$470 per annum.
Leave Henderson Wednesday at 7 a. m.; arrive at Carthage by 6 p. m.
Leave Carthage Thursday at 7 a. m.; arrive at Henderson by 6 p. m.

ROUTE No. 8632.

From Centre to Henderson, 54 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| George W. Weaver..... | \$1,150. |
| Webster Flanagan..... | 995. |
| John C. McCammon..... | 970. |
| J. J. and J. M. Fain..... | 890. |
| A. G. Mitchell and R. D. Orton.... | 800. |
| Andy J. Davis and Alex. Leach | 650. |
| John M. Dwire..... | 649. |
| William Henderson..... | 549. <i>Accepted March 30, 1871.</i> |

Contract made with William Henderson, at \$549 per annum.
Leave Centre Tuesday at 7 a. m.; arrive at Henderson next day by 12 m.
Leave Henderson Wednesday at 2 p. m.; arrive at Centre next day by 6 p. m.

ROUTE No. 8633.

From San Augustine to Hamilton, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Thomas B. Watson and Martin J. Brown..... | \$450. |
| William Henry Horn..... | 320. |
| Daniel Fowler..... | 299. <i>Schedule proposed; objectionable.</i> |
| John M. Dwire..... | 159. <i>Failing contract.</i> |

William Henry Horn's bid of \$320 ruled too high; offered \$250 per annum; accepted May 15, 1871, and contract made with William Henry Horn, at \$250 per annum.
Leave San Augustine Friday at 8 a. m.; arrive at Hamilton by 5 p. m.
Leave Hamilton Saturday at 8 a. m.; arrive at San Augustine by 5 p. m.

ROUTE No. 8634.

From San Augustine to Marshall, 89 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| D. R. Cannon and Z. B. Bussey.. | \$4,329. |
| T. S. Vaile | 3,600. |
| A. G. Mitchell and R. D. Orton.. | 3,500. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 2,900. |
| Frank Hamilton | 2,780. |
| M. A. Metts..... | 2,490. |
| Alfred M. Garrett | 2,095. |
| | 2,995. <i>Written.</i> |
| | 1,790. <i>Figures.</i> |
| J. J. & J. M. Fain..... | 1,400. |
| John M. Dwire and W. H. Evans. | 1,400. |
| Alex. Leach..... | 1,399. <i>Accepted March 30, 1871.</i> |

Contract made with Alex. Leach, at \$1,399 per annum.

Leave San Augustine Monday and Thursday at 1 p. m.; arrive at Marshall third days at 6 p. m.

Leave Marshall Monday and Thursday at 6 a. m.; arrive at San Augustine third days by 12 m.

ROUTE No. 8635.

From Greenwood to Carthage, 39 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| J. J. & J. M. Fain..... | \$690. |
| C. R. Weatherly..... | 980. |
| T. S. Vaile | 660. |
| James B. Price..... | 600. |

(Not let.)

ROUTE No. 8636.

From Nacogdoches to Walnut Hill, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------|
| T. S. Vaile..... | \$560. |
| A. G. Mitchell and R. D. Orton... | 500. |

Contract made with A. G. Mitchell and R. D. Orton, at \$500 per annum.

Leave Nacogdoches Monday at 8 a. m.; arrive at Walnut Hill by 5 p. m.

Leave Walnut Hill Tuesday at 8 a. m.; arrive at Nacogdoches by 5 p. m.

ROUTE No. 8637.

From Nacogdoches to Mount Pleasant, 123 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|-------------------------------|
| George Yarbrough | \$7,400. |
| A. G. Mitchell and R. D. Orton... | 5,400, two-horse coach. |
| | 4,000, single horse. |
| A. D. Finsley | 4,950. |
| W. O. Osgood..... | 4,900. |
| J. W. Wooten, Gurney Charles, and George L. Griggs..... | 4,750. |
| H. M. Vaile..... | 4,600. |
| A. C. Ramsey..... | 4,590. <i>No certificate.</i> |

H. M. Vaile's bid of \$4,600 ruled too high; offered \$3,840; accepted May 5, 1871, and contract made with H. M. Vaile, at \$3,840 per annum.

Leave Nacogdoches Monday and Thursday at 4 a. m.; arrive at Mount Pleasant next days by 10 p. m.

Leave Mount Pleasant Monday and Thursday at 4 a. m.; arrive at Nacogdoches next days by 10 p. m.

ROUTE No. 8638.

From Nacogdoches to Tyler, 76 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| George Yarbrough | \$1,490. |
| A. C. Ramsey | 1,476. |
| Webster Flanagan | 1,400. |
| A. G. Mitchell and R. D. Orton .. | 1,304. |
| | 2,650, twice a week. |
| T. S. Vaile | 1,350. |
| M. A. Metts | 1,290. |
| Wiley Yarbrough | 1,080. |
| J. W. Wooton, Gurney Charles, and George L. Griggs | 1,075. |
| Augustus Rice | 1,050. |
| J. J. and J. M. Fain | 990. <i>Accepted March 30, 1871.</i> |

Contract made with J. J. & J. M. Fain, at \$990 per annum.

Leave Nacogdoches Monday at 6 a. m.; arrive at Tyler next day by 6 p. m.

Leave Tyler Wednesday at 6 p. m.; arrive at Nacogdoches next day by 6 p. m.

ROUTE No. 8639.

From Nacogdoches to Palestine, 65 miles and back, twice a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|---|---|
| J. W. Bruton | \$3,600, three times a week; two-horse coach. |
| Ansel Johnson and Alex. G. Mitchell | 3,525, two-horse coach. |
| Joseph H. Bruton | 3,400. |
| F. P. Sawyer | 2,967. |
| | 3,787, three times a week. |
| A. C. Ramsey | 2,580. |
| Frank Hamilton | 2,480. |
| James A. Meador | 2,000. |
| J. W. Wooton, Gurney Charles, and George L. Griggs | 2,000. |
| M. A. Metts | 1,900. |
| T. S. Vaile | 1,250. <i>Accepted March 30, 1871.</i> |

Contract made with T. S. Vaile, at \$1,250 per annum.

Leave Nacogdoches Monday and Thursday at 6 a. m.; arrive at Palestine next days by 12 m.

Leave Palestine Tuesday and Friday at 1 p. m.; arrive at Nacogdoches next days by 6 p. m.

ROUTE No. 8640.

From Crockett to Nacogdoches, 56 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-------------------------------------|
| E. L. Dorsett | \$1,600. |
| S. Hudson | 1,400. |
| T. S. Vaile | 1,100. |
| J. J. Hinds | 1,000. |
| E. B. Dwire | 995. |
| M. A. Metts | 990. |
| James Platt | 975. |
| J. W. Wooton, Gurney Charles, and George L. Griggs | 875. |
| A. G. Mitchell and R. D. Orton .. | 840. <i>Accepted June 30, 1871.</i> |

Contract made with A. G. Mitchell & R. D. Orton, at \$240 per annum.

Leave Crockett Tuesday at 1 p. m.; arrive at Nacogdoches next day by 6 p. m.

Leave Nacogdoches Thursday at 7 a. m.; arrive at Crockett next day by 12 m.

ROUTE No. 8641.

From Crockett to Douglass, 51 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| A. G. Mitchell and R. D. Orton .. | \$3,440. |
| F. P. Sawyer | 3,500, three times a week. |
| J. J. Hinds | 2,777. |
| J. W. Wooton, Gurney Charles, and George L. Griggs..... | 3,333, three times a week. |
| A. C. Ramsay | 2,000. |
| T. S. Vaile | 2,000. |
| James M. Cannon | 1,996. |
| James Platt | 1,900. |
| E. L. Dorsett | 1,800. |
| E. B. Dwyer..... | 1,749, three times a week. |
| Samuel D. Conner..... | 1,650. |
| James Platt | 1,599. |
| E. L. Dorsett | 1,949, three times a week. |
| M. A. Metts.. | 1,540. |
| | 1,400. |
| | 1,350. |
| | 1,000. <i>Accepted March 30, 1871.</i> |

Contract made with M. A. Metts, at \$1,000 per annum.
 Leave Crockett Monday and Thursday at 7 a. m.; arrive at Douglass next days by 11 a. m.
 Leave Douglass Tuesday and Friday at 2 p. m.; arrive at Crockett next days by 5 p. m.

ROUTE No. 8642.

From Crockett to Hallsville, 118 miles and back, three times a week.
 Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| E. Sheldon Bell | \$16,000, daily. |
| J. W. Johnson | 15,000. |
| E. M. B. Sawyer..... | 14,700. |
| William W. Finney..... | 14,000. |
| Virgil W. Parker | 13,900. |
| F. P. Sawyer, jr..... | 12,000. |
| E. Sheldon Bell..... | 11,000. |
| Samuel T. Scott..... | 10,000. |
| J. F. Brown..... | 9,000, six times a week. |
| A. T. Monroe..... | 8,500. |
| J. J. Cochran..... | 8,100. |
| W. O. Osgood..... | 7,800. |
| J. T. Walton..... | 7,600. (?) |
| A. C. Ramsay | 6,900. |
| William Bradfield..... | 13,500, six times a week. |
| J. J. Hinds | 6,000. |
| Milton H. Eggner..... | 5,000. No certificate. |
| Randolph Eastman..... | 3,933. |
| J. W. Armstrong..... | 1,450. |
| | 1,000. <i>Accepted March 30, 1871.</i> |

Contracts drawn and sent to J. W. Armstrong, at \$1,000 per annum, but never executed.

July 18, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$10,000 per annum, and re-advertise route, failing bidder being liable.

Contract was made accordingly.
 Leave Crockett Monday, Wednesday, and Friday at 6^a. m.; arrive at Hallsville next days by 9 p. m.

Leave Hallsville Monday, Wednesday, and Friday at 6 a. m.; arrive at Crockett next days by 9 p. m.

ROUTE No. 8643.

From Crockett to Palestine, 37 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| A. C. Ramsay | \$2,220. |
| J. J. Hinds | 2,000. |
| T. S. Vaile..... | 1,900. |
| Augustus Rice..... | 1,800. |

| Bidders' names. | Sum per annum. |
|--|---|
| J.W. Wooton, Gurney Charles, and George L. Griggs..... | \$1,750. |
| M. A. Metts..... | 1,490. |
| E. B. Dwyer..... | 1,400. |
| J. F. Brown..... | 1,400. |
| James Platt..... | 1,300. <i>Accepted March 30, 1871.</i> |
| Ansel Johnson and A. G. Mitchell, | 1,200, two-horse coach. <i>Illegal.</i> |

Contract made with James Platt, at \$1,300 per annum.

Leave Crockett Monday, Wednesday, and Friday at 6 a. m.; arrive at Palestine by 6 p. m.

Leave Palestine Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Crockett by 6 p. m.

ROUTE No. 8644.

From Crockett to Keechil, 44 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|----------------|
| E. L. Dorsett..... | \$1,200. |
| James Platt..... | 875. |
| A. C. Ramsay..... | 800. |
| E. B. Dwyer..... | 749. |
| T. S. Vaile..... | 700. |
| J. F. Brown..... | 600. |

(Not let.)

ROUTE No. 8645.

From Crockett to Bremond, 87 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| T. S. Vaile..... | \$4,500. |
| Samuel H. Terrell..... | 3,480. |
| A. C. Ramsay..... | 3,390. |
| E. L. Dorsett..... | 3,000. |
| J. J. Hinds..... | 3,000. |
| Frank Hamilton..... | 2,700. |
| E. B. Dwyer..... | 2,675. |
| J. F. Brown..... | 2,600. |
| M. A. Metts..... | 2,490. |
| Samuel D. Conner..... | 2,480. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel D. Conner, at \$2,480 per annum.

Leave Crockett Monday and Thursday at 6 a. m.; arrive at Bremond next day by 6 p. m.

Leave Bremond Monday and Thursday at 6 a. m.; arrive at Crockett next day by 6 p. m.

ROUTE No. 8646.

From Crockett to Navasota, 90 miles and back, three times a week to Huntsville and six times a week the residue.

Proposals invited for six times a week service on the whole route.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| F. P. Sawyer..... | \$12,749. |
| L. R. Smoot..... | 15,990, six times a week. <i>Service invited.</i> |
| | 11,175. |
| | 14,200. <i>Invited service.</i> |
| J. F. Brown..... | 10,000, six times a week. |
| A. C. Ramsay..... | 9,700, six times a week. |
| J. C. Trewitt..... | 9,640. |
| | 11,400. |
| Armstead T. Monroe..... | 8,500. |
| | 11,750, six times a week. |
| Charles H. Webb..... | 8,100. |
| | 10,900. <i>Invited service.</i> |
| T. S. Vaile..... | 8,000. |
| | 12,000, six times a week. |
| Alex. G. Allen..... | 7,600. |
| | 10,000, six times a week. |
| William W. Finney..... | 6,960. |
| | 9,890, six times a week. |
| Milton H. Eggner..... | 5,850, six times a week. |

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Samuel T. Scott | \$5,700. |
| | 7,900. |
| J. J. Cochran | 5,100. |
| | 7,900. |
| J. J. Hinds | 5,000. |
| | 10,000. |
| J. T. Walton..... | 4,890. |
| | 6,900, six times a week. |
| Milton H. Eggner..... | 4,266. |
| H. F. Morrell | 3,910. |
| | 5,870, six times a week. |
| J. A. Moore..... | 2,300. <i>Accepted March 30, 1871.</i> |
| | 3,700. <i>Invited service.</i> |

Contracts drawn and sent to J. A. Moore, at \$2,300 per annum, but never executed. July 12, 1871. Accepted bidder having failed to begin service, contract with F. P. Sawyer, of Washington, D. C., from July 1 to December 31, 1871, or until otherwise ordered, at \$10,000 per annum, and re-advertise route, failing bidder being liable.

Contract made and executed accordingly.
 Leave Crockett Monday, Wednesday, and Friday at 6 a. m.; arrive at Huntsville by 6 p. m.
 Leave Huntsville daily, except Sunday, at 6 a. m.; arrive at Navasota by 6 p. m.
 Leave Navasota daily, except Monday, at 6 a. m.; arrive at Huntsville by 6 p. m.
 Leave Huntsville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Crockett by 6 p. m.

ROUTE No. 8647.

From Madisonville to Crockett, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| E. L. Dorsett | \$1,200. |
| James Platt | 1,100. |
| M. A. Metts | 990. |
| James E. Roberts | 980. |
| J. F. Brown..... | 750. <i>Accepted March 30, 1871.</i> |

Contract made with J. F. Brown, at \$750 per annum.
 Leave Madisonville Monday at 8 a. m.; arrive at Crockett next day by 11 a. m.
 Leave Crockett Tuesday at 2 p. m.; arrive at Madisonville next day by 5 p. m.

ROUTE No. 8648.

From Huntsville to Homer, 78 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| S. H. Terrell and H. S. Newland.. | \$2,300. |
| George W. Kidd | 1,990. |
| J. F. Brown | 1,500. |
| M. A. Metts | 1,090. |
| Dixon Hall and Lewis Hogg.... | 1,075. |
| William H. Eaves | 620. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to William H. Eaves, at \$620 per annum, but never executed.

Accepted bidder having failed to begin service, contract with Charles E. Jergins, of Huntsville, Texas, at \$1,150 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered, by the Postmaster General, and re-advertise route, failing bidder being liable.

Leave Huntsville Monday at 6 a. m.; arrive at Homer next day by 8 p. m.
 Leave Homer Wednesday at 6 a. m.; arrive at Huntsville next day by 8 p. m.

ROUTE No. 8649.

From Cypress Top to Huntsville, 56 miles and back, three times a week to Montgomery, and once a week the residue.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Samuel D. Conner | \$2,360. |
| Alex. G. Allen | 1,950. |
| B. F. Tuthill..... | 1,850. |
| J. F. Brown | 1,460. |
| Andrew J. Davis | 950. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to Andrew J. Davis, at \$950 per annum, but never executed. July 19, 1871. Accepted bidder having failed to begin service, contract with Alex. G. Allen, of Montgomery, Texas, at \$1,934 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable. Contract made and executed accordingly.

Leave Cypress Top Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Montgomery by 6 p. m.

Leave Montgomery Wednesday at 7 a. m.; arrive at Huntsville by 4 p. m.

Leave Huntsville Thursday at 7 a. m.; arrive at Montgomery by 4 p. m.

Leave Montgomery Monday, Wednesday, and Friday at 8 a. m.; arrive at Cypress Top by 6 p. m.

ROUTE No. 8650.

From Livingston to Montgomery, 58 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| A. C. Ramsay | \$3, 131. |
| Alex. G. Allen | 2, 873. |
| J. F. Brown | 2 600. |
| Robert A. Cruse | 2, 500. |
| Samuel D. Conner | 2, 495. |
| M. A. Metts | 2, 490. |
| Jack Hodge | 2, 480. |
| William W. Hunter | 2, 300. |

William H. Hunter's bid of \$2,300 ruled too high. Offered \$1,800. Accepted, and contract made with William W. Hunter, at \$1,800 per annum.

Leave Livingston Monday, Wednesday, and Friday at 9 a. m.; arrive at Montgomery next days by 12 m.

Leave Montgomery Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Livingston next days by 6 p. m.

ROUTE No. 8651.

From Livingston to Nacogdoches, 106 miles and back, one a week.

| Bidders' names. | Sum per annum. |
|---|----------------------------------|
| George W. Read | \$2, 100. |
| J. W. Wooton, Gurney Charles, and George L. Griggs | 2, 000. |
| M. A. Metts | 1, 990. |
| A. C. Ramsay | 1, 990. |
| Charles W. Winn | 1, 899. |
| A. G. Mitchell and R. D. Orton | 1, 890. |
| F. P. Sawyer | 1, 573. |
| H. W. Bundy, jr. | 1, 491. |
| Samuel D. Conner | 1, 450. |
| William Chaney | 1, 400. |
| Acton Young | 1, 380. |
| R. L. Mann | 1, 297. |
| William P. McDaniel | 1, 250. Schedule reversed. |
| Robert A. Cruise | 1, 220. |
| James E. Roberts | 1, 195. |
| Jack Hodge | 1, 190. |
| Dixon Hall and Lewis Hogg | 1, 100. Accepted March 30, 1871. |

Contract made with Dixon Hall and Lewis Hogg, at \$1,100 per annum.

Leave Livingston Thursday at 6 a. m.; arrive at Nacogdoches third day by 6 p. m.

Leave Nacogdoches Monday at 6 a. m.; arrive at Livingston third day by 6 p. m.

ROUTE No. 8652.

From Liberty to Beaumont, 45 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John B. Young | \$2, 490. |
| Frank Hamilton | 2, 400. |
| George W. Kidd | 2, 300. |
| Charles W. Winn | 1, 799. |
| A. C. Ramsay | 1, 785. |
| Samuel Webber | 1, 600. |

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Jack Hodge | \$1,200. |
| Daniel Taylor | 1,190. |
| Alexander Leach | 579. |
| John M. Dwire and William H. Eaves..... | 549. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to John M. Dwire and William H. Eaves, at \$549 per annum, but never executed.

July 27, 1871. Accepted bidder having failed to begin service, contract with A. C. Abbott, of Liberty, Texas, at \$1,800 per annum, from July 1 to December 31, 1871, or longer, at same rate, if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable. Contract was made and executed accordingly.

Leave Liberty Monday and Wednesday at 6 a. m.; arrive at Beaumont by 8 p. m.
 Leave Beaumont Tuesday and Thursday at 6 a. m.; arrive at Liberty by 8 p. m.

ROUTE No. 8653.

From Liberty to Crockett, 125 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|--|
| Jack Hodge | \$5,000. |
| A. C. Ramsay | 4,900. |
| J. F. Brown | 4,800. |
| Acton Young | 4,299. |
| J. J. Hinds | 4,000. |
| T. S. Vaile..... | 3,900. |
| James G. Minter..... | 3,500. |
| James T. Clark..... | 3,400. |
| Andrew J. Davis | 2,999. |
| Massena Weiss..... | 2,880. |
| Alexander Leach | 2,399. |
| John M. Dwire & William H. Eaves..... | 2,378. |
| Charles W. Winn..... | 1,950. <i>Accepted March 30, 1871.</i> |

Contract made with Charles W. Winn, at \$1,950 per annum.

Leave Liberty Monday and Thursday at 7 a. m.; arrive at Crockett third days by 12 m.

Leave Crockett Monday and Thursday at 1 p. m.; arrive at Liberty third days by 7 p. m.

ROUTE No. 8654.

From Woodville to Milam, 82 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---|
| W. H. Truett..... | \$2,050 00. |
| William M. Sprights | 1,795 00. |
| Charles W. Winn | 1,550 00. |
| Massena Weiss | 1,524 00. |
| Thomas W. Hart | 1,500 00. |
| A. S. Belk | 1,450 00. |
| T. B. Watson and M. J. Brown .. | 1,445 00. |
| George W. Kidd | 1,440 00. |
| A. C. Ramsay | 1,400 00. |
| Samuel Webber | 1,400 00. |
| H. W. Bundy, jr | 1,399 00. |
| Samuel E. Mann..... | 1,397 50. |
| Samuel D. Conner | 1,350 00. |
| James B. Price | 1,300 00. |
| James E. Roberts..... | 1,295 00. |
| John B. Young | 1,195 00. |
| Robert A. Crouse | 1,185 00. |
| Jack Hodge | 1,090 00. |
| M. A. J. Walker | 970 00. |
| John M. Dwire and William H. Eaves..... | 620 00. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to William H. Eaves, at \$620 per annum, but not executed.

ROUTE No. 8655.

From Woodville to Beaumont, 62 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| William H. Truett..... | \$1,500. |
| A. G. Mitchell and R. D. Orton.. | 1,490. |
| | 2,600, two-horse coach. |
| Charles W. Winn..... | 1,200. |
| Samuel Webber..... | 1,200. |
| A. C. Ramsay..... | 1,196. |
| H. W. Bundy, jr..... | 1,089. |
| William Chancy..... | 1,000. |
| Alexander B. Hooks..... | 988. |
| George W. Kidd..... | 980. |
| Jack Hodge..... | 888. |
| John B. Young..... | 888. |
| Lemuel A. Cook..... | 800. |
| James E. Roberts..... | 780. |
| Acton Young..... | 738. |
| William F. McDaniel..... | 725. |
| Robert A. Crouse..... | 705. <i>Accepted March 30, 1871.</i> |

Contract made with Robert A. Crouse, at \$705 per annum.

Leave Woodville Thursday at 7 a. m.; arrive at Beaumont next day by 5 p. m.

Leave Beaumont Tuesday at 7 a. m.; arrive at Woodville next day by 5 p. m.

ROUTE No 8656.

From Jasper to Rusk, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| William H. Truett..... | \$2,500. |
| J. W. Wooton, Gurney Charles and George L. Griggs..... | 2,000. |
| George W. Kidd..... | 1,900. |
| M. A. Metts..... | 1,890. |
| A. C. Ramsay..... | 1,800. |
| Samuel Webber..... | 1,750. |
| James B. Price..... | 1,700. |
| A. G. Mitchell and R. D. Orton.... | 1,700. |
| A. S. Bell..... | 1,700. |
| Messena Weiss..... | 1,649. |
| William B. Boyd..... | 1,600. |
| Charles W. Winn..... | 1,599. |
| H. W. Bundy, jr..... | 1,449. |
| James E. Roberts..... | 1,440. |
| Jack Hodge..... | 1,400. |
| Samuel D. Conner..... | 1,400. † |
| Acton Young..... | 1,290. |
| Robert A. Crouse..... | 1,235. |
| B. F. Vining..... | 1,200. |
| Dixon Hall & Lewis Hogg..... | 1,100. |
| Andrew J. Davis..... | 975. <i>Accepted March 30, 1871.</i> |

Contract drawn and sent to Andrew J. Davis, but never executed.

ROUTE No. 8657.

From Jasper to Newton, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Samuel Webber..... | \$500. |
| Charles W. Winn..... | 500. |
| William H. Truett..... | 495. |
| A. S. Bell..... | 400. |
| Massena Weiss..... | 374. |
| Thomas W. Hart..... | 350. |
| Thomas B. Watson and Martin J. Brown..... | 345. |
| James E. Roberts..... | 290. |
| H. W. Bendy, jr..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with H. W. Bendy, at \$200 per annum.

Leave Jasper Thursday at 6 a. m.; arrive at Newton by 12 m.

Leave Newton Thursday at 1 p. m.; arrive at Jasper by 7 p. m.

ROUTE No. 8658.

From Orange to Burkeville, 77 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| William H. Truett | \$1,650. |
| Jack Hodge | 1,500. |
| A. C. Ramsay | 1,490. |
| Samuel Webber | 1,450. |
| H. W. Bundy | 1,448. |
| James B. Price | 1,200. |
| Samuel D. Conner | 1,120. |
| James E. Roberts | 1,120. |
| Charles W. Winn | 980. <i>Accepted March 30, 1871.</i> |

Contract made with Charles W. Winn, at \$980 per annum.
 Leave Orange Monday at 6 a. m.; arrive at Burkeville next day by 6 p. m.
 Leave Burkeville Wednesday at 6 a. m.; arrive at Orange next day by 6 p. m.

ROUTE No. 8659.

From Orange to Beaumont, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------------|
| Gilbert Stephenson | \$1,400. |
| John Murphy | 1,300. |
| Daniel P. Regan | 1,200. |
| George W. Kidd | 990. |
| Charles W. Winn | 990. |
| A. C. Ramsay | 990. |
| Samuel Webber | 900. <i>Accepted May 25, 1871.</i> |

Contract made with Samuel Webber at \$900 per annum.
 Leave Orange Monday and Thursday at 8 a. m.; arrive at Beaumont by 5 p. m.
 Leave Beaumont Tuesday and Friday at 8 a. m.; arrive at Orange by 5 p. m.

ROUTE No. 8660.

From Beaumont to Jasper, 66 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| A. C. Ramsay | \$2,800. |
| A. S. Belk | 2,700. |
| William H. Truett | 2,550. |
| Samuel Webber | 2,400. |
| Acton Young | 2,390. |
| H. W. Bundy, jr. | 2,149. |
| Thomas W. Hart | 2,100. |
| Jack Hodge | 2,000. |
| George W. Kidd | 1,950. |
| Charles W. Minn | 1,850. |
| Robert A. Cruse | 1,710. |
| Daniel Taylor | 1,690. |
| James B. Price | 1,490. |
| M. A. Metts | 1,090. <i>Accepted March 30, 1871.</i> |

Contract made with M. A. Metts, at \$1,090 per annum, but no service performed.
 Contractor having failed to begin service, annual contract from beginning, and send out new ones with Samuel Webber, of Beaumont, Texas, at \$1,716 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertise route, failing bidder being liable. Contract made accordingly.

Leave Beaumont Monday and Thursday at 8 a. m.; arrive at Jasper next days by 4 p. m.
 Leave Jasper Monday and Thursday at 8 a. m.; arrive at Beaumont next days by 4 p. m.

ROUTE No. 8661.

From Sabine Pass to Beaumont, 40 miles and back, once a week

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Charles W. Winn..... | \$1,600. |
| Samuel Webber..... | 1,100. |
| T. J. Court..... | 850. |
| Charles W. Winn..... | 800. |
| John Murphy..... | 794. |
| A. C. Ramsay..... | 786. |
| Daniel Taylor..... | 695. |

Daniel Taylor's bid of \$695 per annum ruled too high. Offered \$300 for twice a week. Declined.

Contract with Charles W. Winn, of Sabine Pass, at \$1,570 per annum, from July 1 to December 31, 1871, or longer at same rate if so ordered by the Postmaster General, and re-advertise route. Contract executed accordingly.

Leave Sabine Pass Wednesday at 6 a. m.; arrive at Beaumont by 7 p. m.

Leave Beaumont Tuesday at 6 a. m.; arrive at Sabine Pass by 7 p. m.

No. 2.

Abstract of offers received under the advertisements of the Postmaster General dated September 30, 1870, for carrying the mail from July 1, 1871, to June 30, 1873, in the States of Maine, New Hampshire, Vermont, Massachusetts, and New York; from July 1, 1871, to June 30, 1872, in the States of New Jersey, Pennsylvania, Maryland, and Ohio; and from July 1, 1871, to June 30, 1874, in Kentucky, Tennessee, Missouri, Iowa, Illinois, Indiana, Michigan, Wisconsin, Minnesota, Dakota, Kansas, Nebraska, California, Oregon, Washington, Idaho, Wyoming, Nevada, Utah, Colorado, Arizona, and New Mexico, showing the offers accepted, and contracts made. Proposals received to March 1, 1871. Decisions made March 30.

MAINE.

ROUTE No. 183.

From North Penobscot to Penobscot, 7 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James Grindle..... | \$125 00. |
| James A. Harriman..... | 123 90. No guarantee or certificate. |
| A. H. Stover..... | 120 00. Accepted March 30, 1871. |

Contract made with A. H. Stover, dated March 30, 1871, at \$120 per annum.

Leave North Penobscot Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Penobscot by 1 p. m.

Leave Penobscot Tuesday, Thursday, and Saturday at 2 p. m.; arrive at North Penobscot by 4 p. m.

ROUTE No. 184.

From Hancock to South Hancock, 4½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------|
| Calvin Berry..... | \$124. |
| Jos. Crabtree..... | 98. |
| Warrington O. Smith..... | 91. Accepted March 30, 1871. |

Contract made with Warrington O. Smith, dated March 30, 1871, at \$91 per annum.

Leave Hancock Tuesday, Thursday, and Saturday at 10.30 a. m., or on arrival of western mail; arrive at South Hancock by 11.30 a. m.

Leave South Hancock Monday, Wednesday, and Saturday, at 1.30 p. m.; arrive at Hancock by 2.30 p. m.

ROUTE No. 189.

From Burnham Village to Unity, 9 miles and back, six times a week.

(No bids.)

ROUTE No. 190.

From Bath to Georgetown, 10½ miles and back, three times a week.

Bidder's name. Sum per annum.

Benj. F. McFadden, (*after time*).. \$280. (Received March 8, 1871.) *Accepted March 30, 1871.*

Contract made with Benj. F. McFadden, dated March 30, 1871, at \$230 per annum. Leave Bath Monday, Thursday, and Saturday at 3 p. m.; arrive at Georgetown by 5.30 p. m.

Leave Georgetown Monday, Thursday, and Saturday at 8 a. m.; arrive at Bath by 10.30 a. m.

ROUTE No. 192.

From Mount Desert to Southwest Harbor, 15 miles and back, three times a week.

Bidders' names. Sum per annum.

John L. Brown..... \$495. Two horses.
David L. Prescott..... 375. *Accepted March 30, 1871.*

Contract made with David S. Prescott, dated 30th March, 1871, at \$375 per annum. Leave Mount Desert Tuesday, Thursday, and Saturday at 12 m.; arrive at Southwest Harbor by 5 p. m.

Leave Southwest Harbor Monday, Wednesday, and Friday at 6 a. m.; arrive at Mount Desert by 11.30 a. m.

ROUTE No. 193.

From Dexter to Cambridge, 11 miles and back, three times a week.

Proposals for six times a week service are invited.

Bidders' names. Sum per annum.

T. M. Aditor..... \$936. No guarantee or certificate.
Rogers & Stuart..... 342.
542, six times a week. *Accepted March 30, 1871.*
(*After time.*)
Henry G. Parshly..... 600. (Received March 11, 1871.
950, twelve times a week. (Received March 11, 1871.)
Samuel G. Chadbourne..... 175. (Received March 11, 1871.)

Leave Dexter daily, except Sunday, at 5 p. m., or on arrival of trains; arrive at Ripley by 9 p. m.

Leave Ripley daily, except Sunday, at 4 a. m.; arrive at Dexter by 7 a. m. June 24, 1871. Curtail service to end at Ripley, saving 4½ miles and \$221.72 per annum, *pro rata*, from July, 1871.

ROUTE No. 194.

From East Dixfield to Dixfield, 11 miles and back, three times a week.

Proposals for six times a week service are invited.

Bidders' names. Sum per annum.

Rogers & Stuart..... \$342.
542, six times a week
William H. Winter..... 175.
225, six times a week.
Gideon Ellis, (*after time*)..... 248. (Received March 13, 1871.)

(Suspended.)

ROUTE No. 195.

From East Corinth to Garland, 8 miles and back, three times a week.

Bidder's name. Sum per annum.

E. H. Hunting..... \$365.

(Offer \$240. Not accepted.)

ROUTE No. 196.

From South Weston to Glenwood, 14 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Rogers & Stuart | \$325. |

(Suspended. Too high.)

ROUTE No. 197.

From East Bradford to Bradford, 3½ miles and back, three times a week.
Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Rogers & Stuart | \$199. 299, six times a week. |
| George W. Sanford | 100. 150, six times a week. |
| Willard R. Plummer | 75. <i>Accepted March 30, 1871.</i> 100, six times a week. |

Contract made with Willard R. Plummer, dated March 30, 1871, at \$75 per annum for service as advertised.

Leave East Bradford Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Bradford by 8 a. m.

Leave Bradford Tuesday, Thursday, and Saturday at 4 p. m.; arrive at East Bradford by 5 p. m.

ROUTE No. 198.

From Fort Kent to Saint Francis, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Rogers & Stuart | \$165. |
| (<i>After time.</i>) | |
| Robert Savage | 90. (Received March 6, 1871.) |
| Adolph Dubery | 80. (Received March 6, 1871.) |

(Too high; suspended.)

ROUTE No. 199.

From West Paris to Sumner, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|------------------------------------|
| Samuel B. Field | \$540. |
| Rogers & Stuart | 300. |
| Solomon Doble | 234. <i>Accepted June 9, 1871.</i> |
| Samuel B. Field, (<i>after time</i>) | 229. (Received March 29, 1871.) |

Contract made with Solomon Doble, dated June 9, 1871, at \$234 per annum.

Leave West Paris Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Sumner by 7 p. m.

Leave Sumner Tuesday, Thursday, and Saturday at 7 a. m.; arrive at West Paris by 10 a. m.

ROUTE No. 200.

From North Newport to Corinna, 4 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Rogers & Stuart | \$224. |
| George D. Steward | 117. <i>Accepted March 30, 1871.</i> |
| Joseph H. Lawrence, (<i>after time</i>) | 124. (Received March 3, 1871.) |

Contract made with George D. Steward, dated March 30, 1871, at \$117 per annum.
Leave North Newport Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Corinna by 8 a. m.

Leave Corinna Tuesday, Thursday, and Saturday at 12 m.; arrive at North Newport by 1 p. m.

NEW HAMPSHIRE.

ROUTE No. 272.

From Oil Mill Village to Deering, 12½ miles and back, six times a week to South Weare, and three times a week the residue.

| Bidders' names. | Sum per annum. |
|---|--|
| Rogers & Stuart | \$448. <i>Accepted March 30, 1871.</i> |
| Noah Jackson, (<i>after time</i>) | 320. (<i>Received March 20, 1871.</i>) |

Contract made with Rogers & Stuart, dated March 30, 1871, at \$448 per annum.

Leave Oil Mill Village Tuesday, Thursday, and Saturday at 3.30 p. m.; arrive at South Weare by 5 p. m.

Leave South Weare Tuesday, Thursday, and Saturday at 5.30 p. m.; arrive at Deering by 6.30 p. m.

Leave Deering Monday, Wednesday, and Friday at 6 a. m.; arrive at South Weare by 8 a. m.

Leave South Weare daily, except Sunday, at 8.30 a. m.; arrive at Oil Mill Village by 9.30 a. m.

ROUTE No. 344.

From Centre Ossipee to Moultonville, 1½ miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|----------------------|----------------|
| Rogers & Stuart..... | \$123. |

(Too high; suspended.)

ROUTE No. 345.

From Gilmanton to Pittsfield, 10 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Rogers & Stuart..... | \$342. <i>Accepted March 30, 1871.</i> |
| John D. Blake, (<i>after time</i>) | 500. (<i>Received March 29, 1871.</i>) |

Contract made with Rogers & Stuart, dated March 30, 1871, at \$342 per annum.

Leave Gilmanton Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Pittsfield by 8.30 a. m.

Leave Pittsfield Tuesday, Thursday, and Saturday at 7 p. m.; arrive at Gilmanton by 9.30 p. m.

ROUTE No. 346.

From Bath to Dansville, 7 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------------|
| Rogers & Stuart..... | \$275. |
| Prescot Parker, jr. | 200. <i>One guarantor.</i> |
| Moren A. Knight | 175. |

(Wait for offices.)

ROUTE No. 347.

Bennington to Peterborough, 11 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|------------------------|
| Rogers & Stuart..... | \$350. |
| | 550, six times a week. |
| John Muzzey | 350. |
| | 450, six times a week. |

(Suspended.)

ROUTE No. 348.

From Rochester to Alfred, 20 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidder's name. | Sum per annum. |
|----------------------|------------------------|
| Rogers & Stuart..... | \$497. |
| | 797, six times a week. |

Suspended.)

ROUTE No. 349.

From Stratford Corner to East Northwood, 11½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| James W. Hoyt..... | \$500. |
| John A. Virdin | 490. |
| Rogers & Stuart..... | 342. |

(Suspended.)

VERMONT.

ROUTE No. 509.

From Tinmouth to Wallingford, 4 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Rogers & Stewart | \$242. |
| Levi Rice, jr..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with Levi Rice, jr., dated March 30, 1871, at \$100 per annum.

Leave Tinmouth Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Wallingford by 10.20 a. m.

Leave Wallingford Tuesday, Thursday, and Saturday at 12 m.; arrive at Tinmouth by 2 p. m.

ROUTE No. 511.

From Rutledge to Stockbridge, 20 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------------------|
| Tupper & Robinson..... | \$925. |
| Rogers & Stuart..... | 692. |
| G. E. E. Sparhawk..... | 600. |
| J. E. Johnson..... | 1,000, six times a week. 524. |

(Not needed.)

ROUTE No. 512.

From Searsburgh to Bennington, 23 miles and back, once a week.

Proposals for twice a week service, between Searsburgh and Somerset only, invited. 7 miles.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Rogers & Stuart..... | \$260. |
| Hollis Town..... | 96, end at Somerset. <i>Accepted March 30, 1871.</i> |

Contract made with Hollis Town, dated March 30, 1871, at \$96 per annum, for twice a week service between Searsburgh and Somerset.

Leave Searsburgh Tuesday and Saturday at 11 a. m.; arrive at Somerset by 1.30 p. m.

Leave Somerset Tuesday and Saturday at 8 a. m.; arrive at Searsburgh by 10.30 a. m.

ROUTE No. 513.

From Albany to Eden, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Rogers & Stuart..... | \$149. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| A. L. Sanders | 170. (<i>Received March 6, 1871.</i>) |
| A. B. Shepard..... | 156. (<i>Received March 6, 1871.</i>) |

Contract made with Rogers & Stuart, dated March 30, 1871, at \$149 per annum.

Leave Albany Saturday at 7 a. m.; arrive at Eden by 10 a. m.

Leave Eden Saturday at 1 p. m.; arrive at Albany by 4 p. m.

ROUTE No. 514.

From West Concord to Granby, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| O. S. Rice..... | \$280. |
| Jonathan Matthews..... | 275. |
| Levi P. Shores..... | 275. |
| Rogers & Stuart..... | 274. <i>Accepted March 30, 1871.</i> |
| Jabish E. James, (after time)..... | 189. (Received March 9, 1871.) |

Contract made with Rogers & Stuart, dated March 30, 1871, at \$274 per annum.
 Leave West Concord Tuesday and Saturday at 2 p. m.; arrive at Granby by 6 p. m.
 Leave Granby Tuesday and Saturday at 7 a. m.; arrive at West Concord by 11 a. m.

ROUTE No. 515.

From Shoreham to Larrabee's Point, 4½ miles and back, twice a week; four additional trips per week to be performed from May 1 to October 31, each year.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Rogers & Stuart..... | \$398. |
| Levi Wolcott..... | 200. |
| C. N. North and H. M. Atwood. . . | 190. <i>Accepted March 30, 1871.</i> |

Contract made with Clayton N. North and Hermon M. Atwood, dated March 30, 1871, at \$190 per annum.

Leave Shoreham Wednesday and Saturday at 11 a. m.; arrive at Larrabee's Point by 12.30 p. m.

Leave Larrabee's Point Wednesday and Saturday at 3 p. m.; arrive at Shoreham by 4.30 p. m.

ROUTE No. 516.

From Plainfield to East Plainfield, 4 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Rogers & Stuart..... | \$149. |

(Not needed.)

ROUTE No. 517.

From Moretown to North Fayston, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Rogers & Stuart..... | \$165 00. |
| John P. Brown..... | 46 80. <i>Accepted March 30, 1871.</i> |

Contract made with John P. Brown, dated March 30, 1871, at \$46.80 per annum.

Leave Moretown Saturday at 7 a. m.; arrive at North Fayston by 9 a. m.

Leave North Fayston Saturday at 4 a. m.; arrive at Moretown by 1 p. m.



MASSACHUSETTS.

ROUTE No. 734.

From Williamstown to Stephentown, 20 miles and back, six times a week, with side supply of New Ashford from South Williamstown three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Thomas Sabin..... | \$1,243. |
| Samuel B. Kellogg..... | 792. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel B. Kellogg, dated March 30, 1871, at \$792 per annum.

Leave Williamstown daily, except Sunday, at 7 a. m.; arrive at Stephentown by 12 m.

Leave Stephentown daily, except Sunday, at 12 m., or on arrival of train from New York; arrive at Williamstown by 5 p. m.

ROUTE No. 736.

From Granville Corners, (Mass.) to North Granby, (Conn.), 5 miles and back, three times a week.

Proposals for six times a week service are invited.

| Bidder's name. | Sum per annum. |
|-----------------------|---|
| William W. Bacon..... | \$118 50. |
| | 229 00, six times a week. <i>Accepted March 30, 1871.</i> |

Contract made with William W. Bacon, dated March 30, 1871, at \$229 per annum, for six times a week service.

Leave Granville Corners daily, except Sunday, at 9.30 a. m.; arrive at North Granby by 11 a. m.

Leave North Granby daily, except Sunday, at 12½ p. m.; arrive at Granville Corners by 2 p. m.

June 22, 1871. Extend service to end at Granby Station, (N. O.) via Granby, 4½ miles, and allow \$217.55 additional per annum, *pro rata*, from July 1, 1871.

ROUTE No. 737.

From Carlisle to Bedford, 4 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Rogers & Stuart..... | \$323. |
| | 523, six times a week. |
| Charles L. Wait..... | 300, six times a week. <i>Accepted May 17, 1871.</i> |

Contract made with Charles L. Wait, dated May 17, 1871, at \$300 per annum, for six times a week service.

Leave Carlisle daily, except Sunday, at 7.30 a. m.; arrive at Bedford by 8.30 a. m.

Leave Bedford daily, except Sunday, at 4.30 p. m.; arrive at Carlisle by 5.30 p. m.

NEW YORK.

ROUTE No. 1548.

From Tivoli to Pine Plains, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| George Loucks | \$468, three times a week. <i>Accepted March 30.</i> |
| John M. Miller | 350. 1871. |
| | 490, three times a week. <i>Schedule proposed.</i> |
| George Loucks | 312. |
| Frederick F. Smith, (after time) .. | 312. (Received March 4, 1871.) |
| | 468, three times a week. (Received March 4, 1871.) |

Contract made with George Loucks, dated March 30, 1871, at \$468 per annum, for three times a week service.

Leave Tivoli Tuesday, Thursday, and Saturday at 12.15 p. m.; arrive at Pine Plains by 7 p. m.

Leave Pine Plains Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Tivoli by 10.45 a. m.

ROUTE No. 1549.

From Greenport to Shelter Island, 4 miles and back, three times a week.

Proposals for six times a week service invited.

| Bidder's name. | Sum per annum. |
|-------------------------|----------------|
| Benjamin H. Sisson..... | \$200. |

Offered \$200 per annum for six times a week service.

April 3, 1871. Benjamin H. Sisson, of Greenport, New York, having accepted offer of March 30, 1871, contract with him for six times a week service from July 1, 1871 to June 30, 1873, at \$200 per annum. Contract made and executed accordingly.

Leave Greenport daily, except Sunday, at 2 p. m.; arrive at Shelter Island by 3.30 p. m.

Leave Shelter Island daily, except Sunday, at 12 m.; arrive at Greenport by 1.30 p. m.

ROUTE No. 1550.

From Lamson's to Pennellville, 9 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Shubal M. Cole..... | \$580. |
| Joseph Tralich..... | 550. |
| Lorenzo D. Snell..... | 547. |
| Nelson C. Alvord..... | 445. |
| Nathaniel M. Gregg..... | 174. <i>Accepted March 30, 1871.</i> |

Contract was drawn and sent to Nathaniel M. Gregg for execution, dated March 30, 1871, but accepted bidder failed to execute contract or commence service.

ROUTE No. 1551.

From Hunter to Phœnicia, 14 miles and back, twice a week. Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Abram Lougyear..... | \$350 00, two or three times a week. |
| Samuel A. Jones..... | 300 00. |
| | 425 00, three times a week. |
| Thomas Ford, jr. | 73 50. <i>Accepted March 30, 1871.</i> |
| | 174 00, six times a week; two-horse covered wagon. |

Contract made with Thomas Ford, jr., dated March 30, 1871, at \$73.50 per annum.

Leave Hunter Monday and Friday at 7 a. m.; arrive at Phœnicia by 11 a. m.

Leave Phœnicia Monday and Friday at 2 p. m.; arrive at Hunter by 6 p. m.

ROUTE No. 1552.

From Waterloo to Clyde, 16 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| John E. Kemp..... | \$240. |

(Not necessary.)

ROUTE No. 1553.

From Scriba to Vermillion, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--|
| E. S. Tickner..... | \$160. No guarantee or certificate. |
| Marcus A. Borst..... | 156. |
| | 300, twice a week. |
| Lorenzo D. Snell..... | 153. |
| John E. Kemp..... | 147. |
| James A. Baker..... | 130. <i>Accepted March 30, 1871.</i> |
| | 260, twice a week. |
| Marcus C. Fish, (after time)..... | 100. (Received March 8, 1871.) |
| | 175, twice a week. (Received March 8, 1871.) |

Contract made with James A. Baker, dated March 30, 1871, at \$130 per annum.

Leave Scriba Saturday at 2 p. m.; arrive at Vermillion by 6 p. m.

Leave Vermillion Saturday at 7 a. m.; arrive at Scriba by 11 a. m.

June 9, 1871. Change route to commence at Oswego, omitting Scriba, increasing distance 1½ miles, without change of pay, agreeably to proposition, to take effect July 1, 1871.

ROUTE No. 1554.

From Smyrna to Pitcher, 21 miles and back, three times a week.

Proposals for six times a week service are invited; also for proposals for three and six times a week service between Smyrna and Otselic only.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| Henry Ketchum | \$519. 489, six times a week between Smyrna and Otselic. |
| John E. Kemp | 630. 1,200, six times a week. |

(Suspended.)

ROUTE No. 1555.

From South Pultney to Prattsburgh, 6½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---------------------------------|
| James B. Colegrove | \$144. |
| Hiram H. Cole, (after time) | 175. (Received March 23, 1871.) |

(Suspended ; not necessary.)

ROUTE No. 1556.

From Munsville Station, by Knoxville and Augusta, to Oriskany Falls, 9 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| George R. Fryer | \$839. |
| Lorenzo D. Snell | 623. |
| Jacob Beach | 595. 313, by proposed schedule, omitting Ori- kany Falls. |
| James H. Helmer | 590. |
| Nathaniel M. Gregg | 574. |
| John E. Kemp | 540. |
| Fayette A. Allen | 140. <i>Accepted March 30, 1871.</i> |

Contract made with Fayette A. Allen, dated March 30, 1871, at \$140 per annum.

Leave Munsville Station daily, except Sunday, at 12.15 p. m., or on arrival of cars arrive at Knoxville by 1 p. m.

Leave Knoxville daily, except Sunday, at 9 a. m. ; arrive at Munsville Station by 10 a. m.

Leave Knoxville daily, except Sunday, at 6 a. m. ; arrive at Oriskany Falls by 7.30 a. m.

Leave Oriskany Falls daily, except Sunday, at 10.30 a. m. ; arrive at Knoxville by 1 p. m.

ROUTE No. 1557.

From Newport to Gray, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| George Willoughby | \$425. No certificate. |
| Lorenzo D. Snell | 293. |
| William O. Smith | 240. <i>Accepted March 30, 1871.</i> |

Contract made with William O. Smith, dated March 30, 1871, at \$240 per annum.

Leave Newport Tuesday, Thursday, and Saturday at 5 p. m. ; arrive at Gray by 7.2 p. m.

Leave Gray Tuesday, Thursday, and Saturday at 1 p. m. ; arrive at Newport by 3 p. m.

ROUTE No. 1558.

From Lafargeville to Alexandria, 12 miles and back, once a week.

Proposals for two, three, and six trips a week are invited.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Anson A. Leonard | \$900, three times a week. 1,200, six times a week. |
| William Rogers | 440, six times a week. |
| Addie E. Dewey | 300. 350, twice a week. 400, three or six times a week. <i>Accepted M- 30, 1871.</i> |
| John E. Kemp | 120. 350, three times a week. 593, six times a week. |

Contract made with Addie E. Dewey, dated March 30, 1871, at \$400 per annum for six times a week service.

Leave Lafargeville daily, except Sunday, at 2.30 p. m.; arrive at Alexandria by 5.30 p. m.

Leave Alexandria daily, except Sunday, at 7 a. m.; arrive at Lafargeville by 10 a. m.

ROUTE No. 1559.

From Highland to Clintondale, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| Matthew De Groff..... | \$312 00. |
| William Ostrander..... | 280 00. |
| Jesse Westcott..... | 250 00. |
| Joseph R. Hurd..... | 233 00. |
| Charles A. Jenkins..... | 209 50. |
| E. S. Andrews..... | 190 00. <i>Accepted March 30, 1871.</i> |

Contract made with E. S. Andrews, dated March 30, 1871, at \$190 per annum.

Leave Highland Monday, Wednesday, and Friday at 2 p. m.; arrive at Clintondale by 4 p. m.

Leave Clintondale Monday, Wednesday, and Friday at 11 a. m.; arrive at Highland by 1 p. m.

NEW JERSEY.

ROUTE No. 1743.

From New Germantown to Pottersville, 4 miles and back, three times a week.

Proposals for six trips per week are invited.

| Bidder's name. | Sum per annum. |
|---------------------------|----------------|
| Archibald R. Johnson..... | \$200. |

(Not let.)

PENNSYLVANIA.

ROUTE No. 2365.

From Butler to Lawrenceburgh, 22 miles and back, three times a week.

(No bids.)

ROUTE No. 2610.

Liberty Corners to New Era, 11 miles and back, once a week.

(One "after-time" bid—C. Holler, \$200; no action.)

ROUTE No. 2634.

From Bedford to Imlertown Post-Office, 6 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|----------------------|---|
| Jacob D. Burket..... | \$75. No certificate. <i>Accepted March 30, 1871.</i> |

Contract made with Jacob D. Burket, dated March 30, 1871, at \$75 per annum.

Leave Bedford Tuesday and Friday at 3 p. m.; arrive at Imlertown by 5 p. m.

Leave Imlertown Tuesday and Friday at 8 a. m.; arrive at Bedford by 10 a. m.

ROUTE No. 2635.

From West Bingham to Spring Mills, 7 miles and back, twice a week.

H. Ex. 322—30

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| C. M. Gridley | \$196. |

Too high; offered C. M. Gridley \$140 per annum March 14, 1871; declined March 22, 1871.

ROUTE No. 2636.

From Pottstown to North Coventry Post-Office, 2½ miles and back, three times a week, by a schedule satisfactory to the postmaster at Cedarville.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| William Perches | \$65. No guarantee or certificate. <i>Accepted March 30, 1871.</i> |

Contract made with William Perches, dated March 30, 1871, at \$65 per annum.

ROUTE No. 2637.

From Oxford to Christiana, 18 miles and back, three times a week.

| Bidder's name. | Sum per annum. |
|-----------------|----------------|
| F. Conway | \$790. |

(Covered by existing service.)

ROUTE No. 2638.

From Horton's to Brady's, 12 miles and back, once a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| John McCullough | \$500, three times a week. |
| | 375, twice a week. |
| George A. Brickell..... | 468, three times a week. |
| | 312, twice a week. |
| Samuel Brickell..... | 400, twice a week. |
| | 300. |
| George A. Brickell..... | 208. |
| Edward H. Griffith..... | 200, twice a week. |
| | 295, three times a week. |
| John McCullough..... | 180. |
| James Salagiver..... | 200. |
| | 300, three times a week. |
| Ebenezer H. Hammel..... | 100. |
| | 200, twice a week. |
| | 300, three times a week. |
| John Vanleer..... | 98. <i>Accepted March 30, 1871.</i> |
| | 198, twice a week. |
| | 298, three times a week. |

Contract made with John Vanleer, dated March 30, 1871, at \$98 per annum. Leave Horton's Monday and Friday at 8 a. m.; arrive at Brady's by 11 a. m. Leave Brady's Monday and Saturday at 1 p. m.; arrive at Horton's by 4 p. m. June 1, 1871. Increase service one trip per week, (Tuesday,) and pay of contractor \$98 per annum, *pro rata* from July 1, 1871, and change schedule accordingly.

ROUTE No. 2639.

From Osceola Mills to Smith's Mills, 15 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Elijah Weston..... | \$312. <i>Accepted March 30, 1871.</i> |
| Henry H. Kephart..... | 300. No certificate. |

Contract made with Elijah Weston, dated March 30, 1871, at \$312 per annum. Leave Osceola Mills Tuesday and Saturday at 7 a. m.; arrive at Smith's Mills by 12 m.

Leave Smith's Mills Tuesday and Saturday at 1 p. m.; arrive at Osceola Mills by 6 p. m.

ROUTE No. 2640.

From Hamlin Station to Bethany, 16 miles and back, once a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|--|--|
| R. H. McCleave..... | \$199. Additional trips 107; less than <i>pro rata</i> . |
| J. Q. Martin, (<i>after time</i>)..... | 200. 396, three times a week. 800, six times a week. |

(Not necessary.)

ROUTE No. 2641.

From Troy Centre to Tryonville, 6 miles and back, once a week.
Proposals invited for twice a week service, on Wednesday and Saturday.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------------|
| (<i>After time</i> .) | |
| R. P. Mills..... | \$200. (Received March 21.) |
| S. Mills..... | 160. (Received March 22.) |

ROUTE No. 2642.

From Flicksville to Penargil.
Bidders will state distance, and propose schedule of arrivals and departures.

ROUTE No. 2643.

From Coopersburgh to Coopersburgh, 18 miles, three times a week; equal to 9 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---------------------------------------|
| C. B. Schneider..... | \$375, horse and buggy. |
| William F. Foering..... | 320. |
| Samuel Hartranft..... | 296. <i>Accepted March 30, 1871.</i> |
| Wilson H. Ritter..... | 285, horse and wagon; no certificate. |
| John Landis..... | 260, horse and buggy. |

Contract made with Samuel Hartranft, dated March 30, 1871, at \$296 per annum.
Leave Coopersburgh Tuesday, Thursday, and Saturday at 12 m.; arrive at Coopersburgh by 6 p. m.

ROUTE No. 2644.

From Dixon to Pierceville, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Joshua K. Travis..... | \$290. |
| James H. Wiggins..... | 250. |
| Irwin Dixon..... | 200. |

(Suspended.)

ROUTE No. 2645.

From Milroy to Siglerville, 3 miles and back, three times a week, by a schedule satisfactory to the postmaster at Siglerville.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------------|
| John Barger..... | \$147. |
| James Alexander..... | 120. |
| Joseph Wagner..... | 120. |
| Samuel D. Aitken..... | 98. <i>Accepted March 30, 1871.</i> |

Contract made with Samuel D. Aitken, dated March 30, 1871, at \$98 per annum.

ROUTE No. 2646.

From Sandy Lake to Utica, 11 miles and back, twice a week.
Proposals for an additional weekly trip on Thursday invited.

| Bidders' names. | Sum per annum. |
|---|--|
| Samuel T. Borland..... | \$424. |
| | 476, three times a week. |
| Thomas Singleton..... | 364. |
| | 494, three times a week. |
| Aaron W. Gilman..... | 286. |
| | 400, three times a week. |
| James Infield, (<i>after time</i>)..... | 449, three times a week. (Received March 5, 1871.) |

(Too high; suspended.)

ROUTE No. 2647.

From Millerstown to McKee's Half Falls, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| A. W. Long..... | \$250. |
| Peter S. Chubb..... | 178. |
| William Chopp..... | 170. |
| Lewis Kersteder..... | 130. <i>Accepted March 30, 1871.</i> |

Contract made with Lewis Kersteder, dated March 30, 1871, at \$130 per annum.
 Leave Millerstown Saturday at 1 p. m.; arrive at McKee's Half Falls by 7 p. m.
 Leave McKee's Half Falls Saturday at 6 a. m.; arrive at Millerstown by 12 m.

ROUTE No. 2648.

From Edge Hill Station to Prospectville, 8 miles and back, six times a week, by a schedule making close connections at Edge Hill Station with regular mail-trains.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| William Dennison..... | \$600. No certificate. |
| William McKean..... | 500. |
| Jacob Rorer..... | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Jacob Rorer, dated March 30, 1871, at \$300 per annum.

ROUTE No. 2649.

From Newport to Liverpool, 15 miles. Only that part from Newport to Montgomery's Ferry will be let, 10 miles and back.

| Bidders' names. | Sum per annum. |
|--------------------|--|
| Isaac Haines..... | \$234, three times a week; buggy. |
| Philip Peters..... | 224, three times a week. <i>Accepted March 30, 1871.</i> |
| Isaac Rhodes..... | 220. No guarantee or certificate. |

Contract ordered with Philip Peters, dated March 30, 1871, at \$224 per annum for three times a week service.

Leave Newport Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Montgomery's Ferry by 6 p. m.

Leave Montgomery's Ferry Tuesday, Thursday, and Saturday at 7½ a. m.; arrive at Newport by 10¼ a. m.

ROUTE No. 2650.

From Tobyhanna Mills to South Sterling, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Lewis K. Smith..... | \$150. |
| Truman S. Osborn, (<i>after time</i>)... | 120. |

(Suspended.)

ROUTE No. 2651.

From North East to Wattsburgh, 16 miles and back, once a week.
 Proposals for an additional trip on Tuesday invited.

| Bidder's name. | Sum per annum. |
|-------------------|--------------------------------------|
| Reuben Field..... | \$500, twice a week; no certificate. |

(Too high.)

ROUTE No. 2652.

From Herrickville to Rummerfield Creek, 54 miles and back, three times a week, in close connection with railroad mail-trains, by a schedule satisfactory to the postmaster.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| E. M. Angel..... | \$325 00. | Informal. |
| Charles Rice..... | 312 00. | |
| Melvin Barnes..... | 240 00. | |
| George Overpock..... | 239 85. | |
| Peter Landmesser..... | 200 00. | |
| Charles L. Stewart..... | 190 00. | |
| Charles Rice..... | 184 00. | <i>Accepted March 30, 1871.</i> |

Contract made with Charles Rice, dated March 30, 1871, at \$184 per annum.

Leave Herrickville Tuesday, Thursday, and Saturday at 2.30 p. m.; arrive at Rummerfield Creek by 4.30 p. m.

Leave Rummerfield Creek, connect with mail-train at 5 p. m.; arrive at Herrickville by 7 p. m.

ROUTE No. 2653.

From Wyalusing to Herrick, 10½ miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---------------------------------|
| S. P. Lathrop..... | \$300. | |
| George W. Hendricks..... | 250. | <i>Accepted March 30, 1871.</i> |

Contract made with George W. Hendricks, dated March 30, 1871, at \$250 per annum.

Leave Wyalusing Tuesday, Thursday, and Saturday at 11.30 a. m., or after arrival of mail-train; arrive at Herrick by 2.30 p. m.

Leave Herrick Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Wyalusing by 10 a. m.

ROUTE No. 2654.

From Russell Hill to Keiserville, 22 miles and back, once a week, by a schedule satisfactory to the postmaster.

(No bids.)

ROUTE No. 2655.

From Phoenixville to Chester Springs, 7 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--|
| John B. Tencote..... | \$600. | |
| Jacob B. Stouffer..... | 485. | |
| Samuel Snell..... | 475. | |

(Too high.)

ROUTE No. 2656.

From Cochransville to Loudonderry, 22 miles and back, three times a week, by a schedule satisfactory to the postmaster at Loudonderry.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---------------------------------|
| Henry Ferron..... | \$145. | Informal. |
| Benjamin Maule..... | 125. | |
| J. H. McDonald..... | 100. | <i>Accepted March 30, 1871.</i> |

Contract made with J. H. McDonald, dated March 30, 1871, at \$100 per annum.

ROUTE No. 2657.

From Lanark to Allentown, 4 miles and back, three times a week, by a schedule satisfactory to the postmaster at Lanark.

| Bidder's name. | Sum per annum. | |
|-------------------|----------------|--|
| J. Hartranft..... | \$144. | |

(Suspended.)

ROUTE No. 2658.

From Trunkeyville to Fagnuder's Forest, 1 mile and back, three times a week, schedule satisfactory to the postmaster.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| J. E. Parkheimer..... | \$900. |

(Suspended.)

ROUTE No. 2659.

From Carrolltown to Pine Flats, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Samuel Anderson..... | \$312, twice a week; schedule changed. |
| William Atchison..... | 312. |
| Richard L. Foster..... | 295, twice a week. |
| William Noel..... | 145. <i>Accepted March 30, 1871.</i> |

Contract made with William Noel, dated March 30, 1871, at \$145 per annum. Leave Carrolltown Monday at 6 a. m.; arrive at Pine Flats by 12 m. Leave Pine Flats Monday at 1 p. m.; arrive at Carrolltown by 5 p. m.

MARYLAND.

ROUTE No. 3072.

From Offutt's Cross-Roads to Rockville, 6 miles and back, once a week. Proposals for more frequent service invited.

| Bidder's name. | Sum per annum. |
|-------------------|--|
| Erie Higgins..... | \$100. Tuesday and Saturday. (Received March 4, 1871.) <i>Accepted March 30, 1871.</i> |

Contract made with Erie Higgins, dated March 30, 1871, at \$100 per annum for twice a week service.

Leave Offutt's Cross-Roads Tuesday and Saturday at 9.30 a. m.; arrive at Rockville by 11 a. m.

Leave Rockville Tuesday and Saturday at 1 p. m.; arrive at Offutt's Cross-Roads by 2.30 p. m.

ROUTE No. 3073.

From Westminster to Freedom, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Phineas A. Gorsuch..... | \$500. |
| Thomas Williams..... | 400. |
| John T. Arnold..... | 290. |
| S. H. Patterson..... | 274. Informal. |
| William Roberts, jr..... | 269. |
| James Reynolds..... | 235. |
| Joshua Lee, jr..... | 210. |
| Ezra Ditman..... | 200. Withdrawn. |
| Surratt D. Warfield..... | 195. <i>Accepted March 30, 1871.</i> |

Contract made with Surratt D. Warfield, dated March 30, 1871, at \$195 per annum. Leave Westminster Tuesday and Saturday at 12.30 p. m.; arrive at Freedom by 2 p. m.

Leave Freedom Tuesday and Saturday at 7.30 a. m.; arrive at Westminster by 10 a. m.

ROUTE No. 3074.

From Greenwood to Long Green, — miles and back.

Bidders will state distance and propose schedule of departures and arrivals. No bidders.

ROUTE No. 3075.

From Chestertown to Trappe, (local,) 6 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|--------------------------|
| Horatio Beck | \$300. |
| | 300, three times a week. |
| | 200, once a week. |

(No officés; wait.)

ROUTE No. 3076.

From Saint Leonard's to Solomon's Island, 12 miles and back, six times a week from June 1 to September 30, and twice a week the balance of the year.

| Bidder's name. | Sum per annum. |
|-----------------------|---------------------------------|
| Thomas J. Coster..... | \$300. Accepted March 30, 1871. |

Contract made with Thomas J. Coster, dated March 30, 1871, at \$300 per annum.

Schedule, June to September.

Leave Saint Leonard's daily, except Sunday, at 4 p. m.; arrive at Solomon's Island by 7 p. m.

Leave Solomon's Island daily, except Sunday, at 12 m.; arrive at Saint Leonard's by 3 p. m.

Schedule, October to May.

Leave Saint Leonard's Tuesday and Saturday at 4 p. m.; arrive at Solomon's Island by 7 p. m.

Leave Solomon's Island Tuesday and Saturday at 12 m.; arrive at Saint Leonard's by 3 p. m.

ROUTE No. 3077.

From Linwood to Frizzellburgh, 7 miles and back, six times a week.

It is understood that this service is to be performed in close connection with mail-trains on railroad.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------|
| P. Dinan..... | \$499. |
| John F. Guess..... | 350. |
| Israel Derr..... | 340. |
| John J. Shaffer..... | 280. |
| Levi H. Handley..... | 274. Accepted March 30, 1871. |

Contract made with Levi H. Handley, dated March 30, 1871, at \$274 per annum.

Leave Linwood daily, except Sunday, at 12 m.; arrive at Frizzellburgh by 2 p. m.

Leave Frizzellburgh daily, except Sunday, at 8 a. m.; arrive at Linwood by 10 a. m. June 20, 1871. Extend service twice a week and back from Frizzellburgh to Mayberry, (4 miles,) and increase pay of contractor \$56 per annum, *pro rata*, from July 1, 1871.

ROUTE No. 3078.

From York Road to Littlestown, 15 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------|
| Albert J. Buffington..... | \$1,270. |
| John H. Spalding..... | 947. |
| Samuel Smith..... | 794. |
| Martin S. Kohr..... | 728. Accepted March 30, 1871. |

Contract made with Martin S. Kohr, dated March 30, 1871, at \$728 per annum.

Leave York Road Station daily, except Sunday, at 1.30 p. m.; arrive at Littlestown by 5.30 p. m.

Leave Littlestown daily, except Sunday, at 7.30 a. m.; arrive at York Road Station by 11.30 a. m.

ROUTE No. 3079.

From York Road to Mount Pleasant, 14 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---|
| Benjamin F. Bond..... | \$600. | Informal. |
| Albert J. Buffington..... | 497. | Accepted March 30, 1871. |
| Moses Anders | 470. | } No guarantees or certificate. Informal. |
| | 625. | |
| Moses Anders, (<i>after time</i>)..... | 470. | (Received March 6.) |

Contract made with Albert J. Buffington, dated March 30, 1871, at \$497 per annum.
 Leave York Road Station Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Mount Pleasant by 12 m.

Leave Mount Pleasant Tuesday, Thursday, and Saturday at 2 p. m.; arrive at York Road Station by 6 p. m.

OHIO.

ROUTE No. 9532.

From Milford to Blanchester, 21 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| W. W. Roach | \$999. | |
| John A. Cattle | 975. | |
| Samuel S. Beltz..... | 600. | One guarantor. |
| Simonton & Maher | 448. | Accepted March 30, 1871. |

Contract made with Simonton & Maher, dated March 30, 1871, at \$448 per annum.
 June 1, 1871. Increase service three trips per week between Milford and Newtonville, 11 miles, and pay of contractor \$235 per annum, *pro rata*, to take effect July 1, 1871.

Leave Milford daily, except Sunday, at 4 p. m.; arrive at Newtonville by 7 p. m.

Leave Newtonville daily, except Sunday, at 6 a. m.; arrive at Milford by 9 a. m.

Leave Newtonville Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Blanchester by 10 a. m.

Leave Blanchester Tuesday, Thursday, and Saturday at 10.30 a. m.; arrive at Newtonville by 2 p. m.

ROUTE No. 9533.

From Hillsborough to Locust Grove, 21 miles and back, once a week.
 Proposals to end service at Bell invited.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------------|
| James Clark | \$500 00. | |
| James C. Clark | 200 00, | end at Bell. |
| Arthur Chenoweth..... | 196 00. | Schedule revised. |
| Thomas A. Mullenix..... | 175 00, | twice a week. End at Bell. |
| Joshua Duncan | 98 00, | Bell to Locust Grove. |
| | 98 00, | Bell to Locust Grove. |
| James H. Berryman | 90 48, | end at Bell. Accepted March 30, 1871. |

Contract made with James H. Berryman, dated March 30, 1871, at \$90.48, to end at Bell.

Leave Hillsborough Thursday at 1 p. m.; arrive at Bell by 5 p. m.

Leave Bell Thursday at 8 a. m.; arrive at Hillsborough by 11 a. m.

ROUTE No. 9534.

From Edgerton to Hicksville, 12 miles and back, once a week.
 Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. | |
|--|----------------|---------------------------|
| D. A. Baker, jr | \$314, | twice a week. |
| | 164. | |
| J. G. Dunkel, (<i>after time</i>)..... | 156. | (Received March 4, 1871.) |

(Too high.)

ROUTE No. 9535.

From Hillsborough to Sabina, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------------|
| Henry C. Wright | \$275. |
| Edward J. Fenner | 250. |
| (<i>After time.</i>) | |
| John Savage | 500. (Received March 24, 1871.) |
| J. R. Walker | 350. (Received March 24, 1871.) |

(Suspended.)

ROUTE No. 9536.

From Pomeroy to Athens, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Isaac J. Carsey | \$400. |
| Thomas A. Beaton | 396. |
| William Brown | 375. |
| David Love | 350. |
| David Blackwood | 293. |
| | 2-3. |

(Suspended.)

ROUTE No. 9537.

From Nelsonville to Hartleyville, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| H. H. Miers | \$156 00. |
| George W. Clark | 130 00. |
| A. L. Horton | 160 00. |
| William G. Snyder | 114 40. |
| J. A. Sterrett, (<i>after time</i>) | 110 00. |

(Not needed.)

ROUTE No. 9538.

From Knoxville to McCoy's Station, 4 miles and back, once a week.

Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|---------------------------|--|
| William D. Stewart | \$250 00. |
| D. A. Baker, jr | 154 00, twice a week. |
| Timothy Douds | 146 50. |
| D. A. Baker, jr | 82 00. |
| James Coyle | 60 00. |
| | 90 00, twice a week. |
| | 115 00, three times a week. |
| J. R. D. Clendening | 40 00. |
| | 80 00, three times a week. <i>Accepted March 30,</i> <i>1871.</i> |
| James Paisley | 30 68. |

Contract made with J. R. D. Clendening, at \$80 per annum, for service three times a week, and dated March 30, 1871.

Leave Knoxville Tuesday, Thursday, and Saturday at 8 a. m.; arrive at McCoy's Station by 9 a. m.

Leave McCoy's Station Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Knoxville by 11 a. m.

ROUTE No. 9539.

From Jeddo to Island Creek, 3 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------|
| William D. Stewart | \$175. |
| Ephraim Lashley | 93, three times a week. |
| James Blackburn | 75, three times a week. |
| D. A. Baker, jr | 74. |
| Ephraim Lashley | 45. |

(Suspended.)

ROUTE No. 9540.

From Scio to Carrollton, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------|
| John Epley..... | \$225. See guarantors. |
| D. A. Baker, jr..... | 176. |
| Jesse Croghan..... | 150. |
| Edwin S. Woodbourne..... | 139. |

(Suspended.)

ROUTE No. 9541.

From Lucasville to Rarden, 17 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| Henry Warner..... | \$200. |

(Suspended.)

ROUTE No. 9542.

From Keystone to Ewington, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|--|
| John Wilcox..... | \$49 99. |
| Abraham Dupre..... | 40 00. <i>Accepted March 30, 1871.</i> |

Contract made with Abraham Dupre, dated March 30, 1871, at \$40 per annum.
Leave Keystone Saturday at 1 p. m.; arrive at Ewington by 3 p. m.
Leave Ewington Saturday at 4 p. m.; arrive at Keystone by 6 p. m.

ROUTE No. 9543.

From Athens to Pratt's Fork, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| David Blackwood..... | \$175. |
| Thomas A. Beaton..... | 168. |
| D. A. Baker, jr..... | 148. |

(Suspended.)

ROUTE No. 9544.

From Athens to New Plymouth, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Robert F. Poland..... | \$416 00. |
| Samuel W. Appleman..... | 311 48. |
| David Blackwood..... | 235 00. |
| Thomas A. Beaton..... | 189 00. |
| D. A. Baker, jr..... | 186 00. |

(Suspended.)

ROUTE No. 9545.

From Little Hockhocking to Cutler, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| D. A. Baker, jr..... | \$164. |
| Robert Hill..... | 100. |
| Thomas S. Godfrey..... | 75. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas S. Godfrey, dated March 30, 1871, at \$75 per annum.
Leave Little Hockhocking Saturday at 8 a. m.; arrive at Cutler by 12 m.
Leave Cutler Saturday at 1 p. m.; arrive at Little Hockhocking by 5 p. m.

ROUTE No. 9546.

From Hillsborough to Washington Court-House, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------|
| James Clark | \$300. |
| John W. Shade | 300. |
| Edward J. Turner | 275. |
| Henry C. Wright | 250. |
| Andrew Peyton, (<i>after time</i>)..... | 260. (Received March 3, 1871.) |

(Suspended.)

ROUTE No. 9547.

From West Unity to South Wright, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| D. A. Baker, jr. | \$163. |
| Daniel C. Hamilton | 150. |

(Wait for offices.)

ROUTE No. 9548.

From Salesville to Whigville, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Stephen Wilson and Isaac C. Phillips..... | \$180. |

(Suspended.)

ROUTE No. 9549.

From Warsaw to Coshocton, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Hiram Wilson | \$200. |
| D. A. Baker, jr. | 144. |

(Suspended.)

ROUTE No. 9550.

From Franklin Furnace to Scioto Furnace, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| John Dawson | \$175. No certificate. <i>Accepted March 30, 1871.</i> |
| W. Lamb, (<i>after time</i>)..... | 300, horseback. (Received March 6, 1871.) |

Contract made with John Dawson, dated March 30, 1871, at \$175 per annum.

Leave Franklin Furnace Saturday at 6 a. m.; arrive at Scioto Furnace by 12 m.

Leave Scioto Furnace Saturday at 1 p. m.; arrive at Franklin Furnace by 7 p. m.

ROUTE No. 9551.

From Sharon to Cambridge, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|-------------------|
| Alfred Smoot..... | \$325, horseback. |
| Lieutenant Wilson and Isaac C. Phillips..... | 325. |
| John R. Stewart..... | 325. |

(Suspended.)

ROUTE No. 9552.

From Omer to Bellevue, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Joseph Williams..... | \$250. |
| D. A. Baker..... | 184. |

(Suspended.)

ROUTE No. 9553.

From Jasper to Locust Grove, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---|
| Arthur Chenoweth..... | \$196. | Schedule revised. |
| Allen Davidson..... | 156. | Schedule revised. <i>Accepted March 30, 1871.</i> |

Contract made with Allen Davidson, dated March 30, 1871, at \$156 per annum.
 Leave Jasper Saturday at 6 a. m.; arrive at Locust Grove by 12 m.
 Leave Locust Grove Saturday at 1 p. m.; arrive at Jasper by 7 p. m.

ROUTE No. 9554.

From New Castle to Gambier, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| Harmon Sepley..... | \$198. | |
| D. A. Baker, jr..... | 173. | |
| Nathaniel B. Mills..... | 125. | <i>Accepted March 30, 1871.</i> |

Contract made with Nathaniel B. Mills, dated March 30, 1871, at \$125 per annum.
 Leave New Castle Saturday at 6 a. m.; arrive at Gambier by 9 a. m.
 Leave Gambier Saturday at 3 p. m.; arrive at New Castle by 6 p. m.

ROUTE No. 9555.

From Clarksfield to Olena, 9 miles and back, once a week.
 Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------------------|---------------------------------|
| D. A. Baker, jr..... | \$270, three times a week. | |
| | 99. | |
| Jesse H. Mead..... | 99. | <i>Accepted March 30, 1871.</i> |

Contract made with Jesse H. Mead, dated March 30, 1871, at \$99 per annum.
 Leave Clarksfield Saturday at 9 a. m.; arrive at Olena by 12 m.
 Leave Olena Saturday at 1 p. m.; arrive at Clarksfield by 4 p. m.

ROUTE No. 9556.

From Mendon to Celina, 13 miles and back, once a week.

| Bidder's name. | Sum per annum. | |
|------------------|----------------|---------------------------------|
| James O'Day..... | \$87. | <i>Accepted March 30, 1871.</i> |

Contract made with James O'Day, dated March 30, 1871, at \$87 per annum.
 Leave Mendon Saturday at 8 a. m.; arrive at Celina by 12 m.
 Leave Celina Saturday at 1 p. m.; arrive at Mendon by 5 p. m.

ROUTE No. 9557.

From Van Wert to Timberville, 20 miles and back, once a week.

| Bidders' names. (After time.) | Sum per annum. | |
|----------------------------------|----------------|---|
| Polk Burbage..... | \$200. | (Received March 8, 1871.) |
| Joseph Pease..... | 155. | (Received March 8, 1871.) <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Pease, dated March 30, 1871, at \$155 per annum.
 Leave Van Wert Saturday at 6 a. m.; arrive at Timberville by 12 m.
 Leave Timberville Saturday at 1 p. m.; arrive at Van Wert by 7 p. m.

ROUTE No. 9558.

From Nonpareil to Coshocton, 24 miles and back, once a week.
 (No bids; no action taken.)

ROUTE No. 9559.

From Trenton to Woodsdale, 13 miles and back, once a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| D. A. Baker, jr..... | \$322 00, twice a week. |
| R. H. McCleave..... | 199 00. Additional trips 10 per cent. less than <i>pro rata.</i> |
| D. A. Baker, jr..... | 166 00. |
| (<i>After time.</i>) | |
| David B. Vanscoyk..... | 704 25. (Received March 15, 1871.) |
| William Kerr..... | 800 00. (Received March 15, 1871.) |

(Not let.)

ROUTE No. 9560.

From Jackson to California, — miles and back, once a week.
Bidders to state distance and proposed schedule.

(No bidders.)

ROUTE No. 9561.

From Geneva to Morgan, 16 miles and back, once a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| D. A. Baker, jr..... | \$548, three times a week. |
| L. D. Webster..... | 400, three times a week. |
| Elbert F. Willey..... | 294, six times a week. <i>Accepted March 30, 1871.</i> |
| D. A. Baker, jr..... | 194. |

Contract made with Elbert F. Willey, dated March 30, 1871, at \$294 per annum, for six times a week service.

Leave Geneva daily, except Sunday, at 1 p. m.; arrive at Morgan by 6 p. m.

Leave Morgan daily, except Sunday, at 7 a. m.; arrive at Geneva by 11 a. m.

ROUTE No. 9562.

From Jacobs (N. O.) to California.

Established by act of Congress approved March 5, 1870. Localities unknown. Bidders to state distance and propose schedule.

(No bids. No action.)

ROUTE No. 9563.

From Marshfield to Lee, 7 miles and back, once a week.

Proposals for two or three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| D. A. Baller, jr..... | \$434, three times a week. |
| David Blackwood..... | 372, three times a week. Express-wagon. |
| D. A. Baller, jr..... | 148. |
| Joseph Oliver..... | 150, six times a week. <i>Accepted March 30, 1871.</i> |
| | 125, three times a week. |
| | 75. |
| | 125, three times a week. |
| | 150, six times a week. |

Contract made with Joseph Oliver, dated March 30, 1871, at \$150 per annum, for six times a week service.

Leave Marshfield daily, except Sunday, at 1.30 p. m.; arrive at Lee by 4.30 p. m.

Leave Lee daily, except Sunday, at 8.30 a. m.; arrive at Marshfield by 11.30 a. m.

ROUTE No. 9564.

From Bowling Green to Woodville, 20 miles and back, three times a week.

Contract ordered with and executed by Daniel Phillips, at \$400 per annum, dated May 5, 1871, for service from April 17, 1871, to June 30, 1872.

Leave Bowling Green Monday, Wednesday, and Friday at 8 a. m.; arrive at Woodville by 4 p. m.

Leave Woodville Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Bowling Green by 4 p. m.

ROUTE No. 9564.

From Hillsborough to Sabina, 23 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|----------------------|---------------------------------------|
| Henry C. Wright..... | \$270. <i>Accepted April 1, 1871.</i> |

Contract made with Henry C. Wright, dated April 1, 1871, at \$270 per annum.

Leave Samantha Wednesday and Saturday at 6 a. m.; arrive at Hillsborough by 7.30 p. m.

Leave Hillsborough Wednesday and Saturday at 7.45 a. m.; arrive at Samantha by 9.15 a. m.

Leave Samantha Wednesday and Saturday at 9.30 a. m.; arrive at Sabina by 2.30 p. m.

Leave Sabina Wednesday and Saturday at 3 p. m.; arrive at Samantha by 8 p. m.

ROUTE No. 9565.

From Weston to McComb, 16 miles and back, once a week.

Contract ordered with and executed by S. D. Stearns, at \$170 per annum, for service from July 1, 1871, to June 30, 1872.

Leave Weston Saturday at 7 a. m.; arrive at McComb by 12 m.

Leave McComb Saturday at 1 p. m.; arrive at Weston by 6 p. m.

KENTUCKY.

ROUTE No. 9796.

From Catlettsburgh to Ceredo, 2½ miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------|----------------|
| John H. Ford..... | \$140. |

(Too high. Not needed.)

ROUTE No. 9797.

From Glasgow to Scottsville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| Thomas Morton..... | \$700. |
| James S. Watson..... | 460 |
| Robert Boyd..... | 270. |
| H. F. Finley and J. T. Freeman .. | 268. |
| Levin Watson..... | 259. <i>Accepted March 30, 1871.</i> |

Contract made with Levin Watson, dated March 30, 1871, at \$259 per annum.

Leave Glasgow Friday at 7 a. m.; arrive at Scottsville by 5 p. m.

Leave Scottsville Saturday at 7 a. m.; arrive at Glasgow by 5 p. m.

ROUTE No. 9798.

From Greenup (court-house) to Haverhill, ¼ mile and back, six times a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Robert Boyd..... | \$319. |
| H. F. Finley and J. T. Freeman .. | 312. |
| H. W. Brainard, (<i>after time</i>)..... | 100. (<i>Received March 23, 1871.</i>) |

Too high. Offered Finley and Freeman \$100. They declined..

May 4, 1871. Contract with H. W. Brainard, at \$100 per annum, from July 1, 1871.

Contract made and executed accordingly.

ROUTE No. 9799.

From Somerset to Crab Orchard, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---|
| Robert Boyd | \$272. | |
| H. F. Finley and J. T. Freeman... | 241. | |
| Daniel J. Owens | 199. | |
| John J. Lasley, (<i>after time</i>)..... | 249. | No guarantor or certificate. Received March 4, 1871. |

(Unnecessary. Suspended.)

ROUTE No. 9800.

From Adams's Mills to Liberty, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---------------------------------|
| William D. Stone..... | \$250. | |
| H. F. Finley and J. T. Freeman .. | 243. | |
| Robert Boyd | 199. | |
| Jonathan Blevins | 199. | <i>Accepted March 30, 1871.</i> |

Contract made with Jonathan Blevins, dated March 30, 1871, at \$199 per annum.
 Leave Adams's Mills Friday at 8 a. m.; arrive at Liberty by 4 p. m.
 Leave Liberty Saturday at 7 a. m.; arrive at Adams's Mills by 4 p. m.

ROUTE No. 9801.

From Lexington to Versailles, 12 miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---|
| Moses N. Hall | | No amount given. 12½ miles. See propo- sition. |
| T. H. Irvine..... | \$275. | |

(Suspended for informality.)

ROUTE No. 9802.

From Beattyville to Campton, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---------------------------------|
| Joel Bowman | \$240. | |
| Robert Boyd..... | 172. | |
| J. M. Sebastian..... | 149. | |
| H. F. Finley and J. T. Freeman... | 118. | <i>Accepted March 30, 1871.</i> |

Contract made with H. F. Finley and J. T. Freeman, dated March 30, 1871, at \$118 per annum.
 Leave Beattyville Tuesday at 6 a. m.; arrive at Campton by 12 m.
 Leave Campton Tuesday at 1 p. m.; arrive at Beattyville by 7 p. m.

ROUTE No. 9803.

From Mount Sherman to Landville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|----------------------------|
| Robert Boyd..... | \$343. | |
| Samuel M. Gibbons | 250. | |
| Jacob Desam, (<i>after time</i>)..... | 450. | (Received March 27, 1871.) |

(No office; suspended.)

ROUTE No. 9804.

From Caseyville to Princeton, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---------------------------------|
| Robert Boyd..... | \$497 00. | |
| Hardin Omer..... | 450 00. | |
| John B. Tyler..... | 344 50. | <i>Accepted March 30, 1871.</i> |
| H. F. Finley and J. T. Freeman.. | 441 00. | |

Contract made with John B. Tyler, dated March 30, 1871, at \$344.50 per annum.
 Leave Caseyville Tuesday at 7 a. m.; arrive at Princeton next day by 12 m.
 Leave Princeton Friday at 1 p. m.; arrive at Caseyville next day by 7 p. m.

ROUTE No. 9805.

From Prestonburgh to Hazard, (court-house,) 60 miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|--|----------------|--|
| James E. Ford..... | \$700 00, | 60 miles. Schedule proposed. |
| John Dils, jr..... | 425 00, | 60 miles. Schedule proposed. |
| William Sizeman..... | 343 00, | 55 miles. Schedule proposed. |
| Josiah H. Combs..... | 341 50, | 55 miles. Schedule proposed. |
| James H. Hundley..... | 324 50, | 60 miles. Schedule proposed. |
| | | <i>Accepted March 30, 1871.</i> |
| Josiah H. Combs, (<i>after time</i>).... | 323 00. | Schedule proposed. (Received March 4, 1871.) |

Contract made with James H. Hundley, dated March 30, 1871, at \$324.50 per annum.
 Leave Prestonburgh Wednesday at 6 a. m.; arrive at Hazard (court-house,) next day by 6 p. m.

Leave Hazard (court-house) Monday at 6 a. m.; arrive at Prestonburgh Tuesday by 6 p. m.

ROUTE No. 9806.

From Harlan (court-house) to Jonesville, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|---------------------------------|
| H. F. Finley and J. T. Freeman... | \$197 00. | |
| Robert Boyd..... | 172 00. | |
| T. S. Ward..... | 142 00. | |
| John Jones..... | 128 50. | |
| John K. Farler and Thomas Farler | 119 75. | |
| Wright Stickley..... | 119 00. | <i>Accepted March 30, 1871.</i> |
| Leonard Farmer, (<i>after time</i>).... | 130 00. | (Received March 10, 1871.) |

Contract made with Wright Stickley, dated March 30, 1871, at \$119 per annum.
 Leave Harlan (court-house) Friday at 8 a. m.; arrive at Jonesville by 6 p. m.
 Leave Jonesville Saturday at 8 a. m.; arrive at Harlan (court-house) by 6 p. m.

ROUTE No. 9807.

From Estill Furnace to Winchester, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---|
| Silas Wolverton..... | \$669, | three times a week. Schedule proposed. See letter. |
| John L. B. Alberti..... | 642. | |
| | 769, | three times a week. |
| H. F. Finley and J. T. Freeman... | 267. | |
| John L. B. Alberti..... | 198. | |

(Not let.)

ROUTE No. 9808.

From Poplar Grove to Sparta, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|--------------------|
| Joseph Conover..... | \$75 00. | |
| William H. Perry..... | 69 00. | |
| Lewis S. Ayres..... | 64 75. | |
| Joel T. Garvey and J. P. Garvey . | 60 00. | |
| Jeremiah Garvey, jr..... | 45 00. | Schedule proposed. |
| Warren Brocke..... | 44 90. | |

(Unnecessary.)

ROUTE No. 9809.

From Grayson to Louisa, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-----------------------------------|
| D. W. Muncy..... | \$364 00. |
| Robert Boyd..... | 293 00. |
| John M. Tyree..... | 290 00. |
| Richard D. Davis..... | 274 50. |
| Fleming P. Wilson..... | 273 00. |
| H. F. Finley and J. T. Freeman.. | 269 00. |
| John T. Montgomery..... | 170 00. |
| Richard P. Hyre, (<i>after time</i>)..... | 197 00. (Received March 2, 1871.) |

(Unnecessary.)

ROUTE No. 9810.

From Hopkinsville to Greenville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| William W. Phipps..... | \$416 00. |
| Robert Boyd..... | 393 00. |
| Finley & Freeman..... | 336 00. |
| E. O. Pace..... | 311 85. <i>Accepted March 30, 1871. Schedule proposed.</i> |

Contract made with E. O. Pace, dated March 30, 1871, at \$310.85 per annum.
 Leave Hopkinsville Wednesday at 7 a. m.; arrive at Greenville by 7 p. m.
 Leave Greenville Tuesday at 7 a. m.; arrive at Hopkinsville by 7 p. m.

ROUTE No. 9811.

From Hillsborough to Bangor, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Robert Boyd..... | \$349. |
| M. A. Weedon..... | 34.5. |
| Finley & Freeman..... | 343. |
| Johnson B. Phelps..... | 300. |
| Bransford McGregor..... | 240. <i>Accepted March 30, 1871.</i> |

Contract made with Bransford McGregor, dated March 30, 1871, at \$240 per annum.
 Leave Hillsborough Monday at 6 a. m.; arrive at Bangor by 8 p. m.
 Leave Bangor Tuesday at 6 a. m.; arrive at Hillsborough by 8 p. m.

ROUTE No. 9812.

From Bush's Store to Flat Lick, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|------------------|
| M. T. Green..... | \$400. |
| W. J. Warren..... | 283. |
| Thomas J. Russell..... | 250. See letter. |
| Harrison Candel..... | 250. |
| Finley & Freeman..... | 218. |
| Robert Boyd..... | 172. |

(Unnecessary.)

ROUTE No. 9813.

From Louisville to Brownsborough, 17 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| Finley & Freeman..... | \$169. <i>Accepted March 30, 1871.</i> |

Contract made with Finley & Freeman, dated March 30, 1871, at \$169 per annum.
 Leave Brownsborough Monday at 6 a. m.; arrive at Louisville by 12 m.
 Leave Louisville Monday at 1 p. m.; arrive at Brownsborough by 7 p. m.
 June 20, 1871. Acceptance of Finley & Freeman rescinded.

ROUTE No. 9814.

From Louisa to Lowville, 58 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| G. C. Ratcliffe | \$795. |
| J. W. Shannon | 649. |
| Samuel Z. Frusher | 589. |
| Finley & Freeman | 573. |
| D. J. Burchell | 540. |
| William Bartram | 475. |
| John Dils, Jr. | 425. |

(Unnecessary.)

ROUTE No. 9815.

From Vanceburgh to Grayson, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Robert Boyd | \$493 00. |
| Finley & Freeman | 441 00. |
| Thomas J. Webster | 425 00. |
| Richard D. Davis | 389 50. |
| Fleming P. Wilson | 382 00. |

(Unnecessary.)

ROUTE No. 9816.

From Winchester to Indian Old Fields, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Robert Boyd | \$142. |
| Finley & Freeman | 117. |
| J. L. B. Alberti | 92. |

(Not let.)

ROUTE No. 9817.

From Paintville to Blaine, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------------------|
| Robert Boyd | \$272. |
| Finley & Freeman | 248. |
| Abraham Shepherd | 200. |
| A. M. Holbrook | 199. |
| Thomas Osburn | 185. |
| Oliver Baley | 144. No guarantor or certificate. |

(Suspended for offices.)

ROUTE No. 9818.

From Madisonville to Garnetsville, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------------|
| Finley & Freeman | \$273. |
| Robert Boyd | 272. |
| <i>(After time.)</i> | |
| R. J. McCully | 395. (Received March 10, 1871.) |
| Thomas E. Young | 345. (Received March 7, 1871.) |

(Unnecessary.)

ROUTE No. 9819.

From Hartford to Madisonville, 43 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| James J. Johnson | \$689. |
| Squire Manzy | 585. |
| Finley & Freeman | 441. Accepted March 30, 1871. |

Contract made with Finley & Freeman, dated March 30, 1871, at \$441 per annum. June 1, 1871. Curtail service, to begin at Point Pleasant, decreasing distance 6 miles, and pay of contractors \$143.80 per annum, being *pro rata*, from July 1, 1871. July 8, 1871. Rescind acceptance and annul contract from July 1, 1871.

ROUTE No. 9820.

From Augusta to Germantown, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Robert Boyd..... | \$143. |
| William C. Miller..... | 100. <i>Accepted March 30, 1871.</i> |

Contract made with William C. Miller, dated March 30, 1871, at \$100 per annum.
 Leave Germantown Saturday at 7 a. m.; arrive at Augusta by 12 m.
 Leave Augusta Saturday at 1 p. m.; arrive at Germantown by 6 p. m.

ROUTE No. 9821.

From Winchester to Fitchburgh, 31 miles and back, once a week

| Bidders' names. | Sum per annum. |
|--|--|
| Benjamin Hall..... | \$500. |
| Robert Boyd..... | 293. |
| Finley & Freeman..... | 291. |
| J. L. B. Alberti..... | 223. <i>Accepted March 30, 1871.</i> |
| Willday E. McKinney, (<i>after time</i>) | 499. (<i>Received March 13, 1871.</i>) |

Contract made with J. L. B. Alberti, dated March 30, 1871, at \$223 per annum.
 Leave Winchester Friday at 7 a. m.; arrive at Fitchburgh by 6 p. m.
 Leave Fitchburgh Saturday at 7 a. m.; arrive at Winchester by 6 p. m.

ROUTE No. 9822.

From Paducah to Cairo, 52 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---------------------------|
| Phipps & Eggnor..... | \$3,744. |
| Lovelace & Jones..... | 3,498. |
| Robert Boyd..... | 3,493. |
| J. C. Willis..... | 3,000. See marginal note. |

(Suspended; unnecessary.)

TENNESSEE.

ROUTE No. 10223.

From Whiteville to Stanton Depot, 20 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---|--|
| Josiah Franklin, (<i>after time</i>)..... | \$400. (<i>Received March 16, 1871.</i>) |

ROUTE No. 10224.

From Mossy Creek to Mount Horeb, 4½ miles and back. To run in due connection with arrivals and departures of mails by railroad at Mossy Creek.

| Bidders' names. | Sum per annum. |
|----------------------|----------------------------|
| J. W. Bettis..... | \$112, three times a week. |
| James Williford..... | 100. |

(Too high; not needed.)

ROUTE No. 10225.

From Wolf Creek to Warm Springs, 9 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|--|
| Thomas N. Good..... | \$345, six times a week. 245, three times a week. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas N. Good, dated March 30, 1871, at \$245 per annum, for three times a week service.

Leave River Side Tuesday, Thursday, and Saturday at 9 a. m.; arrive at Warm Springs by 12 m.

Leave Warm Springs Tuesday, Thursday, and Saturday at 1 p. m.; arrive at River Side (late Wolf Creek) by 5 p. m.

ROUTE No. 10226.

From Dandridge to Nebraska, 11½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Mark L. Pickens..... | \$177 87. |
| G. W. Hottisinger..... | 100 00. <i>Accepted March 30, 1871.</i> |

Contract made with G. W. Hottisinger, dated March 30, 1871, at \$100 per annum.

Leave Dandridge Saturday at 8 a. m.; arrive at Nebraska by 12 m.

Leave Nebraska Saturday at 1 p. m.; arrive at Dandridge by 5 p. m.

ROUTE No. 10227.

From Clinton to Wallace's Cross-Roads, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Mark L. Pickens..... | \$177. |
| William McCoy..... | 120. |
| Robert Boyd..... | 119. Offered \$100 per annum. Declined. |

Same offer made to William McCoy, who accepts. Contract made with William McCoy, dated April 20, 1871, at \$100 per annum, from July 1, 1871.

Leave Clinton Saturday at 7 a. m.; arrive at Wallace's Cross-Roads by 12 m.

Leave Wallace's Cross-Roads Saturday at 1 p. m.; arrive at Clinton by 5 p. m.

ROUTE No. 10228.

From Kingston to Robertsville, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|------------------------------|
| Robert Boyd..... | \$233. |
| Rufus Cox..... | 250. |
| Simon Hassler, (<i>after time</i>)..... | 225. Received March 3, 1871. |

(Unnecessary.)

ROUTE No. 10229.

From Cooksville to Tompkinsville, 47 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Walter M. Clark, sr..... | \$800. See guarantee. |
| W. G. Cox..... | 520. |
| M. N. Price..... | 474. <i>Accepted March 30, 1871.</i> |
| William Murray..... | 375. No guarantor or certificate. |

Contract made with M. N. Price, dated March 30, 1871, at \$474 per annum.

Leave Cooksville Monday at 7 a. m.; arrive at Tompkinsville next day by 12 m.

Leave Tompkinsville Tuesday at 1 p. m.; arrive at Cooksville next day by 7 p. m.

May 20, 1871. Curtail service to end at Gainesborough, Tennessee, decreasing distance 27 miles, and pay of contractor \$272.30 per annum, being *pro rata*, from July 1, 1871.

ROUTE No. 10230.

From Surgoinsville to Spear's, Virginia, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Robert Boyd..... | \$272. |
| John S. Henderson..... | 250. |
| John L. Wallace..... | 195. |

(N. O. Suspended.)

ROUTE No. 10231.

From Athens to Coker Creek, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|------------------------------|
| W. C. Owen | \$440 00. | Omit Tellico Plains. |
| James J. Elliott | 298 50. | Omit Tellico Plains. |
| E. Carimo | 259 00. | No guarantor or certificate. |
| B. E. Case | 207 00. | |

(Unnecessary.)

ROUTE No. 10232.

From Ward's Iron Works to Hilton, North Carolina, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| John Stuffestreet | \$199 00. |
| George C. Gilbert | 198 50. |

(Wait for offices.)

ROUTE No. 10233.

From Surgoinsville to Pattousville, Virginia, 23 miles and back, once a week.]

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Robert Boyd | \$292. |
| John S. Henderson | 270. |
| John L. Wallace | 190. |

(Not needed.)

ROUTE No. 10234.

From Suedsville to Pattonsville, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James A. Kerd | \$400. |
| Robert Royd | 293. |
| Arthur L. Maness | 225. |
| John L. Wallace | 195. |

(Not needed.)

ROUTE No. 10235.

From Dyersburgh to Hickman, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|---------------------------|
| J. W. Farkington | \$975. | |
| J. H. Pollock | 970. | |
| John V. Moultrie | 849. | |
| Robert Boyd | 592. | |
| Mark L. Pickens | 571. | |
| (After time.) | | |
| James H. Pollock | 800. | (Received March 6, 1871.) |
| J. E. Brown | 600. | |

(Wait for offices.)

ROUTE No. 10236.

From Rock Island to Cookville, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--------------------------|
| B. F. Bridgman | \$413 76. | |
| M. A. Price | 370 00. | Accepted March 30, 1871. |

Contract made with M. A. Price, dated March 30, 1871, at \$370 per annum
 Leave Rock Island Friday at 7 a. m.; arrive at Cookville by 8 p. m.
 Leave Cookville Saturday at 7 a. m.; arrive at Rock Island by 8 p. m.

ROUTE No. 10237.

From Double Springs to Netherland, 18 miles and back, once a week.

| Bidder's name. | Sum per annum. | |
|--------------------------------|----------------|---|
| N. B. Hark, (after time) | \$100. | No guarantor or certificate. (Received March 25, 1871.) |

ROUTE No. 10238.

From Brownsville to Double Bridges, 35 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Robert Royd | \$890. |
| John L. Sherman | 800. |
| Lovelace & Jones | 750. |
| John L. Wallace | 500. <i>Accepted March 30, 1871.</i> |
| Addison W. Thompson, (<i>after time</i>) | 995. (<i>Received March 25, 1871.</i>) |

Contract made with John L. Wallace, dated March 30, 1871, at \$500 per annum.

Leave Brownsville Tuesday and Thursday at 6 a. m.; arrive at Double Bridges by 6 p. m.

Leave Double Bridges Monday and Wednesday at 6 a. m.; arrive at Brownsville by 6 p. m.

ROUTE No. 10239.

From Jackson to Chalk Bluff, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Goodell & Mason | \$1,000. |
| Samuel L. Norwood | 1,000. |

(Not needed. Too high.)

ROUTE No. 10240.

From Dover to La Fayette, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| Joseph Barks | \$225. |
| S. F. Johnson, (<i>after time</i>) | 190. (<i>Received March 7, 1871.</i>) |

(Not needed.)

ROUTE No. 10241.

From Jackson to Denmark, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Samuel L. Norwood | \$500. |
| Goodell & Mason | 350. |
| H. H. McBride | 295. |
| John G. Brown | 290. <i>Accepted March 30, 1871.</i> |

Contract made with John G. Brown, dated March 30, 1871, at \$290 per annum.

Leave Jackson Wednesday and Saturday at 8 a. m.; arrive at Denmark by 11.30 a. m.

Leave Denmark Wednesday and Saturday at 12 m.; arrive at Jackson by 4.30 p. m.

ROUTE No. 10242.

From Sharp's Chapel to Head of Barren, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| William K. Rector | \$98 00. |
| Isaac C. Dyer | 73 40. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac C. Dyer, dated March 30, 1871, at \$73.40 per annum.

Leave Sharp's Chapel Friday at 6 a. m.; arrive at Head of Barren by 12 m.

Leave Head of Barren at 2 p. m.; arrive at Sharp's Chapel by 8 p. m.

January 31, 1872. Discontinue service, annual contract, and allow one month's extra pay for February 5, 1872.

MISSOURI.

ROUTE No. 10344.

From Salisbury to Glasgow, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-------------------------------|
| Auderson Arnot..... | \$230. |
| | 415, three times a week. |
| | 596, six times a week. |
| R. H. T. Gatewood..... | 227. |
| H. M. Vaile..... | 160. |
| Merriweather T. Green..... | 150. Accepted March 30, 1871. |

Contract made with Merriweather T. Green, dated March 30, 1871, at \$150 per annum. Leave Salisbury Saturday at 7 a. m.; arrive at Glasgow by 12 m. Leave Glasgow Saturday at 1 p. m.; arrive at Salisbury by 7 p. m. June 15, 1871. Increase service to six times a week and allow contractor \$750 additional per annum, being *pro rata*, from July 1, 1871.

ROUTE No. 10845.

From Pierce City to Neosho, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|-----------------------|
| Reuben Middleton..... | \$1,200. |
| C. M. Lockwood..... | 940. See certificate. |
| J. E. Barrow..... | 900. |
| William T. Orr..... | 451. |
| William L. Gatewood..... | 443. |
| R. H. T. Gatewood..... | 437. |
| Merriweather T. Green..... | 400. |
| Lebbens Zevely..... | 400. |
| Lewis Stephens..... | 394. |
| Jacob Stewart..... | 390. |
| James A. McCulloh..... | 375. |
| H. M. Vaile..... | 340. |
| John E. Phelps..... | 300. |

(Rest.)

ROUTE No. 10843.

From Memphis to Mount Sterling, 20 miles and back, once a week. Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| R. H. T. Gatewood..... | \$247. Distance 20 miles. |
| John E. Kemp..... | 243. Distance 20 miles. Schedule proposed. Accepted March 30, 1871. |

(After time.)

| | |
|----------------------|---|
| James D. Irish..... | \$179 90. Distance stated; schedule proposed. (Received March 7, 1871.) |
| George W. Stine..... | 334 00. Distance stated; schedule proposed. (Received March 18, 1871.) |

Contract made with John E. Kemp, dated March 30, 1871, at \$243 per annum. Leave Memphis Tuesday at 6 a. m.; arrive at Mount Sterling by 12 m. Leave Mount Sterling Tuesday at 1 p. m.; arrive at Memphis by 7 p. m.

ROUTE No. 10847.

From Neosho to Sherman, 340 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------|
| Anderson Arnot..... | \$37,000. |
| L. Zevely and Peter Nieson..... | 34,500. |
| William F. Orr..... | 32,500. |
| Alexander Porter..... | 31,010. |
| C. M. Lockwood..... | 14,410. See certificate. |
| J. H. Reeder..... | 12,000. |
| R. H. T. Gatewood..... | 11,900. |
| Samuel F. Scott..... | 10,000. |
| A. C. Haskell and J. C. Cheney..... | 9,250. |
| F. P. Sawyer..... | 9,090. See certificate. |
| H. M. Vaile..... | 8,500. |
| Reuben Middleton..... | 8,200. |
| J. E. Barrow..... | 7,000. |
| Ulysses E. Fisher..... | 6,800. |

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Wilson & Moffatt | \$6,500. |
| H. F. Morrill | 6,100. |
| | 5,787, six times a week, between Neosho and Albertis. |
| Silas P. Wheeler | 5,600. |
| Blair & Annable | 5,670. |
| Virgil W. Parker | 5,100. |
| Henry Kennedy | 4,915, (i writing.) |
| | 4,950, (in figures.) |
| C. W. Bangs | 4,850. |
| Delos T. Parker | 4,444. |
| J. C. Trewitt | 4,000. |
| James W. Parker | 3,750. |
| Charles H. West | 3,400. |
| Henry Tisdale | 3,375. |
| W. W. Finney | 3,000. |
| William P. Ayers | 2,750. |
| William Wood | 900. |

(Suspended.)

ROUTE No. 10848

From Neosho to Seneca, 17 miles and back, once a week.

| Bidders' names. | Sum per annum |
|-----------------------------|------------------|
| Anderson Arnot | \$996. |
| R. H. T. Gatewood | 227. |
| Lebbeas Zevely | 224. |
| Merriweather T. Green | 200. |
| James A. McCulloh | 190. |
| H. M. Vaile | 190. |
| Lewis Stephens | 144. Withdrawn |
| John E. Phelps | 108. Written. |
| | 180. In figures. |

(Not let; covered.)

ROUTE No. 10849.

From Carthage to Galesburgh, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|--|
| R. H. T. Gatewood | \$223. |
| Francis Walker | 208. |
| H. M. Vaile | 160. |
| Merriweather T. Green | 150. |
| James A. McCulloh | 148. |
| Lewis Stephens | 144. Withdrawn. See No. 10848. |
| Charles R. Ellis, (after time) | 300. No certificate. (Received March 6, 1871.) |

(Suspend.)

ROUTE No. 10850.

From Carthage to Keetsville, (Washburn,) 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--|
| William F. Orr | \$1,251. |
| Anderson Arnot | 996. |
| Reuben Middleton | 900. |
| Jacob Stewart | 858. Distance 55 miles; 3 days for round trip. |
| J. E. Barrow | 800. |
| William L. Gatewood | 593. |
| James A. McCulloh | 548. |
| John E. Phelps | 500. |
| Merriweather T. Green | 500. |
| Libbens Zevely | 498. |
| H. M. Vaile | 450. |
| A. J. Stewart | 336. |
| Lewis Stephens | 394. Withdrawn. See No. 10849. |

(Not needed; suspend.)

ROUTE No. 10851.

From Clinton to Quincy, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|-----------------------------------|
| William F. Orr | \$750 00. |
| Lebbeus Zevely | 648 00. |
| H. M. Vaile | 450 00. |
| William L. Gatewood | 447 00. |
| A. L. Davidson | 429 50. |
| John E. Phelps | 420 00. |
| Merriweather T. Green | 400 00. |
| Belcher & Cruce | 384 00. |
| E. S. Means | 332 80. No certificate. |
| (After time.) | |
| Cassius Conley | 507 00. (Received March 7, 1871.) |
| W. T. Howard | 324 00. (Received March 7, 1871.) |
| Gideon Sumners | 239 00. (Received March 7, 1871.) |
| (Not needed.) | |

ROUTE No. 10852.

From Houston to Montank, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|-----------------------------------|
| W. R. Love and W. T. Stepp | \$449 00. |
| Givins & Mitchell | 416 00. |
| Samel Morrison | 365 00. |
| Lebbeus Zevely | 348 00. |
| Keese & Leslie | 250 00. |
| William L. Gatewood | 249 00. |
| Jeremiah White | 217 40. |
| James Hamilton | 200 00. |
| John N. Angee | 190 00. |
| James J. Davis | 185 00. Accepted March 30, 1871. |
| Lewis Stephens | 144 00. Withdrawn. See No. 10848. |

Contract made with James J. Davis, dated March 30, 1871, at \$185 per annum.
 Leave Houston Wednesday at 6 a. m.; arrive at Montank by 12 m.
 Leave Montank Wednesday at 12.30 p. m.; arrive at Houston by 8 p. m.

ROUTE No. 10853.

From Iron Mountain to Salem, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------|
| William F. Orr | \$800. |
| Joshua N. Foster | 800. |
| William P. Williams | 799. |
| Lebbeus Zevely | 790. |
| Elias Dohrey | 750. |
| Minor Elayer | 740. |
| Love & Stepp | 736. |
| Grant A. Kenamore | 675. |
| William L. Gatewood | 673. |
| R. H. T. Gatewood | 647. |
| John M. Fargo | 580. Accepted March 30, 1871. |

Contract made with John M. Fargo, dated March 30, 1871, at \$580 per annum.
 Leave Iron Mountain Thursday at 6 a. m.; arrive at Salem next day by 12 m.
 Leave Salem Friday at 1 p. m.; arrive at Iron Mountain next day by 7 p. m.

ROUTE No. 10854.

From Lebanon to Lewisburgh, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Lebbeus Zevely | \$480. |
| L. W. Adams | 425. |
| Lewis Stephens | 399. |

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| William L. Gatewood | \$373. |
| W. F. Orr | 351. |
| Kesco & Leslie | 350. |
| John E. Phelps | 315. |
| William F. Gray | 275. |
| A. J. Stewart | 224. |

(Not needed.)

ROUTE No. 10855.

From Washburn to Rocky Comfort, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------|
| Lebbens Zevely | \$248. |
| R. H. T. Gatewood | 227. |
| H. M. Vaile | 175. |
| James McCulloh | 175. |
| Lewis Stephens | 144. Withdrawn. See No. 10848. |
| A. J. Stewart | 112. Accepted March 30, 1871. |
| John E. Phelps | 175. |

Contract made with A. J. Stewart, dated March 30, 1871, at \$112 per annum.
 Leave Washburn Saturday at 6 a. m.; arrive at Rocky Comfort by 12 m.
 Leave Rocky Comfort Saturday at 1 p. m.; arrive at Washburn by 7 p. m.

ROUTE No. 10856.

From Wintersville to Middleburgh, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--------------------------------|
| R. H. T. Gatewood | \$217. |
| John E. Kemp | 196. |
| Merriweather T. Green | 170. |
| R. B. Boudurant | 148. |
| C. H. Cornwell | 130. |
| Stephen Gupton | 100. Accepted March 30, 1871. |
| John E. Stanturf, (after time) | 125. (Received March 6, 1871.) |

Contract made with Stephen Gupton, dated March 30, 1871, at \$100 per annum.
 Leave Wintersville Saturday at 6 a. m.; arrive at Middleburgh by 12 m.
 Leave Middleburgh Saturday at 1 p. m.; arrive at Wintersville by 7 p. m.

ROUTE No. 10857.

From Papinsville to Osaga, Kansas, — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| George H. Alvord | \$900. Distance 35 miles; schedule proposed. |
| William L. Gatewood | 673. Distance 60 miles; schedule proposed. |
| C. K. and Theodore Wilson | 625. Distance 30 miles; schedule proposed. |
| Merriweather T. Green | 600. Distance 51 miles; schedule proposed. |
| Andrew C. Hogan | 300. Distance 35 miles; schedule proposed. |

(Not needed.)

ROUTE No. 10858.

From Osceola to Pleasonton, 60 miles and back, once a week. Bidders to state distance, and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| William F. Orr | \$1,651. |
| C. K. and Theodore Wilson | 1,250. Distance 65 miles; schedule proposed. |
| Belcher & Cruce | 1,200. Distance 60 miles; schedule proposed. |
| H. M. Vaile | 690. Accepted March 30, 1871. |

Contract made with H. M. Vaile, dated March 30, 1871, at \$690 per annum.
 Leave Osceola Tuesday at 6 a. m.; arrive at Pleasonton next day by 6 p. m.
 Leave Pleasonton Thursday at 6 a. m.; arrive at Osceola next day by 6 p. m.

ROUTE No. 10859.

Twenty miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|--|
| Albert P. Cheney | \$440. | |
| Alfred Hickman | 400. | Schedule proposed. Horseback. |
| William J. Prater | 375. | Begin at Cainsville to Gallatin; sched- ule proposed. |
| R. H. T. Gatewood | 373. | |
| Alfred Hickman | 360. | Schedule proposed. |
| Thomas W. Glaze | 348. | |
| John E. Kemp | 280. | |
| M. T. Green | 250. | |
| Samuel A. Clayton | 249. | |
| Oxley Johnson | 240. | Schedule proposed. |
| Ira W. P. Vaile | 219. | |
| S. M. Keese and C. L. Leslie | 210. | |
| Daugherty & Nelson | 208. | |
| W. J. Prater | 200. | Schedule proposed. Begin at Cainsville. |
| Henry Kennedy | 195. | |
| Joseph Roberts | 190. | |
| (Not needed.) | | |

ROUTE No. 10860.

From Billings to Washburn, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Lebbeus Zevely | \$124. |
| Lewis Stephens | 300. |
| R. H. T. Gatewood | 357. |
| H. M. Vaile | 300. |
| John E. Phelps | 260. |
| Levier Frost | 220. |
| (Not needed.) | |

ROUTE No. 10861.

From Butler to Little Osage, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|----------------------------|
| George H. Alford | \$700. | |
| Belcher & Cruce | 574. | |
| R. H. T. Gatewood | 353. | |
| William F. Orr | 300. | |
| Lebbeus Zevely | 280. | |
| H. M. Vaile | 270. | |
| M. T. Green | 250. | |
| William Campo | 200. | Accepted March 30, 1871. |
| George W. Neat, (after time) | 400. | (Received March 23, 1871.) |

(Contract made with William Campo, dated March 30, 1871, at \$200 per annum.

Leave Butler Friday at 7 a. m.; arrive at Little Osage by 5 p. m.

Leave Little Osage Saturday at 7 a. m.; arrive at Butler by 5 p. m.

ROUTE No. 10862.

From Cameron to Gentryville, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|----------------------------|
| Anderson Arnot | \$396. | |
| William F. Searcy | 500. | |
| John E. Kemp | 493. | |
| James A. Griffith | 439. | |
| M. T. Green | 400. | |
| William L. Gatewood | 300. | Accepted March 30, 1871. |
| Joseph M. Handy, (after time) | 700. | (Received March 20, 1871.) |

(Contract made with William L. Gatewood, dated March 30, 1871, at \$300 per annum.

Leave Cameron Friday at 7 a. m.; arrive at Gentryville by 8 p. m.

Leave Gentryville Saturday at 7 a. m.; arrive at Cameron by 8 p. m.

ROUTE No. 10863.

From Carthage to Girard, Kansas, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| Reuben Middleton..... | \$1,200. |
| C. M. Lockwood..... | 1,140. |
| J. E. Barrow..... | 825. |
| Belcher & Cruce..... | 675. |
| Jacob Stewart..... | 624. |
| William F. Orr..... | 551. |
| Virgil W. Parker..... | 500. |
| James A. McCulloh..... | 499. |
| William L. Gatewood..... | 493. |
| H. M. Vaile..... | 490. |
| Henry Tisdale..... | 475. |
| Lebbeus Zeverly..... | 440. |
| John E. Phelps..... | 400. |
| M. T. Green..... | 400. |
| James W. Parker..... | 397. Duplicate. |
| Lewis Stephens..... | 394. |
| Delos T. Parker..... | 325. |
| C. W. Bangs..... | 297. |
| James Eneger..... | 224. <i>Accepted March 30, 1871.</i> |

Contract made with James Eneger, dated March 30, 1871, at \$224 per annum.

Leave Carthage Friday at 6 a. m.; arrive at Girard by 8 p. m.

Leave Girard Saturday at 6 a. m.; arrive at Carthage by 8 p. m.

ROUTE No. 10864.

From Vera Cruz to West Plain, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------|
| Hynes & Collins..... | \$550. Distance 50 miles. |
| Lewis Stephens..... | 394. |
| Lebbeus Zeverly..... | 390. |
| John E. Phelps..... | 380. Distance 40 miles. |
| R. H. T. Gatewood..... | 373. |
| Keese & Leslie..... | 300. |

(Not needed.)

ROUTE No. 10865.

From Victoria to Rush Tower, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------|
| Armstrong O'Hara..... | \$300. |
| Anderson Arnot..... | 196. |
| R. H. T. Gatewood..... | 227. |
| Andrew J. Miller..... | 150. Horseback. |

(Not let.)

ROUTE No. 10866.

From Long Lane to Hartville, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-----------------------------|
| William F. Orr..... | \$751. |
| John L. Sturtevant..... | 600, once a week. Informal. |
| William L. Gatewood..... | 543. |
| Lebbeus Zevely..... | 540. |
| C. B. Henslee..... | 498. No certificate. |
| John E. Phelps..... | 475. |
| Keese & Leslie..... | 468. |

(Not needed.)

ROUTE No. 10867.

From Marionville to Ozark, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------|
| Lebbeus Zevely..... | \$448. |
| C. M. Youngblood..... | 400. |
| Lewis Stephens..... | 399. |
| William L. Gatewood..... | 373. |
| Aquila Ward..... | 360. No certificate. |
| William F. Orr..... | 321. |
| Abraham Payne..... | 300. Revised schedule. |
| John E. Phelps..... | 400. |
| Gilbert Marshall..... | 298. |
| Keese & Leslie..... | 250. |
| Sevier Frost..... | 215. Accepted March 30, 1871. |

Contract made with Sevier Frost, dated March 30, 1871, at \$215 per annum.
 Leave Marionville Friday at 7 a. m.; arrive at Ozark by 7 p. m.
 Leave Ozark Saturday at 7 a. m.; arrive at Marionville by 7 p. m.

ROUTE No. 10868.

From Maysville to Bedford, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| William Gatewood..... | \$743. Schedule proposed; distance 70 miles. |
| R. H. T. Gatewood..... | 729. |
| Lewis Stephens..... | 399. Withdrawn. See 10343. |
| M. T. Green..... | 200. Schedule proposed. |

(Not needed.)

ROUTE No. 10869.

From Memphis to Moulton, 37 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| John E. Kemp..... | \$543 00. |
| Hall McCleave..... | 419 00. |
| M. T. Green..... | 400 00. |
| William L. Gatewood..... | 399 00. |
| (After time.) | . |
| James D. Irish..... | 393.12. Distance 42 miles. (Received March 6, 1871.) |
| C. A. Nalley..... | 769.00. (Received March 18, 1871.) |

ROUTE No. 10870.

From Trenton to Conneaut, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| M. T. Green..... | \$400. Schedule proposed; distance 36 miles. |
| William L. Gatewood..... | 397. Schedule proposed; distance 35 miles. |
| S. H. Cornwell..... | 350. Schedule proposed; distance 22 miles. |
| Henry Kennedy..... | 195. Schedule proposed; distance 25 miles. |

(Suspend; doubtful.)

ROUTE No. 10871.

From Trenton to Wintersville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Anderson Arnot..... | \$196. |
| John E. Kemp..... | 347. |
| William L. Gatewood..... | 323. |
| M. T. Green..... | 300. |
| G. A. Barnett..... | 245. |
| C. L. Ralls..... | 235. |
| R. B. Bondurant..... | 225. |
| Henry Kennedy..... | 210. |
| Stephen Gupton..... | 200. |

(Not needed.)

ROUTE No. 10872.

From Saint Louis to Fenton, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| Albert Koebel | \$519. One guarantee. |
| D. W. Brown | 500. |
| Anderson Arnot | 199. <i>Accepted March 30, 1871.</i> |
| Gustav Durge, (<i>after time</i>) | 600. (<i>Received March 24, 1871.</i>) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$199 per annum.
 Leave Saint Louis Saturday at 6 a. m.; arrive at Fenton by 12 m.
 Leave Fenton Saturday at 1 p. m.; arrive at Saint Louis by 7 p. m.

ROUTE No. 10873.

From Seneca to Baxton, once a week.

Bidders to state distances and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Jacob Stewart | \$249 60. Schedule proposed; distance, 16 miles; terminate at Baxter's Springs. |
| William F. Oro | 1, 200 00. Schedule proposed; distance, 73 miles. (Not needed.) |

ROUTE No. 10874.

From Gregory's Landing to Winchester, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Isaac H. Funk | \$156. |
| William Buskirk | 52. |

(Not needed.)

ROUTE No. 10875.

From Hartville to Aurora, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| Anderson Arnot | \$400. |
| William F. Orr | 350. |
| Lebbens Zevely | 324. |
| R. H. T. Gatewood | 217. |
| Keese & Leslie | 200. |
| John E. Phelps | 210. |
| Lewis Stephens | 144. Withdrawn; see 10848. |
| Joseph McClanahan | 99. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph McClanahan, dated March 30, 1871, at \$99 per annum.
 Leave Hartville Saturday at 6 a. m.; arrive at Aurora by 12 m.
 Leave Aurora Saturday at 12.30 p. m.; arrive at Hartville by 8 p. m.

ROUTE No. 10876.

From Houston to Eminence, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Givens & Mitchell | \$584. |
| William L. Gatewood | 573. |
| R. H. T. Gatewood | 557. |
| Barnes & Dickson | 550. |
| Keese & Leslie | 550. |
| James J. Davis | 550. |
| Charles E. Topping | 550. |
| George Campbell | 550. |
| Jeremiah White | 515. |
| Jesse Orchard | 500. |
| John E. Phelps | 500. |
| Anderson Arnot | 1, 000. |

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------|
| A. M. Griffith | \$789 |
| Morrison & Shulock | 750 |
| Lebbeus Zevely | 620 |
| Merriweather T. Green | 600 |
| Lewis Stephens | 499 |
| A. M. Depriest | 465 |
| John N. Angel | 410 |
| William N. Vicks, (after time)... | 449 |

Accepted March 30, 1871.
(Received March 30, 1871.)

Contract made with John N. Angel, dated March 30, 1871, at \$410 per annum.
Leave Houston Tuesday at 6 a. m.; arrive at Eminence next day by 12 m.
Leave Eminence Friday at 1 p. m.; arrive at Houston next day by 6 p. m.

ROUTE No. 10877.

From Edina to Locust Hill, 16 miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| Geo. W. Bourman | \$260. Schedule proposed. |
| R. H. T. Gatewood | 227. |
| William Imbler | 175. Schedule proposed. |
| Jos. L. Satterlee | 175. Schedule proposed. |
| William H. Walker | 156. Schedule proposed. |
| Henry T. Bledsoe | 150. Schedule proposed. |
| James A. Reid | 148. Accepted March 30, 1871. |
| James A. Jackson | 125. Informal. |

Contract made with James A. Reid, dated March 30, 1871, at \$148 per annum.
May 25, 1871. Curtail service to end at Novelty, decreasing distance 4½ miles, and pay of contractor \$41.62 per annum, being *pro rata* from July 1, 1871.
Leave Edina Saturday at 7 a. m.; arrive at Novelty by 10 a. m.
Leave Novelty Saturday at 10.30 a. m.; arrive at Edina by 1.30 p. m.

ROUTE No. 10878.

From Forsyth to Layton's Mills, 14 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-------------------------|----------------|
| James A. McCulloh | \$197. |

(Covered.)

ROUTE No. 10879.

From Forsyth to Little Rock, 215 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|----------------|
| Lebbeus Zevely | \$26,060. |
| J. Reeder | 8,000. |
| W. C. Sickles | 5,400. |
| Wilson & Moffatt | 4,900. |
| Reuben Middleton | 4,900. |
| J. E. Barrow | 4,400. |
| Anderson Arnot | 4,300. |
| W. F. Orr | 4,200. |
| Merriweather T. Green | 4,000. |
| Ulysses E. Fisher | 3,440. |
| J. J. Brown | 3,440. |
| William L. Gatewood | 2,993. |
| William Gallagher | 2,800. |
| Lebbeus Zevely | See above. |
| Keese & Leslie | 2,500. |
| John E. Phelps | 1,995. |
| J. A. Griffith and A. M. Griffith .. | 1,939. |
| C. M. Lockwood | 12,400. |

(Unnecessary.)

ROUTE No. 10880.

From Gallatin to Cainsville, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum |
|-----------------------------|-----------------------------------|
| John R. Adkins | \$1,500. |
| James A. Harrals | 575. |
| Thomas W. Glaze | 548. Schedule proposed, 45 miles. |
| William L. Gatewood | 543. Schedule proposed. |
| William D. Grantham | 499. Schedule proposed. |
| William H. Melton, sr. | 450. Schedule proposed. |
| Levi Johnson | 449. Schedule proposed. |
| Henry Kennedy | 410. Schedule proposed. |
| Alfred Hickman | 400. Schedule proposed. |
| Meriweather T. Green | 398. Schedule proposed. |
| Joseph Lindsley | 360. Schedule proposed. |
| Oxley Johnson | 350. Schedule proposed. |
| Charles A. Denmark | 340. Schedule proposed. |

(Unnecessary.)

ROUTE No. 10681.

From Gallatin to Alta Vista, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| R. H. T. Gatewood | \$217. |
| Meriweather T. Green | 150. |
| William D. Grantham | 124. <i>Accepted March 30, 1871.</i> |

Contract made with William D. Grantham, dated March 30, 1871, at \$124 per annum.
 Leave Gallatin Saturday at 6 a. m.; arrive at Alta Vista by 12 m.
 Leave Alta Vista Saturday at 1 p. m.; arrive at Gallatin by 8 p. m.

ROUTE No. 10682.

From Blue Eye, Missouri, to Weberville, Arkansas.

| Bidders' names. | Sum per annum. |
|-------------------------------------|--|
| Lebbeus Zevely | \$524. |
| John E. Phelps | 400. |
| William F. Orr | 400. |
| William L. Gatewood | 393. |
| Lewis Stephens | 390. |
| James A. McCulloh | 350. <i>Accepted March 30, 1871.</i> |
| William K. Sartain, (after time) .. | 350. No certificate; horseback. (Received March 22, 1871.) |

Contract made with James A. McCulloh, dated March 30, 1871, at \$350 per annum.
 May 31, 1871. Curtail service to end at Berryville, decreasing distance 15 miles and
 pay of contractor \$175 per annum, *pro rata*, from July 1, 1871.
 Leave Blue Eye Friday at 7 a. m.; arrive at Berryville by 12 m.
 Leave Berryville Friday at 2 p. m.; arrive at Blue Eye by 7 p. m.

ROUTE No. 10683.

From Cartago to Neosho, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Reuben Middleton | \$900. |
| C. M. Lockwood | 640. |
| J. E. Barrow | 600. |
| Belcher & Cruce | 525. |
| Lewis Stephens | 399. |
| R. H. T. Gatewood | 377. |
| Virgil W. Parker | 375. |
| Jacob Stewart | 343. |
| Lebbeus Zevely | 324. |
| H. M. Vaile | 300. |
| Meriweather T. Green | 250. |
| James W. Parker | 249. |
| | 249. |
| James A. McCulloh | 248. |
| John E. Phelps | 240. |
| C. W. Bangs | 230. |
| Delos F. Parker | 200. |
| William F. Orr | 200. |
| Henry Tisdale | 197. |

(Covered; omit.)

ROUTE No. 10884.

From Milan to Owasco, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------------|
| R. H. T. Gatewood | \$197. |
| James W. Cooper | 94. |
| Milton Teas | 87. |
| Joseph H. Landrus | 85. |
| Michael Beck | 64. |
| Leonard J. Pierce | 63. |
| John J. Dillinger | 60. |
| Griffin P. Taylor | 55. |
| Alfred Cleeton | 50. <i>Accepted March 30, 1871.</i> |

Contract made with Alfred Cleeton, dated March 30, 1871, at \$50 per annum.
 Leave Owasco Saturday at 7 a. m.; arrive at Milan by 11 a. m.
 Leave Milan Saturday at 12 m.; arrive at Owasco by 4 p. m.

ROUTE No. 10885.

From Montgomery to Clarksville, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Anderson Arnot | \$1, 100. |
| John E. Kemp | 769. |
| M. T. Green | 609. |
| William L. Gatewood | 493. |
| (Not needed.) | |

ROUTE No. 10886.

From Montauk to Licking, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Love & Stepp | \$349. |
| Samuel Morrison | 275. |
| R. H. T. Gatewood | 199. |
| Lebbeus Zevely | 148. |
| D. E. Etherton | 109. |
| (Not needed.) | |

ROUTE No. 10887.

From Marshfield to Hartville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Virgil W. Parker | \$500. |
| James W. Parker | 397. Duplicate. |
| Lewis Stephens | 394. |
| R. H. T. Gatewood | 377. |
| John E. Kemp | 365. |
| William F. Orr | 335. |
| Lebbeus Zevely | 320. |
| Keesee & Lealie | 300. |
| | 500, semi-weekly. |
| | 600, tri-weekly. |
| James A. McCulloh | 297. |
| C. W. Bangs | 296. |
| Delos T. Parker | 240. |
| Henry Tisdale | 225. |
| John E. Phelps | 225. |
| John M. Fargo | 175. <i>Accepted March 30, 1871.</i> |

Contract made with John M. Fargo, dated March 30, 1871, at \$175 per annum.
 April 8, 1871. Increase service to three times a week, and allow contractor \$350 per annum additional pay from July 1, 1871.
 Leave Marshfield Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Hartville by 7 p. m.
 Leave Hartville Monday, Wednesday, and Friday at 7 a. m.; arrive at Marshfield by 7 p. m.

ROUTE No. 10888.

From Princeton to Pleasanton, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| Thomas D. Bradfield..... | \$312. |
| Squire Stanley..... | 275. |
| Hall McCleave..... | 230. |
| John E. Kemp..... | 223. |
| R. H. T. Gatewood..... | 217. |
| M. T. Green..... | 200. |
| Thomas C. Laurason..... | 200. |
| F. M. Walker and Jas. McKinney.. | 175. <i>Accepted March 30, 1871.</i> |

Contract made with F. M. Walker and James McKinney, dated March 30, 1871, at \$175 per annum.

Leave Pleasanton Friday at 6 a. m.; arrive at Princeton by 12 m.

Leave Princeton Friday at 1 p. m.; arrive at Pleasanton by 7 p. m.

ROUTE No. 10889.

From Princeton to Half Rock, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Squire Stanley..... | \$275. |
| R. H. T. Gatewood..... | 214. |
| Thomas E. Laurason..... | 175. |
| John E. Kemp..... | 193. |
| M. T. Green..... | 150. <i>Accepted March 30, 1871.</i> |

Contract made with M. T. Green, dated March 30, 1871, at \$150 per annum.

Leave Half Rock Saturday at 7 a. m.; arrive at Princeton by 12 m.

Leave Princeton Saturday at 1 p. m.; arrive at Half Rock by 6 p. m.

ROUTE No. 10890.

From Sabine to Butler, once a week. Bidders to state distance and propose schedule of departures and arrivals.

No bidders.

ROUTE No. 10891.

From Pleasant Hill to Peculiar, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Anderson Arnot..... | \$260. |
| William F. Orr..... | 251. |
| Libbens Zevely..... | 224. |
| R. H. T. Gatewood..... | 209. |
| H. M. Vail..... | 190. |
| M. T. Green..... | 150. <i>Accepted March 30, 1871.</i> |

Contract made with M. T. Green, dated March 30, 1871, at \$150 per annum.

Leave Pleasant Hill Saturday at 7 a. m.; arrive at Peculiar by 12 m.

Leave Peculiar Saturday at 1 p. m.; arrive at Pleasant Hill by 6 p. m.

ROUTE No. 10892.

From Pierce City to Washburn, 26 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|---------------------------------|--|
| Reuben Middleton..... | \$600. |
| Void. J. E. Benten Middleton... | |
| J. E. Barrow..... | 500. |
| H. M. Vail..... | 340. |
| Lewis Stephens..... | 394. |
| M. D. Smith..... | 360. |
| M. T. Green..... | 300. |
| John E. Phelps..... | 250. |
| A. J. Stewart..... | 216. <i>Accepted March 30, 1871. Recalled.</i> |
| William F. Orr..... | 451. |
| R. H. T. Gatewood..... | 377. |
| Lebbins Zevely..... | 324. |

Contract made with A. J. Stewart, dated March 30, 1871, at \$216 per annum.
 Leave Pierce City Friday at 7 a. m.; arrive at Washburn by 6 p. m.
 Leave Washburn Saturday at 7 a. m.; arrive at Pierce City by 6 p. m.
 May 27, 1871. Rescind acceptance of A. J. Stewart.
 November 17, 1871. Contracts were recalled.

ROUTE No. 10893.

From Nevada City to Crawford, Kansas, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| James E. Edger..... | \$1,295. |
| William F. Orr..... | 600. |
| William Gallagher and John Mc- Donald..... | 500. |
| William L. Gatewood..... | 473. |
| M. T. Green..... | 400. |
| H. M. Vail..... | 440. |
| L. Zevely..... | 420. |
| James A. McCulloh..... | 300. |

(Unnecessary.)

ROUTE No. 10894.

From Nevada City to Girard, Kansas, 36 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|---------------------------------|----------------|
| C. W. Lockwood..... | \$1,240. |
| James E. Edger..... | 1,195. |
| Belcher & Cruce..... | 650. |
| William T. Orr..... | 600. |
| W. Gallagher & J. McDonald..... | 450. |
| William L. Gatewood..... | 443. |
| Lebbens Zevely..... | 420. |
| M. T. Green..... | 400. |
| D. W. Arnold..... | 345. |
| H. M. Vail..... | 380. |

Accepted March 30, 1871. Contract annulled.

ROUTE No. 10895.

From Harrisonville to Clinton, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| William Schirkolk..... | \$910 00. |
| Anderson Arnot..... | 700 00. |
| William F. Orr..... | 600 00. |
| Belcher & Cruce..... | 575 00. |
| L. Zevely..... | 480 00. |
| M. T. Green..... | 400 00. |
| William L. Gatewood..... | 397 00. |
| H. M. Vail..... | 370 00. |
| E. S. Mears..... | 219 20. |
| William Schirkolk..... | 210 00. |

*Accepted March 30, 1871.
 No certificate.
 Withdrawn.*

Contract made with H. M. Vail, dated March 30, 1871, at \$370 per annum.
 Leave Harrisonville Monday at 7 a. m.; arrive at Clinton by 7 p. m.
 Leave Clinton Tuesday at 7 a. m.; arrive at Harrisonville by 7 p. m.

ROUTE No. 10896.

From Houston to La Cross, 110 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| L. Zevely..... | \$5,440 00. |
| M. T. Green..... | 2,000 00. |
| W. B. Givens and J. Mitchell..... | 2,000 00. |
| John N. Nicks & Co..... | 1,900 00. |
| Charles E. Topping..... | 1,800 00. |
| James J. Davis..... | 1,750 00. |
| Anderson Arnot..... | 1,650 00. |
| John N. Auger..... | 1,600 00. |
| E. F. Hynes and T. A. Collins..... | 1,600 00. |
| A. M. Griffith..... | 1,589 00. |
| William L. Gatewood..... | 1,473 00. |

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Jeremiah White | \$1,387 75. |
| William Cobble..... | 1,350 00. |
| John C. Bove..... | 1,285 00. |
| George Campbell..... | 1,200 00. |
| John E. Phelps..... | 1,150 00. |
| Keese & Leslie..... | 1,150 00, to West Plains. |
| M. G. Foster..... | 900 00. <i>Accepted March 30, 1871.</i> |

Contract made with M. G. Foster, dated March 30, 1871, at \$900 per annum.

May 1, 1871. Increase service to twice a week, and allow contractor \$900 additional pay per annum, being pro rata from July 1, 1871.

Leave Houston Monday and Thursday at 6 a. m.; arrive at La Crosse Wednesday and Saturday at 6 p. m.

Leave La Crosse Monday and Thursday at 6 a. m.; arrive at Houston Wednesday and Saturday at 6 p. m.

ROUTE No. 10897.

From Memphis to Vernon, Iowa.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------------|
| Thomas W. Noble..... | \$2,800 00. Informal. |
| Hall McCleave..... | 397 00. |
| John E. Kemp..... | 393 00. |
| William L. Gatewood..... | 393 00. |
| M. T. Green..... | 350 00. |
| <i>(After time.)</i> | |
| James D. Irish..... | 289 80. (Received March 6, 1871.) |
| George W. Stive..... | 665 00. (Received March 18, 1871.) |

(Not let. Covered.)

ROUTE No. 10898.

From Marquand to Appleton, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| R. H. T. Gatewood..... | \$427. |
| Elijah Clingsworth..... | 400. |
| Andrew Gross..... | 364. <i>Accepted March 30, 1871.</i> |

Contract made with Andrew Gross, dated March 30, 1871, at \$364 per annum.

Leave Marquand Saturday at 6 a. m.; arrive at Appleton by 6 p. m.

Leave Appleton Friday at 6 a. m.; arrive at Marquand by 6 p. m.

IOWA.

ROUTE No. 11027.

From Kossuth to Kossuth, equal to 9 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| J. E. Hedges..... | \$485. |
| S. S. King..... | 445. |
| | 145, additional for six times a week between Kossuth and Minneapolis. |
| J. E. Hedges..... | 425, begin at Mediapolis. |
| J. W. King..... | 390. |
| | 468, begin at Mediapolis. |
| Joshua Hedges..... | 390. |
| William Bevans..... | 365, buggy. |
| P. R. Bailey..... | 360., horseback. |
| John W. Hemphill..... | 350. |
| | 425, begin at Mediapolis. |
| Nicholas Messenger..... | 350. |
| | 400, begin at Mediapolis. |
| H. C. Harper..... | 350, horseback. |
| Hall McCleave..... | 299. |

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Joseph Ogle | \$275. 325, begin at Mediapolis. |
| William H. Johnston..... | 270. 320, begin at Mediapolis. |
| James Ogle | 265. 315, begin at Mediapolis. <i>Accepted March 30,</i> 1871. |
| Thomas E. Yost..... | 290. |

Contract made with James Ogle, dated March 30, 1871, at \$315 per annum, service to begin at Mediapolis.

June 13, 1871. First, order three additional trips per week between Mediapolis and Kossuth, 2 miles, and allow contractor *pro rata* \$57 per annum additional pay, to take effect July 1, 1871. The additional trips to be run Monday, Wednesday, and Friday. Second, change schedule so as to leave Mediapolis at 9 a. m., or on arrival of mail trains.

ROUTE No. 11060.

From Agricola to Montezuma, 8 miles and back, once a week.
Proposals invited to end at Sherman, three miles less distant.

| Bidder's name. | Sum per annum. |
|--------------------------|----------------|
| William E. Shipley | \$124. |

(Not let.)

April 12, 1871. Offered W. E. Shipley \$80.

April 24, 1871. He accepted.

Contract made with W. E. Shipley, dated April 24, 1871, at \$80 per annum.

Leave Agricola Saturday at 10 a. m.; arrive at Montezuma by 1 p. m.

Leave Montezuma Saturday at 2 p. m.; arrive at Agricola by 5 p. m.

ROUTE No. 11101.

From Prairie City to Vandalia, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Seth A. Parker | \$190. <i>Accepted March 30, 1871.</i> |
| Henry C. Deakin, (<i>after time</i>) | 175. (<i>Received March 4, 1871.</i>) |

Contract made with Seth A. Parker, dated March 30, 1871, at \$190 per annum.

Leave Prairie City Tuesday, Thursday, and Saturday at 3 p. m.; arrive at Vandalia by 5 p. m.

Leave Vandalia Tuesday, Thursday, and Saturday at 12 m.; arrive at Prairie City by 2 p. m.

ROUTE No. 11113.

From Redfield to Dexter, 6 miles and back, three times a week.

Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|---|---|
| M. C. Thomas | \$234. 400, six times a week. |
| John R. Sterns..... | 230. 295, six times a week. <i>Accepted March 30,</i> 1871. |
| J. T. Van Orman, (<i>after time</i>) | 185. 310. Six times a week. |

Contract made with John R. Sterns, dated March 30, 1871, at \$295 per annum, for six times a week service.

Leave Redfield daily, except Sunday, at ———; arrive at Dexter ———.

Leave Dexter daily, except Sunday, at ———; arrive at Redfield ———.

Change schedule so as to make connections with mail-trains at Dexter.

ROUTE No. 11119.

From Panora to Perry, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Hall McCleave..... | \$390. |
| Philip Roberts..... | 376. |
| John Barlow | 350. |
| J. W. McPherson | 349. |
| John H. Moore..... | 345. |
| R. E. Doran | 312. |
| Arthemas McClason and Michael Dunkin | 293. <i>Accepted March 30, 1871.</i> |
| Samuel South..... | 290. <i>End at Linden.</i> |

Contract made with Arthemas McClason and Michael Dunkin, dated March 30, 1871, at \$293 per annum.

Leave Panora Thursday and Saturday at 6 a. m.; arrive at Perry by 12 m.
Leave Perry Thursday and Saturday at 1 p. m.; arrive at Panora by 7 p. m.

ROUTE No. 11121.

From Greenvale to Redfield, 8 miles and back, once a week.
Proposals for twice a week service invited.

(No bids.)

ROUTE No. 11156.

From Muscatine to Fairport, 8 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|---|
| Isaac Spencer..... | \$2 per trip. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac Spencer, dated March 30, 1871, at \$2 per trip.
Leave Muscatine Saturday at 3 p. m.; arrive at Fairport by 6 p. m.
Leave Fairport Saturday at 11 a. m.; arrive at Muscatine by 2 p. m.

ROUTE No. 11174.

From Windham to Chandler, 25 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| Hall McCleave | \$349. |

April 12, 1871. Offered Hall McCleave \$250. April 25, 1871. H. McCleave declines offer, but modifies his bid to make it \$275. Accepted. Contract made with Hall McCleave, dated April 25, 1871, at \$275 per annum.

Leave Windham Friday at 10 a. m.; arrive at Chandler by 6 p. m.
Leave Chandler Saturday at 7 a. m.; arrive at Windham by 3 p. m.

ROUTE No. 11177.

From South English to Talleyrand, 15 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| Hall McCleave | \$219. |

April 12, 1871. Offered Hall McCleave \$150 per annum. April 25, 1871. H. McCleave accepts. Contract made with Hall McCleave, dated April 25, 1871, at \$150 per annum.
Leave South English Saturday at 1 p. m.; arrive at Talleyrand by 6 p. m.
Leave Talleyrand Saturday at 7 a. m.; arrive at South English by 12 m.

ROUTE No. 11196.

From Bellevue to Higginsport, 9 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|-----------------------|---------------------------------------|
| A. T. Lambertson..... | \$95. <i>Accepted March 30, 1871.</i> |

Contract made with A. T. Lambertson, dated March 30, 1871, at \$95 per annum.
Leave Bellevue Saturday at 11 a. m.; arrive at Higginsport by 2 p. m.
Leave Higginsport Saturday at 2 p. m.; arrive at Bellevue by 6 p. m.

ROUTE No. 11210.

From Belle Plain to Victor, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| Hall McCleave | \$219. |
| Franklin P. Hutchins | 130. <i>Accepted March 30, 1871.</i> |

Contract made with Franklin P. Hutchins, dated March 30, 1871, at \$130 per annum.
 Leave Belle Plain Saturday at 7 a. m.; arrive at Victor by 12 m.
 Leave Victor Saturday at 1 p. m.; arrive at Belle Plain by 6 p. m.

ROUTE No. 11216.

From Vinton to Dryden, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|--------------------------------------|
| Hall McCleave | \$219. |
| Jerome M. Smith | 210. |
| Daniel Byam | 190. <i>Accepted March 30, 1871.</i> |
| R. V. Waterman, (after time) | 168. (Received March 6, 1871.) |

Contract made with Daniel Byam, dated March 30, 1871, at \$190 per annum.
 Leave Vinton Saturday at 1 p. m.; arrive at Dryden by 6 p. m.
 Leave Dryden Saturday at 7 a. m.; arrive at Vinton by 12 m.

ROUTE No. 11246.

From Dubuque to Sabula, 45 miles and back, three times a week.
 Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|-----------------------------|--|
| Cyrus A. Clark | \$1,750. |
| | 3,400, six times a week. |
| M. V. Nichols | 1,490. |
| Warrington & Woodward | 1,400. |
| | 2,600, six times a week. |
| A. T. Lambertson | 1,300. |
| | 2,500, six times a week. |
| Thomas H. Oliver | 1,050. <i>Accepted March 30, 1871.</i> |
| | 2,000, six times a week. |

Contract made with Thomas H. Oliver, dated March 30, 1871, at \$1,050 per annum.
 Leave Dubuque Tuesday, Thursday, and Saturday at six a. m.; arrive at Sabula by 2 p. m.
 Leave Sabula Monday, Wednesday, and Friday at 6 a. m.; arrive at Dubuque by 8 p. m.

ROUTE No. 11253.

From Elkader to Strawberry Point, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Hall McCleave | \$399. |
| M. V. Nichols | 397. |
| Alexander Blake | 259. <i>Accepted March 30, 1871.</i> |

Contract made with Alexander Blake, dated March 30, 1871, at \$259 per annum,
 June 17, 1871. Increase service to three times a week, and allow contractor *pro rata*,
 \$129.50 additional pay per annum, to take effect July 1, 1871.
 Leave Elkader Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Strawberry
 Point by 6 p. m.
 Leave Strawberry Point Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Elk-
 kader by 12 m.

ROUTE No. 11283.

From Spillville to Conover, 4 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|---------------------|---|
| Norris Miller | \$100. No certificate. <i>Accepted March 30, 1871</i> |

Contract made with Norris Miller, dated March 30, 1871, at \$100 per annum.
 Leave Spillville Tuesday and Friday at 8 a. m.; arrive at Connover by 10 a. m.
 Leave Connover Tuesday and Friday at 11 a. m.; arrive at Spillville by 1 p. m.

ROUTE No. 11298.

From Riceville to Le Roy, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum |
|---|--------------------------------------|
| Hall McCleave..... | \$390. |
| M. V. Nichols..... | 283. <i>Accepted March 30, 1871.</i> |
| Thomas J. Bishop, (<i>after time</i>) ... | 206. (Received March 8, 1871.) |

Contract made with M. V. Nichols, dated March 30, 1871, at \$283 per annum.
 Leave Riceville Wednesday and Saturday at 7 a. m.; arrive at Le Roy by 12 m.
 Leave Le Roy Wednesday and Saturday at 1 p. m.; arrive at Riceville by 6 p. m.

ROUTE No. 11304.

From Maysville to Hampton, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Hall McCleave..... | \$330 00. |
| Albert Bangs..... | 312 00. |
| | 290 00. |
| William Ward..... | 240 00. |
| Joseph M. Loper..... | 187 20. |
| Sheppard Horner..... | 150 00. |
| Joseph M. Loper..... | 149 00. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph M. Loper, dated March 30, 1871, at \$149 per annum.
 Leave Maysville Tuesday and Friday at 10 a. m.; arrive at Hampton by 1 p. m.
 Leave Hampton Tuesday and Friday at 2 p. m.; arrive at Maysville by 5 p. m.

ROUTE No. 11356.

From Manchester to Monticello, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Truman Vanfleet..... | \$760. |
| Hall McCleave..... | 699. |
| J. M. Pearse..... | 597. |
| Samuel Hook..... | 596. |
| John Ohl..... | 575. |
| Warren Metcalf..... | 500, two-horse carriage. |
| Johnson Sheppard..... | 398. <i>Accepted March 30, 1871.</i> |
| A. J. Atkins, (<i>after time</i>) | 650. (Received March 3, 1871.) |

Contract made with Johnson Sheppard, dated March 30, 1871, at \$398 per annum.
 Leave Manchester Monday and Friday at 9 a. m.; arrive at Monticello by 4 p. m.
 Leave Monticello Tuesday and Saturday at 9 a. m.; arrive at Manchester by 4 p. m.

ROUTE No. 11357.

From Anita to Oakfield, 11 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|------------------|
| William Thompson..... | \$200. Informal. |

Contract made with William Thompson, dated March 30, 1871, at \$200 per annum.
 May 25, 1871. Changed service to end at Exira, omitting Oakfield, and increasing distance one mile without change of pay, in accordance with offer of contractor. to take effect July 1, 1871.

Leave Anita Tuesday and Saturday at 8.30 a. m.; arrive at Exira by 12.30 p. m.
 Leave Exira Tuesday and Saturday at 1 p. m.; arrive at Anita by 5 p. m.

ROUTE No. 11358.

From Pella to Knoxville, 15 miles and back, six times a week.

| Bidders' names. • | Sum per annum. |
|--|--|
| George Harlan..... | \$18 00 per week; informal; see bid on 11368. |
| N. Mendenhall..... | 1,140 00. |
| Warrington & Woodward..... | 1,000 00. |
| J. F. Mason..... | 1,000 00. |
| J. G. Campbell..... | 1,000 00. |
| Thomas D. Bradfield..... | 900 00. |
| L. D. Reynold..... | 874 00. |
| Andrew C. Brownlee..... | 780 00, with twice a week side supply to English settlement. |
| Nathan Willey..... | 700 00. |
| William Kincaid..... | 640 00. |
| John Brayman..... | 487 50. <i>Accepted March 30, 1871.</i> |
| T. J. Lafferty, (<i>after time</i>)..... | 1,950 00. (<i>Received March 6, 1871.</i>) |

Contract made with John Brayman, dated March 30, 1871, at \$487.50 per annum.
 Leave Pella daily, except Sunday, at 7 a. m.; arrive at Knoxville by 11 a. m.
 Leave Knoxville daily, except Sunday, at 3 p. m.; arrive at Pella by 7 p. m.

ROUTE No. 11359.

From Mechanicsville to Iowa City, 27 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------|
| Hall McCleave..... | \$699. Offered \$540. |
| Edward Seitzinger..... | 400, two-horse hack. |

April 12, 1871. Hall McCleave offered \$540 per annum.
 April 25, 1871. H. McCleave accepts.

Contract made with Hall McCleave, dated April 25, 1871, at \$540 per annum.
 Leave Mechanicsville Monday and Friday at 1.30 p. m.; arrive at Cedar Bluffs by 4 p. m.
 Leave Cedar Bluffs Tuesday and Saturday at 8 a. m.; arrive at Iowa City by 12 m.
 Leave Iowa City Tuesday and Saturday at 1 p. m.; arrive at Cedar Bluffs by 6 p. m.
 Leave Cedar Bluffs Monday and Friday at 9 a. m.; arrive at Mechanicsville by 12 m.

ROUTE No. 11360.

From Sioux City to Correctionville, 40 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Freeman Knowles..... | \$800. |
| C. B. Smith..... | 750, twice a week. |
| John Kohlhauff..... | 437. |
| | 797, twice a week. |
| M. V. Nichols..... | 400. <i>Accepted March 30, 1871.</i> |
| | 773, twice a week. |

Contract made with M. V. Nichols, dated March 30, 1871, at \$400 per annum.
 Leave Sioux City Wednesday at 6 a. m.; arrive at Correctionville by 7 p. m.
 Leave Correctionville Thursday at 6 a. m.; arrive at Sioux City by 7 p. m.

ROUTE No. 11361.

From Storm Lake to Spencer, 42 miles and back, twice a week.
 Proposals invited to begin at Newell, omitting Storm Lake.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| Charles Green..... | \$1,000. |
| John S. Mackay..... | 1,144, begin at Newell. |
| C. Q. Ward..... | 900. |
| M. V. Nichols..... | 800. |
| George W. Larabee..... | 770, begin at Newell. |
| Francis Kidman..... | 697. |
| S. A. Call..... | 674. |
| Benjamin E. Piper..... | 640, begin at Newell. |
| Thomas M. Selkirk..... | 275. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas M. Selkirk, dated March 30, 1871, at \$275 per annum. Leave Storm Lake Tuesday and Friday at 6 a. m.; arrive at Spencer by 7 p. m. Leave Spencer Wednesday and Saturday at 6 a. m.; arrive at Storm Lake by 7 p. m.

ROUTE No. 11362.

From Hackberry to Mason City, 12 miles and back, once a week. Proposals invited for twice a week service.

| Bidder's name. | Sum per annum. |
|--------------------|---|
| Hall McCleave..... | \$199. 10 per cent. less than proposed schedule for additional. |

(Too high; suspended.)

ROUTE No. 11363.

From Lemar's to Redwood, (local,) — miles and back, once a week. Proposals invited to end at Luverne, 70 miles, by the following schedule, &c. Bidders to state distance and propose schedule.

| Bidders' names. | Sum per annum. |
|---------------------------------|--|
| John Wallace..... | \$1,744, end at Luverne. |
| | 1,344. Schedule proposed. |
| Charles B. Draper..... | 980, end at Luverne. |
| Charles W. Freeman..... | 949, end at Luverne. Schedule proposed. |
| Henry D. Rice..... | 900, end at Luverne. |
| | 750, end at Luverne. Schedule proposed. |
| D. C. Whitehead..... | 829, end at Luverne. |
| Samuel Bellesfield..... | 645, end at Luverne. Accepted March 30, 1871. |
| Moulux & Hamlin, (after time).. | 1,500. No guarantee. (Received March 8, 1871.) |

Contract made with Samuel Bellesfield, dated March 30, 1871, at \$645 per annum, to end at Luverne.

Leave Lemar's Monday at 7 a. m.; arrive at Luverne next day by 7 p. m.

Leave Luverne Wednesday at 7 a. m.; arrive at Lemar's next day by 7 p. m.

ROUTE No. 11364.

From Knoxville to Bellemont, 19 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| Hall McCleave..... | \$249, 10 per cent. less than <i>pro rata</i> for additional. |
| L. D. Reynold..... | 372, twice a week. |
| William Kincaid..... | 190. Accepted March 30, 1871. |
| | 360, twice a week. |
| (After time.) | |
| John Wilson..... | 190. <i>Pro rata</i> for twice a week. (Received March 6, 1871.) |
| John H. Prior..... | 800. <i>Pro rata</i> for twice a week. (Received March 6, 1871.) |

Contract made with William Kincaid, dated March 30, 1871, at \$190 per annum.

Leave Knoxville Wednesday at 6 a. m.; arrive at Bellemont by 12 m.

Leave Bellemont Wednesday at 1 p. m.; arrive at Knoxville by 7 p. m.

ROUTE No. 11365.

From Fort Madison to Danville, 20½ miles and back, twice a week. Proposals invited for six times a week service; also to end at Parish, 5 miles less distance.

| Bidders' names. | Sum per annum. |
|--|---|
| Rufus Underwood..... | \$1,000. |
| Ellison Smith and Rufus Underwood..... | 1,875, six times a week. |
| | 750. Schedule proposed. |
| | 1,878. Schedule proposed; six times a week. |
| | 624. |
| Louis P. Hugel..... | 1,248, six times a week. |
| | 1,200, six times a week. End at Parish |

(Too high. Suspend.)

ROUTE No. 11366.

From Mount Pleasant to Ainsworth, 23 miles and back, twice a week.
Proposals invited to end at Wayne, 10 miles less distance.

| Bidders' names. | Sum per annum. |
|---|---|
| J. H. Reeder | \$1,200. |
| Isaac E. Hatton | 590. |
| Hall McCleave | 549. |
| Isaac E. Hatton | 390, end at Wayne. Offered him \$260. |
| A. M. Neal, (<i>after time</i>) | 600. Schedule proposed. (Received March 9, 1871.) |

April 12, 1871. Offered I. E. Hatton \$260; May 5, 1871. I. E. Hatton accepted. Contract made with Isaac E. Hatton, dated May 5, 1871, at \$260 per annum, the same to end at Wayne.

Leave Mount Pleasant Wednesday and Saturday at 1 p. m.; arrive at Wayne by 5 p. m.

Leave Wayne Wednesday and Saturday at 8 a. m.; arrive at Mount Pleasant by 12 m.

ROUTE No. 11367.

From Atlantic to Villisca, 39 miles and back, once a week.

Proposals invited to end at Edna, 24 miles less distance; also for twice and for three times a week service.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| George W. Houseman | \$500, end at Edna. 650, end at Edna twice a week. 800, end at Edna three times a week. |
| Jacob T. Martin | 429, end at Edna three times a week. |
| James Bunker | 350. More frequent at <i>pro rata</i> ; reversed schedule. |
| W. M. Lynch | 300. 500, twice a week. |

(Not let.)

ROUTE No. 11368.

From Panora to Jefferson, 32 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|--|
| Thomas D. Bradfield | \$900 00. No certificate. |
| George W. Kirkpatrick | 790 00. |
| John E. Helms | 737 00. |
| John Barlow | 700 00. |
| George Harlau | 6 40, per round trip; three per week to Perry. informal. |
| J. W. McPherson | 637 00. |
| Philip Roberts | 624 00. |
| James O. Warrington | 600 00. |
| Arthemus McClason and Michael Dunkin | 593 00. |
| E. B. Smith | 500 00. |
| Hiram F. Ferguson | 480 00. Accepted March 30, 1871. |

Contract made with Hiram F. Ferguson, dated March 30, 1871, at \$480 per annum.

Leave Panora Wednesday and Friday at 7 a. m.; arrive at Jefferson by 6 p. m.

Leave Jefferson Thursday and Saturday at 7 a. m.; arrive at Panora by 6 p. m.

ROUTE No. 11369.

From Albia to Bloomfield, 38 miles and back, twice a week.

Proposals invited to end at Blakesburg, 25 miles less distance.

| Bidders' names. | Sum per annum. |
|------------------------|-----------------------------------|
| Samuel Kinsinger | \$1,490. |
| James Burns | 1,400. |
| S. T. H. Wheeler | 1,400. |
| J. H. Lippard | 1,200, end at Blakesburg. 750. |
| L. D. Reynolds | 500, end at Blakesburg. 748. |

| Bidders' names. | Sum per annum. | |
|------------------------|-------------------------|----------------------------|
| Thomas W. Peoples..... | \$748. | |
| | 499, end at Blakesburg. | |
| Thomas W. Lippert..... | 740. | |
| (<i>After time.</i>) | | |
| George S. Finney..... | 300, end at Blakesburg. | (Received March 10, 1871.) |
| G. P. Cramer..... | 899. | |
| | 299, end at Blakesburg. | (Received May 11, 1871.) |

(Not let.)

ROUTE No. 11370.

From Toledo to Badger Hill, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------|
| C. F. Breithaupt..... | \$348. | |
| Hall McCleave..... | 209. | |
| John Wilcox..... | 280. | |
| Judson Murray..... | 250. | <i>Accepted March 30, 1871.</i> |

Contract made with Judson Murray, dated March 30, 1871, at \$250 per annum.
 Leave Toledo Saturday at 8 a. m.; arrive at Badger Hill by 5 p. m.
 Leave Badger Hill Friday at 8 a. m.; arrive at Toledo by 5 p. m.

ROUTE No. 11371.

From Dunlap to Castana, 25 miles and back, twice a week.
 Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. | |
|-------------------|--------------------------|---------------------------------|
| James Bently..... | \$590. | |
| F. A. Day..... | 572. | <i>Accepted March 30, 1871.</i> |
| | 820, three times a week. | |

Contract made with F. A. Day, dated March 30, 1871, at \$572 per annum.
 Leave Dunlap Wednesday and Saturday, at 7 a. m.; arrive at Castana by 2 p. m.
 Leave Castana Tuesday and Saturday at 7 a. m.; arrive at Dunlap by 2 p. m.

ROUTE No. 11372.

From Grundy Centre to Union, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---------------------------------|
| Hall McCleave..... | \$374. | |
| Wm. A. Elliott..... | 300. | |
| Engene Smith..... | 285. | <i>Accepted March 30, 1871.</i> |

Contract made with Engene Smith, dated March 30, 1871, at \$285 per annum.
 Leave Grundy Centre Friday at 8 a. m.; arrive at Union by 6 p. m.
 Leave Union Saturday at 8 a. m.; arrive at Grundy Centre by 6 p. m.

ROUTE No. 11373.

From Onawa City to Maple Landing, 82 miles and back, twice a week.

| Bidder's name. | Sum per annum. | |
|-------------------|----------------|---------------------------------|
| John Peabody..... | \$155. | <i>Accepted March 30, 1871.</i> |

Contract made with John Peabody, dated March 30, 1871, at \$155 per annum.
 Leave Onawa City Wednesday and Saturday at 12 m.; arrive at Maple Landing by 3 p. m.
 Leave Maple Landing Wednesday and Saturday at 8 a. m.; arrive at Onawa City by 11 a. m.

ROUTE No. 11374.

From Anita to Carroll Centre, 53½ miles and back, once a week.
 Proposals invited to begin at Exira, 16½ miles less distance.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Horatio Marsh | \$600, begin at Exira. |
| J. M. Hubbard | 468, begin at Exira, end at Carrollton. |
| William Thompson | 550. Informal. See bid on 11357. |

April 12, 1871, offered H. Marsh \$400, and to begin at Exira. No reply.

ROUTE No. 11375.

From Macedonia to Red Oak Junction, 23 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|---------------------------------------|
| Isaac Denton | \$250. <i>Accepted arch 30, 1871.</i> |

Contract made with Isaac Denton, dated March 30, 1871, at \$250 per annum.
Leave Macedonia Friday at 8 a. m.; arrive at Red Oak Junction by 4 p. m.
Leave Red Oak Junction Saturday at 8 a. m.; arrive at Macedonia by 4 p. m.

ROUTE No. 11376.

From Little Sioux to Charter Oak, (N. O.), 43 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| Freeman Knowles | \$900. |
| Hall McCleave | 699. |
| J. B. P. Day | 112, begin at Soldier, end at Saint Clair. |
| • | 224, begin at Soldier, end at Saint Clair, twice a week. |
| | 336, begin at Soldier, end at Saint Clair, three times a week. |

(Suspend.)

ROUTE No. 11377.

From Ladora to Luzerne, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|------------------------|
| S. G. Gorum | \$300. No certificate. |
| Charles Phelps | 286 ? |
| Johnson Parker | 250. |

(Too high; suspend.)

ROUTE No. 11378.

From Ida to Mapleton, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Freeman Knowles | \$700. |
| Martin Conroy | 340. |
| D. W. Warnock | 235. <i>Accepted March 30, 1871.</i> |

Contract made with D. W. Warnock, dated March 30, 1871, at \$235 per annum.
Leave Ida Saturday at 6 a. m.; arrive at Mapleton by 12 m.
Leave Mapleton Saturday at 1 p. m.; arrive at Ida by 7 p. m.

ROUTE No. 11379.

From Washington to Wassonville, 17 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| Hall McCleave | \$219. |

(Not needed.)

ROUTE No. 11380.

From Newton to Clyde, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Hall McCleave | \$249 00. |
| Isaac S. Smith | 182 00. |
| Isaac Dean | 142 50. |
| Joseph Lundry | 125 00. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Lundry, dated March 30, 1871, at \$125 per annum.
Leave Newton Saturday at 1 p. m.; arrive at Clyde by 7 p. m.
Leave Clyde Saturday at 6 a. m.; arrive at Newton by 12 m.

ROUTE No. 11381.

From Mount Ayr to Corning, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|---|
| George E. Crow..... | \$1,261. |
| Joseph F. Lambert, (after time)... | 400. No certificate. (Received April 15, 1871.) |
| (Too high; suspend.) | |

ROUTE No. 11382.

From Cottage Grove (N. O.) to Deerfield, 12 miles and back, once a week.
(No bids.)

ROUTE No. 11383.

From Cold Spring (N. O.) to Fort Atkinson, 9 miles and back, once a week.
(No bids.)

ILLINOIS.

ROUTE No. 11498.

From Toulon to Bradford, 16½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------------------|
| Nathan Hall..... | \$900 00. Informal. |
| R. H. T. Gatewood..... | 393 00. |
| D. A. Baker..... | 383 00. |
| R. H. McCleave..... | 309 00. |
| Joshua Prouty..... | 287 50. Accepted March 30, 1871. |

Contract made with Joshua Prouty, dated March 30, 1871, at \$287.50 per annum.
Leave Toulon Tuesday and Friday at 7 a. m.; arrive at Bradford by 12 m.
Leave Bradford Tuesday and Friday at 2 p. m.; arrive at Toulon by 7 p. m.

ROUTE No. 11501.

From Princeville to Southampton, 16 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| Anderson Arnot..... | \$1,196. |
| R. H. T. Gatewood..... | 997. |
| Nathan Hull..... | 900. Informal. See bid, route 11498. |
| Carlos Alford..... | 725, three times a week at pro rata reduction |
| Robert McDaniels..... | 500. |
| William T. McCrady..... | 490. |
| | 250, three times a week. |
| John R. Butts..... | 480. |
| Matthias Otto..... | 475. |
| | 300, three times a week. |
| Stadden McDaniels..... | 450. Accepted March 30, 1871. |
| John C. Brake, (after time)..... | 800. (Received March 15, 1871.) |

Contract made with Stadden McDaniels, dated March 30, 1871, at \$450 per annum.
Leave Princeville daily, except Sunday, at 1 p. m.; arrive at Southampton by 3.30 p. m.
Leave Southampton daily, except Sunday, at 9.30 a. m.; arrive at Princeville by 12.30 p. m.

ROUTE No. 11540.

From Bloomington to Saybrook, 27½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| R. H. T. Gatewood..... | \$1,087. |
| William H. Warner..... | 1,000. |
| Nathaniel Pope..... | 950. |
| R. H. McCleave..... | 949. |
| Anderson Arnot..... | 630. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| John C. Brake..... | 799. (Received March 15, 1871.) |
| William H. Warner..... | 890. (Received March 15, 1871.) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$630 per annum.
Leave Bloomington Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Saybrook by 4 p. m.

Leave Saybrook Monday, Wednesday, and Friday at 7 a. m.; arrive at Bloomington by 4 p. m.

ROUTE No. 11554.

From Pawnee to Springfield, 18½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---|--|
| R. H. T. Gatewood..... | \$427. |
| Anderson Arnot..... | 400. |
| John B. Weber..... | 350. Informal. |
| R. H. McCleave..... | 349. |
| George M. Saunders..... | 300. <i>Accepted March 30, 1871.</i> |
| Edwin Doolittle, (<i>after time</i>)..... | 300. No certificate. (Received March 6, 1871.) |

Contract made with George M. Saunders, dated March 30, 1871, at \$300 per annum.

Leave Pawnee Tuesday and Friday at 7 a. m.; arrive at Springfield by 12 m.

Leave Springfield Tuesday and Friday at 1 p. m.; arrive at Pawnee by 7 p. m.

ROUTE No. 11568.

From Jerseyville to Newbern, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| R. H. T. Gatewood..... | \$297. |
| D. A. Baker, jr..... | 224. |
| R. H. McCleave..... | 199. |
| Anderson Arnot..... | 140. |
| John Quitt..... | 140. Present contractor. <i>Accepted March 30, 1871.</i> |

Contract made with John Quitt, dated March 30, 1871, at \$140 per annum.

Leave Jerseyville Tuesday and Saturday at 2 p. m.; arrive at Newbern by 5 p. m.

Leave Newbern Tuesday and Saturday at 9 a. m.; arrive at Jerseyville by 12 m.

ROUTE No. 11571.

From Hardin to Deer Plains, 20 miles and back, twice a week. Proposals invited for one additional trip per week.

| Bidders' names. | Sum per annum. |
|---|--|
| Anderson Arnot..... | \$777. |
| R. H. T. Gatewood..... | 699. |
| H. D. Harlon..... | 690. |
| John Gilbert..... | 650. No certificate. |
| Isaac White..... | 475. |
| | 690. Invited service. Horseback. |
| John Gilbert..... | 420. Schedule proposed. See letter. |
| R. H. McCleave..... | 349. 10 per cent. less than <i>pro rata</i> for additional trip. <i>Accepted March 30, 1871.</i> |
| George A. Harmon, (<i>after time</i>).... | 700. (Received March 3, 1871.) |
| | 470. (Received March 3, 1871.) |

Contract made with R. H. McCleave, dated March 30, 1871, at \$506 per annum for three times a week service.

Leave Hardin Monday, Wednesday, and Friday at 5 p. m.; arrive at Monterey by 8 p. m.

Leave Monterey Monday, Wednesday, and Friday at 1 p. m.; arrive at Hardin by 4 p. m.

Leave Monterey Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Deer Plains by 10 a. m.

Leave Deer Plains at 11 a. m.; arrive at Monterey by 3 p. m.

ROUTE No. 11586.

From Columbus to Coatsburgh, 3½ miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---|---|
| Anderson Arnot..... | \$112. <i>Accepted March 30, 1871.</i> |
| John Thomas, (<i>after time</i>)..... | 117. (<i>Received March 8, 1871.</i>) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$112 per annum.

Leave Columbus Tuesday, Thursday, and Saturday at 8 a. m.; arrive at Coatsburgh by 9.30 a. m.

Leave Coatsburgh Tuesday, Thursday, and Saturday at 10.30 a. m.; arrive at Columbus by 12 m.

ROUTE No. 11600.

From Kankakee to Saint Anne, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| R. H. T. Gatewood..... | \$397. |
| R. H. McCleave..... | 274. |
| (Omit.) | |

ROUTE No. 11605.

From Dallas City to Appanoose, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| R. H. T. Gatewood..... | \$497. |
| John Bollin..... | 225. |
| James D. Kelley..... | 224. <i>Accepted March 30, 1871.</i> |

Contract made with James D. Kelley, dated March 30, 1871, at \$224 per annum.

Leave Dallas City Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Appanoose by 3.30 p. m.

Leave Appanoose Tuesday, Thursday, and Saturday at 9.30 a. m.; arrive at Dallas City by 12 m.

ROUTE No. 11635.

From Bement to Arcola, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John P. Mitchell..... | \$444. |
| D. A. Baker, jr..... | 424. |
| R. H. McCleave..... | 300. |

April 12, 1871. Offered R. H. McCleave \$260.

April 25, 1871. R. H. McCleave declines offer, but proposes to contract at \$300 per annum.

Contract made with R. H. McCleave, dated April 25, 1871, at \$300 per annum.

Leave Bement Tuesday at 8 a. m.; arrive at Arcola by 4 p. m.

Leave Arcola Wednesday at 8 a. m.; arrive at Bement by 4 p. m.

ROUTE No. 11636.

From Clinton to Monticello, 28 miles and back, once a week. Proposals invited to end at Nixon, 18 miles less distance.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John P. Mitchell..... | \$350. |
| R. H. McCleave..... | 349. |
| (Too high; omit.) | |

ROUTE No. 11677.

From Jonesborough to Clear Creek Landing, 21 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-----------------------------------|
| Philip Temple..... | \$936 |
| J. M. Blades..... | 865. |
| D. A. Hamilton..... | 790. |
| R. H. T. Gatewood..... | 747 |
| William R. Thompson..... | 645. |
| William A. Pittsford..... | 576. |
| W. McRaven..... | 520. Revised schedule. H. B. & C. |
| John W. Benton..... | 500. |
| R. H. McCleave..... | 399. |
| D. A. Baker, jr..... | 374. |
| J. P. Bohannon..... | 345, begin at Anna. |
| | 295. Accepted March 30, 1871. |

Contract made with J. P. Bohannon, dated March 30, 1871, at \$345 per annum, to begin at Anna.

Leave Anna Monday and Friday at 8 a. m.; arrive at Clear Creek by 4 p. m.

Leave Clear Creek Tuesday and Saturday at 8 a. m.; arrive at Anna by 4 p. m.

ROUTE No. 11693.

From Snachwine to Bradford, 15 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| R. H. T. Gatewood..... | \$393. |
| R. H. McCleave..... | 348. |
| Joshua Pronty..... | 312. Accepted March 30, 1871. |

Contract made with Joshua Pronty, dated March 30, 1871, at \$312 per annum.

Leave Snachwine Wednesday and Saturday at 1 p. m.; arrive at Bradford by 6 p. m.

Leave Bradford Wednesday and Saturday at 7 a. m.; arrive at Snachwine by 12 m.

ROUTE No. 11719.

From Glasgow to Winchester, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| R. H. T. Gatewood..... | \$493. |
| Owen Tuller..... | 350. |
| Anderson Arnot..... | 300. |
| D. A. Baker, jr..... | 248. |
| Cyrus Peek..... | 133. |
| Byron McEvers..... | 130. |
| Henry Marden..... | 144. |
| | 128. Accepted March 30, 1871. |

Contract made with Henry Marden, dated March 30, 1871, at \$128 per annum.

Leave Glasgow Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Winchester by 12 m.

Leave Winchester Tuesday, Thursday, and Saturday at 1 p. m.; arrive at Glasgow by 3 p. m.

ROUTE No. 11756.

From Trenton to Saint Morgan, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| R. H. T. Gatewood..... | \$397. |
| Anderson Arnot..... | 110. Accepted March 30, 1871. |
| (After time.) | |
| Hugh Gally..... | 110. |
| L. E. Dunning..... | 104. |
| E. M. Morgan..... | 98. If changed to Highland, at same rate in buggy. (Received March 4, 1871.) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$110 per annum.

Leave Trenton ———; arrive at Saint Morgan ———.

Leave Saint Morgan ———; arrive at Trenton ———.

ROUTE No. 11791.

From Naples to Perry, 8 miles and back, six times a week.

Proposals invited for six times a week service between Perry and Griggsville, two miles less distance, omitting Naples.

| Bidders' names. | Sum per annum. |
|---|---|
| R. H. T. Gatewood..... | \$999. |
| | 897, begin at Griggsville. |
| Daniel Stewart | 200. |
| Anderson Arnot | 196. <i>Accepted March 30, 1871.</i> |
| J. D. Frier, (<i>after time</i>)..... | 443. (<i>Received March 4, 1871.</i>) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$196 per annum.

Leave Naples daily, except Sunday, at 1 p. m.; arrive at Perry by 4 p. m.

Leave Perry daily, except Sunday, at 7 a. m.; arrive at Naples by 9.30 a. m.

ROUTE No. 11800.

From Carmi to Equality, 31 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| James M. Blades..... | \$600. |
| Franklin Sloan | 395. |
| R. H. McCleave..... | 347. |

(Not needed.)

ROUTE No. 11813.

From Perry to Versailles, 14 miles and back, three times a week, with three additional trips per week in the months of June, July, August, and September.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| R. H. T. Gatewood | \$883. |
| George W. Benedict..... | 650. |
| D. A. Baker, jr..... | 598. |
| D. W. Harker..... | 475. |
| Anderson Arnot..... | 400. |
| John Montgomery | 300. |
| William A. Dunn | 375. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| James D. Frier | 587. (<i>Received March 4, 1871.</i>) |
| John C. Brake | 794. (<i>Received March 4, 1871.</i>) |

Contract made with William A. Dunn, dated March 30, 1871, at \$375 per annum.

Leave Perry Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Versailles by 11 a. m.

Leave Versailles Tuesday, Thursday, and Saturday at 12 m.; arrive at Perry by 1 p. m.; making the additional trips on Monday, Wednesday, and Friday.

ROUTE No. 11824.

From Union Point to Jonesborough, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Philip Temple | \$468. |
| R. H. McCleave..... | 319. |
| D. N. Hamilton | 290. |
| John W. Burton | 200. |
| J. P. Bohannon | 196. <i>Accepted March 30, 1871.</i> |
| Martin Rhynes | 140, end at Grand Tower. |

Contract made with J. P. Bohannon, dated March 30, 1871, at \$196 per annum.

Leave Union Point Thursday at 8 a. m.; arrive at Jonesborough by 4 p. m.

Leave Jonesborough Wednesday at 8 a. m.; arrive at Union Point by 4 p. m.

ROUTE No. 11847.

From Providence to Tiskilwa, 5 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| D. A. Baker, jr..... | \$198. Offered him \$100, which he declined |
| (<i>After time.</i>) | |
| Caleb Cushing..... | 150. |

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| Caleb Cushing | \$104. Schedule proposed. |
| Patsy O'Brien | 83. <i>Accepted May 3, 1871.</i> |
| W. R. Makutchon | 75. Schedule proposed. (Received March 6, 1871.) |

Contract made with Patsy O'Brien, dated May 3, 1871, at \$83 per annum.
 Leave Providence Tuesday and Friday at 1 p. m.; arrive at Tiskilwa by 2.30 p. m.
 Leave Tiskilwa Tuesday and Friday at 4.30 p. m.; arrive at Providence by 6 p. m.

ROUTE No. 11848.

From Westfield to Ashmore, 6 miles and back, six times a week, by a schedule of departures and arrivals making proper connections with mail-trains at Ashmore.

| Bidders' names. | Sums per annum. |
|------------------------------------|--------------------------------------|
| C. T. Noble, sr | \$1,200. |
| Owen Tuller | 650. |
| D. A. Baker, jr. | 498. |
| Anderson Arnot | 199. <i>Accepted March 30, 1871.</i> |
| John J. Parcel, (after time) | 200. (Received March 9, 1871.) |

Contract made with Anderson Arnot, dated March 30, 1871, at \$199 per annum.

ROUTE No. 11849.

From Elmira to Neponset, 12 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| R. H. T. Gatewood | \$593. |
| D. A. Baker, jr. | 478. |
| R. H. McCleave | 397. |
| John Weber | 312. |
| Anderson Arnot | 296. |
| John Weber | 288. |
| John Stives | 250. |
| Elias Funderburgh | 249. |
| | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Elias Funderburgh, dated March 30, 1871, at \$200 per annum.

Leave Elmira Monday, Wednesday, and Friday at 8 a. m.; arrive at Neponset by 12 m.

Leave Neponset Monday, Wednesday, and Friday at 2 p. m.; arrive at Elmira by 6 p. m.

ROUTE No. 11850.

From Fuller's Point to Mattoon, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| R. H. T. Gatewood | \$323 00. |
| D. A. Baker, jr. | 311 00. |
| R. H. McCleave | 290 00. |
| F. P. McGuire | 198 50. |
| Henry C. Layton | 180 00. <i>Accepted March 30, 1871.</i> |

Contract made with Henry C. Layton, dated March 30, 1871, at \$180 per annum.

Leave Fuller's Point Wednesday and Saturday at 8 a. m.; arrive at Mattoon by 11 a. m.

Leave Mattoon Wednesday and Saturday at 2 p. m.; arrive at Fuller's Point by 5 p. m.

ROUTE No. 11851.

From Oakley to Newburgh, 7 miles and back, once a week.

(No bids.)

ROUTE No. 11852.

From Sacramento to Southhampton, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| James M. Blades | \$250. |
| M. L. Sneed | 199. |

(Not necessary.)

ROUTE No. 11853.

From Robinson to Martinsville, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|--------------------------|
| Owen Tuller..... | \$440 00. | No termini given. |
| R. H. McCleave..... | 347 00. | |
| William Newlin..... | 340 00. | |
| L. N. Marbry..... | 266 33. | Informal. |
| R. A. Beattie..... | 312 00. | |
| George P. Hale..... | 312 00. | Accepted March 30, 1871. |

Contract made with George P. Hale, dated March 30, 1871, at \$312 per annum
 Leave Robinson Wednesday at 8 a. m.; arrive at Martinsville by 5 p. m.
 Leave Martinsville Monday at 8 a. m.; arrive at Robinson by 5 p. m.

ROUTE No. 11854.

From Mount Vernon to Fairfield, 33 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| James M. Blades..... | \$540. | |
| | 780. | Invited service. |
| D. N. Hamilton..... | 520. | |
| | 790. | Invited service. |
| Owen Tuller..... | 500. | |
| R. H. McCleave..... | 397. | |
| R. H. T. Gatewood..... | 397. | |
| James C. Overbee..... | 364. | Accepted March 30, 1871. |

Contract made with James C. Overbee, dated March 30, 1871, at \$364 per annum
 Leave Mount Vernon Saturday at 8 a. m.; arrive at Fairfield by 6 p. m.
 Leave Fairfield Friday at 8 a. m.; arrive at Mount Vernon by 6 p. m.

ROUTE No. 11855.

From Mount Vernon to Keenville, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--------------------------|
| James M. Blades..... | \$365. | |
| D. N. Hamilton..... | 290. | |
| R. H. T. Gatewood..... | 217. | |
| R. H. McCleave..... | 197. | |
| F. P. Branson..... | 130. | Accepted March 30, 1871. |

Contract made with F. P. Branson, dated March 30, 1871, at \$130 per annum.
 Leave Mount Vernon Saturday at 1 p. m.; arrive at Keenville by 6 p. m.
 Leave Keenville Saturday at 7 a. m.; arrive at Mount Vernon by 12 m.

ROUTE No. 11856.

From Martinsville to Bell Air, 16 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|---------------------------|
| R. H. T. Gatewood..... | \$377. | |
| R. H. McCleave..... | 347. | |
| Isaac N. Hale..... | 249. | Accepted March 30, 1871. |
| John D. Bennett, (after time)..... | 300. | (Received March 4, 1871.) |

Contract made with Isaac N. Hale, dated March 30, 1871, at \$249 per annum.
 Leave Martinsville Thursday and Saturday at 7 a. m.; arrive at Bell Air by 12 m.
 Leave Bell Air Thursday and Saturday at 1 p. m.; arrive at Martinsville by 6 p. m.

ROUTE No. 11857.

From Marine to Worden, 12 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|-------------------------------|
| Henry Morant..... | \$400. | Revised schedule; see letter. |
| Wesley Parke..... | 390. | Revised schedule. |
| R. H. McCleave..... | 297. | Accepted March 30, 1871. |

Contract made with R. H. McCleave, dated March 30, 1871, at \$297 per annum.
 Leave Marine Wednesday and Saturday at 9 a. m.; arrive at Worden by 12 m.
 Leave Worden Wednesday and Saturday at 1 p. m.; arrive at Marine by 4 p. m.

ROUTE No. 11858.

From Louis Kruder's to Rantoul, 8 miles and back, once a week.
(No bids.)

ROUTE No. 11859.

From Lawrenceville to Robinson, 22 miles and back, once a week..

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. B. Musgrave..... | \$364. |
| Alfred Brant..... | 325. |
| John Fields..... | 299. |
| Robert Wallston..... | 295. |
| R. H. McCleave..... | 273. |
| J. B. Hickey..... | 258. |
| William Blackburn..... | 255. <i>Accepted March 30, 1871.</i> |

Contract made with William Blackburn, dated March 30, 1871, at \$255 per annum.
Leave Lawrenceville Friday at 9 a. m.; arrive at Robinson by 4 p. m.
Leave Robinson Saturday at 9 a. m.; arrive at Lawrenceville by 4 p. m.

ROUTE No. 11860.

From Highland to Saline, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Jacob McDaniel..... | \$1,400, extend to Staunton. |
| B. H. McKinney..... | 800, extend to Staunton. |
| Jacob McDaniel..... | 780, extend to Staunton. |
| Samuel W. Cowles..... | 591, extend to New Douglas. 488, New Douglas to Staunton; three times a week. 898, New Douglas to Staunton; six times a week. |
| D. A. Baker, jr..... | 198. |
| Anderson Arnot..... | 193. |
| Edward Baeschenstein..... | 110. |
| Godlove Kline..... | 98. |
| Silvan Kindert..... | 95. <i>Accepted March 30, 1871.</i> |

Contract made with Silvan Kindert, dated March 30, 1871, at \$95 per annum.
Leave Highland Wednesday and Saturday at 1 p. m.; arrive at Saline by 3 p. m.
Leave Saline Wednesday and Saturday at 10 a. m.; arrive at Highland by 12 m.

ROUTE No. 11861.

From Edwardsville to New Douglas, 17 miles and back, once a week.
Proposals invited for two, and also for three trips a week.

| Bidders' names. | Sum per annum |
|------------------------|--|
| W. J. Cooper..... | \$572. 750, two times a week. 1,000, three times a week. |
| Eldrad Young..... | 468. 832, two times a week. 1,092, three times a week. |
| Jacob McDonnell..... | 400. 700, two times a week. 900, three times a week. |
| James McNeilly..... | 300. 600, two times a week. 800, three times a week. |
| John F. Mills..... | 298. 461, two times a week. 608, three times a week. |
| Anderson Arnot..... | 233. 450, two times a week. 600, three times a week. |
| R. H. T. Gatewood..... | 224. 447, two times a week ¹ 597, three times a week. |
| D. A. Baker, jr..... | 224. 424, two times a week. |

| Bidders' names. | Sum per annum. |
|---------------------|--|
| U. E. Fisher | \$205. |
| | 390, two times a week. |
| | 575, three times a week. |
| R. H. McCleave..... | 197, ten per cent. less than <i>pro rata</i> for additional. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$374 per annum, for twice a week service.

Leave Edwardsville Wednesday and Saturday at 1 p. m.; arrive at New Douglas by 7 p. m.

Leave New Douglas Wednesday and Saturday at 6 a. m.; arrive at Edwardsville by 12 m.

ROUTE No. 11862.

From Edwardsville to Bunker Hill, 18 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| William Murray | \$900. |
| H. A. Shonewitz | 500. |
| George P. Barrer..... | 475. |
| R. H. T. Gatewood..... | 427. |
| U. E. Fisher | 419. |
| R. H. McCleave..... | 373. |
| Anderson Arnot..... | 333. |
| D. A. Baker, jr..... | 234. <i>Accepted March 30, 1871.</i> |
| | 50. Additional from July 1, 1871, supply of Paddock's Grove. |

Contract made with D. A. Baker, jr., dated March 30, 1871, at \$234 per annum.

Leave Edwardsville Wednesday and Saturday at 7 a. m.; arrive at Bunker Hill by 12 m.

Leave Bunker Hill Wednesday and Saturday at 1 p. m.; arrive at Edwardsville by 6 p. m.

ROUTE No. 11863.

From Carbondale to Pully's Mill, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. Neace..... | \$500. Informal. |
| Philip Temple..... | 390. |
| D. N. Hamilton..... | 260. |
| R. H. McCleave..... | 239. |
| George W. Chitty..... | 125. <i>Accepted March 30, 1871.</i> |

Contract made with George W. Chitty, dated March 30, 1871, at \$125 per annum.

Leave Carbondale Saturday at 1 p. m.; arrive at Pully's Mill by 7 p. m.

Leave Pully's Mill Saturday at 6 a. m.; arrive at Carbondale by 12 m.

ROUTE No. 11864.

From Oakland to Fairmount, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------------|
| William H. Glass..... | \$495. |
| R. H. T. Gatewood..... | 442. |
| J. E. Liston and J. T. West | 416. |
| R. H. McCleave..... | 397. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$397 per annum.

Leave Oakland Friday at 6 a. m.; arrive at Fairmount by 7 p. m.

Leave Fairmount Saturday at 6 a. m.; arrive at Oakland Saturday by 7 p. m.

ROUTE No. 11865.

From Olney to Mason, 41 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Thomas L. Stewart..... | \$1,000 00. |
| Owen Fuller..... | 650 00. |
| R. H. T. Gatewood..... | 492 00. |
| Alfred Brant..... | 480 00. |
| Thomas L. Stewart..... | 398 50. |
| R. H. McCleave..... | 397 00. |

(Not let.)

ROUTE No. 11866.

From Pontiac to Minouk, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| D. A. Baker, jr..... | \$348. |
| George W. Benedict..... | 336. |
| R. H. McCleave..... | 247. |

(Not needed.)

ROUTE No. 11867.

From White Oak to Virden, 10 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|------------------|--|
| Mahlon Ross..... | \$160. See his letter. <i>Accepted March 30, 1871.</i> |

Contract made with Mahlon Ross, dated March 30, 1871, at \$160 per annum.

Leave White Oak Saturday at 7 a. m.; arrive at Virden by 12 m.

Leave Virden Saturday at 1 p. m.; arrive at White Oak by 4 p. m.

ROUTE No. 11868.

From New Bedford to Rock Falls, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| R. H. McCleave..... | \$297. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| L. D. Baldwin..... | 208. (Received March 2, 1871.) |
| Christ Renner..... | 260. (Received March 7, 1871.) |
| Joseph Stowell..... | 320. (Received March 7, 1871.) |

Contract made with R. H. McCleave, dated March 30, 1871, at \$297 per annum.

Leave New Bedford Friday at 9 a. m.; arrive at Rock Falls by 5 p. m.

Leave Rock Falls Saturday at 9 a. m.; arrive at New Bedford by 5 p. m.

ROUTE No. 11869.

From Newton to Louisville, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John Kern..... | \$450. |
| R. H. McCleave..... | 319. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| G. W. Sturdivant..... | 835. (Received March 4, 1871.) |
| B. F. Reynolds..... | 500. (Received March 4, 1871.) |

Contract made with R. H. McCleave, dated March 30, 1871, at \$319 per annum.

Leave Newton Wednesday at 8 a. m.; arrive at Louisville by 5 p. m.

Leave Louisville Thursday at 8 a. m.; arrive at Newton by 5 p. m.

ROUTE No. 11870.

From Benton to Marion, 20 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. M. Blades..... | \$795. |
| John W. Burgess..... | 750. |
| D. C. Lane..... | 700. |
| M. L. Sneed..... | 650, three times a week. |
| R. H. T. Gatewood..... | 647. |
| Owen Fuller..... | 550. |
| D. N. Hamilton..... | 520. |
| Thomas Davis..... | 499. |
| S. J. Layman..... | 450. |
| M. L. Sneed..... | 450. |
| R. H. McCleave..... | 397. |
| Anderson Arnot..... | 333. <i>Accepted March 30, 1871.</i> |

Contract made with Anderson Arnot, dated March 30, 1871, at \$333 per annum.

Leave Benton Wednesday and Friday at 9 a. m.; arrive at Marion by 4 p. m.

Leave Marion Thursday and Saturday at 9 a. m.; arrive at Benton by 4 p. m.

ROUTE No. 11871.

From Centreville to Mahomet, 8 miles and back, twice a week.

Proposals invited to end at Mansfield or Monticello.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| John P. Mitchell..... | \$299. |
| | 499, end at Monticello. |
| Anderson Arnot..... | 292. |
| R. H. McCleave..... | 247. |
| W. B. Bunyard..... | 160. <i>Accepted March 30, 1871.</i> |

Contract made with W. B. Bunyard, dated March 30, 1871, at \$160 per annum.
 Leave Centreville Wednesday and Saturday at 10 a. m. ; arrive at Mahomet by 12.30 p. m.
 Leave Mahomet Wednesday and Saturday at 1.30 p. m. ; arrive at Centreville by 4 p. m.

ROUTE No. 11872.

From Herndon to Raymond, 6 miles and back, twice a week.
 (No bids.)

ROUTE No. 11873.

From Belle Prairie to Fairfield, 18 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| J. M. Blades..... | \$365. |
| | 500, twice a week. |
| R. H. McCleave..... | 219. |
| | 374, twice a week. |
| M. L. Sneed | 198. |
| | 400, twice a week. |
| James C. Overbee..... | 182. |
| | 274, twice a week. |
| William Good..... | 156. <i>Accepted March 30, 1871.</i> |

Contract made with William Good, dated March 30, 1871, at \$156 per annum.
 Leave Belle Prairie Saturday at 6 a. m. ; arrive at Fairfield by 12 m.
 Leave Fairfield Saturday at 1 p. m. ; arrive at Bell Prairie by 7 p. m.

ROUTE No. 11874.

From Breese to White Hall, 6 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| R. H. T. Gatewood..... | \$497. |
| Owen Fuller..... | 250. |
| Anderson Arnot..... | 296. |

(Suspended; N. M.)

INDIANA.

ROUTE No. 12245.

From Birmingham to Niconga, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| R. H. McCleave..... | \$249. |
| H. M. Neal..... | 180. |
| Jonas Cleland | 174. <i>Accepted March 30, 1871.</i> |

Contract made with Jonas Cleland, dated March 30, 1871, at \$174 per annum.
 Leave Birmingham Tuesday and Saturday at 7 a. m. ; arrive at Niconga by 10 a. m.
 Leave Niconga Tuesday and Saturday at 10½ a. m. ; arrive at Birmingham by 1½ p. m.

ROUTE No. 12370.

From Cloverdale to Spencer, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| James H. McCoy..... | \$295. |
| R. H. McCleave..... | 219. |
| Ratcliff & Ong..... | 195. |
| D. A. Baker, jr..... | 194. <i>Accepted March 30, 1871.</i> |

Contract made with D. A. Baker, jr., dated March 30, 1871, at \$194 per annum.
 Leave Cloverdale Saturday at 6 a. m. ; arrive at Spencer by 12 m.
 Leave Spencer Saturday at 1 p. m. ; arrive at Cloverdale by 7 p. m.

ROUTE No. 12371.

From Corydon to Milltown, 18 miles and back, once a week.

Proposals invited for service between Corydon and New Salisbury, 8 miles.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. H. McCleave..... | \$225. |
| Jacob S. Lewis | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Jacob S. Lewis, dated March 30, 1871, at \$200 per annum.

June 1, 1871. Curtail service to end at New Salisbury, reducing distance 10 miles, and pay \$111 per annum, *pro rata*. To take effect July 1, 1871, that being the date of beginning of the service.

Leave Corydon Saturday at 6 a. m.; arrive at New Salisbury by 9 a. m.

Leave New Salisbury Saturday at 9.30 a. m.; arrive at Corydon by 12 m.

ROUTE No. 12372.

From Bloomfield to Bloomfield, equal to 18½ miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| R. H. McCleave..... | \$449. |
| Israel Long..... | 425, end at Scotland. |
| D. A. Baker, jr..... | 384. |
| William P. Stropes..... | 350. <i>Accepted March 30, 1871.</i> |
| Ratcliff & Ong..... | 425, end at Scotland. |

Contract made with William P. Stropes, dated March 30, 1871, at \$350 per annum.

Leave Bloomfield Wednesday and Saturday at 7 a. m.; arrive at Bloomfield by 6 p. m.

ROUTE No. 12373.

From Greensburgh to Hope, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| R. H. McCleave..... | \$549 00. |
| D. A. Baker, jr..... | 548 00. |
| L. S. Walker..... | 500 00. |
| John K. Young..... | 438 00. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | |
| L. T. Schultz..... | 349 44. (Received March 4, 1871.) |
| John C. Brake..... | 630 00. (Received March 15, 1871.) |

Contract made with John K. Young, dated March 30, 1871, at \$438 per annum.

Leave Greensburgh Monday, Wednesday, and Friday at 1 a. m.; arrive at Hope by 7 p. m.

Leave Hope Monday, Wednesday, and Friday at 6 a. m.; arrive at Greensburgh by 12 m.

ROUTE No. 12374.

From Booneville to Enterprise, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| J. E. Richardson..... | \$400. |
| R. H. McCleave..... | 239. |
| William P. Hudson..... | 200. |
| Isaac S. Moore..... | 195. <i>Accepted March 30, 1871.</i> |

Contract made with Isaac S. Moore, dated March 30, 1871, at \$195 per annum.

Leave Booneville Tuesday at 6 a. m.; arrive at Enterprise by 12 m.

Leave Enterprise Tuesday at 1 p. m.; arrive at Booneville by 7 p. m.

ROUTE No. 12375.

From Greensburgh to Richland, 14 miles and back, twice a week, by a schedule making close connection with mail trains at Gettysburgh.

| Bidders' names. | Sum per annum. |
|---|---|
| D. A. Baker, jr..... | \$321. |
| John K. Young..... | 312. |
| R. H. McCleave..... | 299, day schedule not more than four miles an hour. |
| Thomas E. Trusler, (<i>after time.</i>).. | 250. (Received March 15, 1871.) |

(Suspended.)

ROUTE No. 12376.

From Loogootee to Clark's Prairie, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| R. H. McCleave..... | \$199. |
| William C. Berry..... | 190. |
| William Kimbrell..... | 104. Schedule revised. |
| John D. Hackler..... | 85. Schedule revised. <i>Accepted March 30, 1871.</i> |

Contract made with John D. Hackler, dated March 30, 1871, at \$85 per annum.

June 1, 1871. Increase service one trip per week, and pay of contractor \$85 per annum, *pro rata*. To take effect July 1, 1871.

Leave Loogootee Wednesday and Saturday at 2 p. m.; arrive at Clark's Prairie by 7 p. m.

Leave Clark's Prairie Wednesday and Saturday at 7 a. m.; arrive at Loogootee by 12 m.

ROUTE No. 12377.

From Manhattan to Poland, 9 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| Ratcliff & Ong..... | \$260 00. |
| Isom S. Wright..... | 249 60. |
| R. H. McCleave..... | 239 00. |
| Henry Fellows..... | 234 00. |
| James M. Nees..... | 174 00. |
| D. A. Baker, jr..... | 122 00. <i>Accepted March 30, 1871.</i> |

Contract made with D. A. Baker, jr., dated March 30, 1871, at \$122 per annum.

Leave Manhattan Wednesday and Saturday at 9 a. m.; arrive at Poland by 12 m.

Leave Poland Wednesday and Saturday at 1 p. m.; arrive at Manhattan by 4 p. m.

ROUTE No. 12378.

From Rochester to Kewanna, 12 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| D. A. Baker, jr..... | \$311, twice a week. 158. |
| R. H. McCleave..... | 140. 249, twice a week. <i>Accepted March 30, 1871.</i> |

Contract made with R. H. McCleave, dated March 30, 1871, at \$249 per annum for twice a week service.

Leave Rochester Wednesday and Saturday at 8 a. m.; arrive at Kewanna by 12 m.

Leave Kewanna Wednesday and Saturday at 1 p. m.; arrive at Rochester by 5 p. m.

ROUTE No. 12379.

From Kentland to Hervey, (N. O.), 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| Elmore McCray..... | \$568. |
| R. H. McCleave..... | 319. |
| Charles French..... | 285. |

(Suspended.)

ROUTE No. 12380.

From Porter's Cross-Roads to Tassinong, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|---|
| C. N. Williams..... | \$300. |
| R. H. McCleave..... | 199. |
| Nathan S. Fairchild, (after time). | 160. Schedule revised. No certificate. (Received March 10, 1871.) |

(Suspended.)

ROUTE No. 12381.

From Chestertown to Valparaiso, 12 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| R. H. McCleave..... | \$190. |

(Too high.)

ROUTE No. 12382.

From Humrick's Station to Poland, 10½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Ratcliff & Ong | \$140. |
| James M. Nees..... | 87. |

(Suspended.)

ROUTE No. 12383.

From Martinsville to Cope, (N. O.,) 7 miles and back, once a week.
Proposals for two and for three trips a week invited.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| Ratcliff & Ong..... | \$140. |
| | 250, twice a week. |
| | 360, three times a week. |
| D. A. Baker, jr..... | 214, twice a week. |
| | 114. <i>Accepted March 30, 1871.</i> |

Contract made with D. A. Baker, jr., dated March 30, 1871, at \$114 per annum, for once a week service.

Leave Martinsville Friday at 2 p. m.; arrive at Cope by 4 p. m.
Leave Cope Friday at 5 p. m.; arrive at Martinsville by 7 p. m.

ROUTE No. 12384.

From Mooresville to Monrovia, 7 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|---|---|
| C. F. Noble, sr..... | \$1,200. |
| Ratcliff & Ong..... | 700. |
| Temple S. Benson..... | 600. |
| D. A. Baker, jr..... | 448. |
| Joseph M. Allison..... | 300. |
| John C. Brake, (<i>after time</i>)..... | 791. (<i>Received March 3, 1871.</i>) |

(Suspended.)

ROUTE No. 12385.

From Evansville to Mount Vernon, 23½ miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|---------------------------------|
| R. H. McCleave..... | \$290, two days for round trip. |

(Suspended.)

ROUTE No. 12386.

From Carpentersville to Russellville, 13 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| R. H. McCleave..... | \$190. |
| D. A. Baker, jr..... | 168. |
| Ratcliff & Ong..... | 130. |

(Suspended; can be covered by extension.)

ROUTE No. 12387.

From Fillmore to Belle Union, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| R. H. McCleave..... | \$175. |
| D. A. Baker, jr..... | 154. |
| Ratcliff & Ong..... | 145. |
| Bluford Scott..... | 80. <i>Accepted March 30, 1871.</i> |

Contract made with Bluford Scott, dated March 30, 1871, at \$80 per annum.

Leave Fillmore Saturday at 8 a. m.; arrive at Belle Union by 12 m.
Leave Belle Union Saturday at 1 p. m.; arrive at Fillmore by 5 p. m.

ROUTE No. 12388.

From Acton to Clarksborough, (N. O.,) 4 miles and back, once a week.
(No bids.)

ROUTE No. 12389.

From Vera Cruz to Willshire, Ohio, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| Abner Masure | \$519. |
| R. H. McCleave | 249. |
| Eliburgh Sheldon..... | 198. <i>Accepted March 30, 1871.</i> |

Contract made with Eliburgh Sheldon, dated March 30, 1871, at \$198 per annum.
 Leave Vera Cruz Saturday at 6 a. m.; arrive at Willshire by 12 m.
 Leave Willshire Saturday at 1 p. m.; arrive at Vera Cruz by 7 p. m.

ROUTE No. 12390.

From Indian Field, (N. O.), to Kewanna, 12 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| R. H. McCleave | \$175. |
| D. A. Baker, jr | 164. |

(Wait for offices.)

ROUTE No. 12391.

From Lima to Scott, 7½ miles and back, once a week.
 Proposals invited for service twice a week.

(No bids.)

ROUTE No. 12392.

From Delphi to Burnett's Creek, 16 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|----------------|
| R. H. McCleave..... | \$219. |

(Too high.)

ROUTE No. 12393.

From Oakland City to Winslow, 8 miles and back, once a week.
 Proposals invited for service twice a week.

| Bidders' names. | Sum per annum. |
|--------------------------|-------------------------------------|
| William Skelton..... | \$300, twice a week. |
| George W. De Bruler..... | 200, twice a week. |
| William Skelton..... | 150. |
| Byron Brenton..... | 135. |
| William W. Hathaway..... | 100. |
| George Trusler..... | 78. |
| C. J. E. Clifford..... | 65. <i>Accepted March 30, 1871.</i> |

Contract made with C. J. E. Clifford, dated March 30, 1871, at \$65 per annum.
 Leave Oakland City Wednesday at 9.30 a. m.; arrive at Winslow by 12 m.
 Leave Winslow Wednesday at 1 p. m.; arrive at Oakland City by 3.30 p. m.

ROUTE No. 12394.

From Royal Centre to Fulton, 19½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| R. H. McCleave..... | \$249. |
| D. A. Baker, jr..... | 224. |
| William C. Bliss..... | 145. <i>Accepted March 30, 1871.</i> |

(After time.)

| | |
|------------------|---|
| Eli Ausman..... | 156, two-horse buggy. (Received March 8, 1871.) |
| L. C. Grant..... | 156. (Received March 4, 1871.) |
| C. Minthorn..... | 125. (Received March 23, 1871.) |

Contract made with William C. Bliss, dated March 30, 1871, at \$145 per annum.
 Leave Royal Centre Wednesday at 6 a. m.; arrive at Fulton by 12 m.
 Leave Fulton Wednesday at 1 p. m.; arrive at Royal Centre by 7 p. m.

ROUTE No. 12395.

From Plymouth to Bremen, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| R. H. McCleave..... | \$319. |
| D. A. Baker, jr..... | 294. |
| Henry Lenfesty..... | 223. |

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Jacob Stine..... | \$185. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| Francis O. Franklin..... | 150. Schedule proposed. No guarantor or certificate. (Received March 9, 1871.) |
| John Dietrich..... | 124. (Received March 3, 1871.) |

Contract made with Jacob Stine, dated March 30, 1871, at \$185 per annum.
 Leave Plymouth Tuesday and Friday at 3 p. m.; arrive at Bremen by 6 p. m.
 Leave Bremen Tuesday and Friday at 7 a. m.; arrive at Plymouth by 10 a. m.

ROUTE No. 12396.

From Goshen to Locke, 18 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| R. H. McCleave..... | 549. |
| Lewis B. Winder..... | 197. <i>Accepted March 30, 1871.</i> |
| John C. Brake, (after time)..... | 650. (Received March 15, 1871.) |

Contract made with Lewis B. Winder, dated March 30, 1871, at \$197 per annum.
 Leave Goshen Monday, Wednesday, and Friday at 1 p. m.; arrive at Locke by 7 p. m.
 Leave Locke Monday, Wednesday, and Friday at 6 a. m.; arrive at Goshen by 12 m.

MICHIGAN.

ROUTE No. 12593.

From Rose to Holly, 6 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| Van Dyke Wendell..... | \$104. <i>Accepted March 30, 1871.</i> |

Contract made with Van Dyke Wendell, dated March 30, 1871, at \$104 per annum.
 Leave Rose Wednesday and Saturday at 10 a. m.; arrive at Holly by 12 m.
 Leave Holly Wednesday and Saturday at 1 p. m.; arrive at Rose by 3 p. m.

ROUTE No. 12650.

From Au Gres to Arenac, 12 miles and back, once a week, from April 16 to November 14, in each year.

| Bidder's name. | Sum per annum. |
|-----------------|--|
| James Grey..... | \$90. Schedule proposed. <i>Accepted March 30, 1871.</i> |

Contract made with James Grey, dated March 30, 1871, at \$90 per annum.
 Leave Au Gres Tuesday at 7 a. m.; arrive at Arenac by 11 a. m.
 Leave Arenac Tuesday at 2 p. m.; arrive at Au Gres by 6 p. m.

ROUTE No. 12651.

From Frankenlust to Menona, 5 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|--------------------|---------------------------------------|
| John Hartmann..... | \$50. <i>Accepted March 30, 1871.</i> |

Contract made with John Hartmann, dated March 30, 1871, at \$50 per annum.
 Leave Frankenlust Friday at 1 p. m.; arrive at Menona by 2.30 p. m.
 Leave Menona Friday at 3 p. m.; arrive at Frankenlust by 4.30 p. m.

ROUTE No. 12701.

From New Salem to Allegan, 18 miles and back, once a week.

Proposals invited to end at Hopkins's Station post-office, omitting Allegan; also proposals for a reversed schedule.

NOTE.—If this service shall be let, service will not be let on route No. 12898, or route No. 12899.

| Bidders' names. | Sum per annum. |
|---------------------|---|
| R. H. McCleave..... | \$249. |
| M. J. Lenartz..... | 200. |
| R. L. Taylor..... | 170. Invited service and reversed schedule. |
| Jacob Fleser..... | 175. |
| | 350, twice a week. |

(Omit. See 12898-99.)

ROUTE No. 12705.

From Saugatuck to South Haven, 22 miles and back, twice a week.
Proposals invited to run by a reversed schedule.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|--|
| S. G. Sheffer..... | \$750. | Informal. No guarantor or certificate. |
| A. B. Titus..... | 550. | |
| John W. Billings..... | 540. | |
| R. H. McCleave..... | 399. | Accepted March 30, 1871. |
| S. G. Sheffer, (after time)..... | 750. | No guarantor. (Received March 12, 1871.) |

Contract made with R. H. McCleave, dated March 30, 1871, at \$399 per annum.
Leave Saugatuck Monday and Thursday at 11 a. m.; arrive at South Haven by 6 p. m.
Leave South Haven Tuesday and Friday at 8 a. m.; arrive at Saugatuck by 3 p. m.
(See abandonment of route afterward.)

ROUTE No. 12715.

From Richland to Prairieville, 9 miles and back, three times a week.

| Bidder's name. | Sum per annum. | |
|------------------|----------------|----------------|
| C. W. Lewis..... | \$397. | One guarantor. |

(Under contract already.)

ROUTE No. 12742.

From Olive to Saint John's, 7 miles and back, twice a week.
Proposals invited for three times a week service; also proposals invited for twice and for three times a week service, to begin at De Witt, 7 miles farther.

| Bidders' names. | Sum per annum. | |
|--------------------------------|----------------|--|
| J. W. Russell..... | \$150. | Accepted March 30, 1871. |
| C. W. Cohen, (after time)..... | 475. | three times a week service invited. 316, twice a week service invited. (Received March 27, 1871.) |

Contract made with J. W. Russell, dated March 30, 1871, at \$150 per annum.
Leave Olive Tuesday and Saturday at 1 p. m.; arrive at Saint John's by 3 p. m.
Leave Saint John's Tuesday and Saturday at 3.15 p. m.; arrive at Olive by 5.15 p. m.

ROUTE No. 12758.

From Beaver Creek to Mount Pleasant, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|----------------------------|
| James L. Donahue..... | \$130. | Accepted March 30, 1871. |
| P. J. Takeway, (after time)..... | 125. | (Received March 27, 1871.) |

Contract made with James L. Donahue, dated March 30, 1871, at \$130 per annum.
Leave Beaver Creek Wednesday at 7 a. m.; arrive at Mount Pleasant by 12 m.
Leave Mount Pleasant Wednesday at 2 p. m.; arrive at Beaver Creek by 7 p. m.

ROUTE No. 12732.

From Coldwater to Millbrook, 20 miles and back, once a week.

| Bidder's name. | Sum per annum. | |
|--------------------|----------------|---|
| H. S. Roberts..... | \$250. | Reversed schedule. Accepted March 31, 1871. |

Contract made with H. S. Roberts, dated March 30, 1871, at \$250 per annum.
Leave Coldwater Friday at 9 a. m.; arrive at Millbrook by 5 p. m.
Leave Millbrook Saturday at 8 a. m.; arrive at Coldwater by 4 p. m.

ROUTE No. 12734.

From Coral to Maple Hill, 5 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|--------------------------|
| Jacob Ferguson..... | \$52. | Accepted March 30, 1871. |

Contract made with Jacob Ferguson, dated March 30, 1871, at \$52 per annum.
Leave Coral Thursday at 8 a. m.; arrive at Maple Hill by 9.30 a. m.
Leave Maple Hill Thursday at 10 a. m.; arrive at Coral by 11.30 a. m.

ROUTE No. 12788.

From Bates to Crapo, 13 miles and back, once a week.
(No bids.)

June 30, 1871. Contract with George Wheaton, of Bates, Michigan, at \$150 per annum, July 1, 1871, to June 30, 1872.

January 16, 1872. Discontinue service; annul contract, allowing one month's extra pay from January 31, 1872.

ROUTE No. 12789.

From Hersey to Evart, 10 miles and back, once a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------|
| C. W. Lewis | \$500. One guarantor. |
| B. E. Hutchinson | 468, three times a week. |
| | 182. |
| G. W. Warring | 150. |
| | 400, twice a week. |

Offered G. W. Warring \$300 for three times a week.

August 28, 1871. Contract with B. E. Hutchinson, of Big Rapids, Michigan, for three times a week service, at \$300 per annum, from July 1, 1871, to June 30, 1872.

Leave Hersey Wednesday at 6.30 a. m.; arrive at Evart by 10 a. m.

Leave Evart Wednesday at 11 a. m.; arrive at Hersey by 2.30 p. m.

ROUTE No. 12796.

From Hesperia to Newaygo, 23 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| C. W. Lewis | \$800. One guarantor. |
| John Burnhard | 575. |
| Loran Armstrong | 300. <i>Accepted March 30, 1871.</i> |

Contract made with Loran Armstrong, dated March 30, 1871, at \$300 per annum.

Leave Hesperia Wednesday and Friday at 7 a. m.; arrive at Newaygo by 5 p. m.

Leave Newaygo Thursday and Saturday at 7 a. m.; arrive at Hesperia by 5 p. m.

ROUTE No. 12821.

From Lincoln to Ludington, 2½ miles and back, six times a week, from April 16 to November 14, in each year.

| Bidder's name. | Sum per annum. |
|--------------------|----------------|
| L. W. Steffy | \$300. |

(Suspended; too high.)

ROUTE No. 12822.

From Manistee to Colfax, 13 miles and back, once a week, from April 16 to November 14, in each year.

Proposals invited to extend service from Colfax, by Victory, to Ludington, 17 miles farther. Proposals also invited to extend from Colfax, by Victory, Ludington, and Fairview, to Pentwater, making distance say 45 miles.

| Bidder's name. | Sum per annum. |
|--------------------|-----------------------------|
| L. W. Steffy | \$150. |
| | 250. Extended to Ludington. |

(Suspended.)

ROUTE No. 12861.

From Eagle Harbor to Copper Harbor, 18 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| C. W. Lewis | \$2,990. One guarantor. |
| J. Cronin | 1,200. |
| Nicholas Coombs | 1,080. |
| D. E. O. Sullivan | 1,024. |
| Peter Monaghan | 994. <i>Accepted March 30, 1871.</i> |

(After time.)

| | |
|------------------------|----------------------------------|
| William Anderson | 1,300. (Received March 2, 1871.) |
| Oliver P. Brush | 1,200. (Received March 2, 1871.) |

Contract with Peter Monaghan, dated March 30, 1871, at \$994 per annum.

Leave Eagle Harbor daily, except Sunday, at 6 a. m.; arrive at Copper Harbor by 12 m.

Leave Copper Harbor daily, except Sunday, at 1 p. m.; arrive at Eagle Harbor by 7 p. m.

ROUTE No. 12870.

From Maple to Portland, 3 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------------------|
| C. H. Gillett | \$136. |
| John Norwood | 130. <i>Accepted March 30, 1871.</i> |

Contract made with John Norwood, dated March 30, 1871, at \$130 per annum.

Leave Maple Tuesday, Thursday, and Saturday at 6.30 a. m.; arrive at Portland by 8 a. m.

Leave Portland Tuesday, Thursday, and Saturday at 10 a. m.; arrive at Maple by 11.30 a. m.

ROUTE No. 12871.

From Leberna to Portland, 7 miles and back, twice a week.

Proposals invited to embrace Danby, making distance 9 miles, with proper additional schedule time.

| Bidder's name. | Sum per annum |
|--|---|
| Solomon Gale..... | \$120. Embracing Danby. <i>Accepted March 30, 1871.</i> |
| E. T. Lowe, (<i>after time</i>)..... | 125. (<i>Received March 4, 1871.</i>) |

Contract made with Solomon Gale, dated March 30, 1871, at \$120 per annum.

Leave Leberna Tuesday and Friday at 8 a. m.; arrive at Portland by 10 a. m.

Leave Portland Tuesday and Friday at 12 m.; arrive at Leberna by 2 p. m.

ROUTE No. 12875.

From Kinderhook to Coldwater, 10 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--|---|
| C. W. Lewis..... | \$497, one guarantor, three times a week. |
| G. W. Warring..... | 300. |
| | 400, three times a week. |
| R. H. McCleave..... | 249. |
| | 370, three times a week. |
| Aaron Chase..... | 240, three times a week. |
| John Bradley..... | 215, three times a week. See certificate. |
| E. J. Welker..... | 000. |
| Henry Outwater, (<i>after time</i>) | 200, three times a week. |
| (Not needed.) | |

ROUTE No. 12876.

From Little Prairie Ronde to Cassopolis, 15 miles and back, once a week.

Proposals for two and also for three times a week service invited.

| Bidders' names. | Sum per annum. |
|--|---|
| C. W. Lewis | \$700, three times a week. One guarantor. |
| R. H. McCleave | 190. |
| | 342, twice a week. |
| | 513, three times a week. |
| G. W. Warring..... | 150. |
| | 300, twice a week. |
| | 400, three times a week. |
| W. W. Rough, (<i>after time</i>) | 150. (<i>Received March 20, 1871.</i>) |
| | 208, twice a week. |
| | 298, three times a week. |
| (Suspended.) | |

ROUTE No. 12877.

From Weesaw to Buchanan, 9 miles and back, once a week.

(No bidders.)

May 24, 1871. Contract with G. W. Bird, of Buchanan, at \$85 per annum, from July 1, 1871, to June 30, 1874. Contract made accordingly.

Leave Weesaw Saturday at 1 p. m.; arrive at Buchanan by 3 p. m.

Leave Buchanan Saturday at 10 a. m.; arrive at Weesaw by 12 m.

ROUTE No. 12878.

From Pulaski to Concord, 5 miles and back, three times a week.
Connections to be made with mails from Jackson.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| C. W. Lewis | \$500, six times a week. One guarantor. |
| G. W. Warring..... | 300. |
| | 600, six times a week. |
| Nathan F. Wilbur..... | 156, in buggy. |

March 30, 1871. Mr. Warring was offered \$150 for three times a week service. Not accepted.

July 29, 1871. Contract ordered with Nathan F. Wilbur, of Pulaski, Michigan, at \$150 per annum, from July 1, 1871, to June 30, 1874.

ROUTE No. 12879.

From Walled Lake to Novi, 4 miles and back, three times a week.
Proposals invited for six times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| G. W. Warring..... | \$370. |
| | 550. |
| C. W. Lewis | 400, one guarantor. |
| Chas. M. Orr..... | 156. |
| | 300, six times a week. |
| James L. Humphreys..... | 145. |
| | 275, six times a week. <i>Accepted March 30, 1871.</i> |

Contract made with James L. Humphreys, dated March 30, 1871, at \$275 per annum for six times a week service.

Leave Walled Lake daily, except Sunday, at 10 a. m.; arrive at Novi by 11 a. m.
Leave Novi daily, except Sunday, at 12 m.; arrive at Walled Lake by 1 p. m.

ROUTE No. 12880.

From Waverly to Paw Paw, 6 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| Ephraim Jennings..... | \$125. <i>Accepted March 30, 1871.</i> |

Contract made with Ephraim Jennings, dated March 30, 1871, at \$125 per annum.
Leave Waverly Wednesday and Saturday at 7 a. m.; arrive at Paw Paw by 9 a. m.
Leave Paw Paw Wednesday and Saturday at 10 a. m.; arrive at Waverly by 12 m.

ROUTE No. 12881.

From Paw Paw to Hartford, 15 miles and back, three times a week.
Proposals invited for six times a week service.
Satisfactory connections at Hartford with mails by railroad required.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| C. W. Lewis | \$500, one guarantor. |
| | 800, six times a week. |
| Jacob Cragger | 484. |
| | 600, six times a week. <i>Accepted March 30, 1871.</i> |
| R. H. McCleave | 474. |
| G. W. Warring..... | 400. |
| | 650, six times a week. |

Contract made with Jacob Cragger, dated March 30, 1871, at \$600 per annum for six times a week service.

Leave Paw Paw daily, except Sunday, at 8 a. m.; arrive at Hartford by 12 m.
Leave Hartford daily, except Sunday, at 1 p. m.; arrive at Paw Paw by 5 p. m.

ROUTE No. 12882.

From Windsor to Lansing, 9 miles and back, twice a week.

| Bidder's name. | Sum per annum. |
|----------------------|--|
| F. J. Spafford | \$125. <i>Accepted March 30, 1871.</i> |

Contract made with F. J. Spafford, dated March 30, 1871, at \$125 per annum.
Leave Windsor Tuesday and Friday at 9 a. m.; arrive at Lansing by 12 m.
Leave Lansing Tuesday and Friday at 1 p. m.; arrive at Windsor by 4 p. m.

ROUTE No. 12883.

From Mount Clemens to Mount Clemens, 28 miles, twice a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------------------|--|
| C. M. Lockwood | \$750 00. |
| | 990 00, three times a week. |
| C. W. Lewis..... | 900 00, three times a week; one guarantor. |
| Elijah Hoover | 450 00. (†) |
| | 550 00, twice a week. |
| John T. Rowley..... | 395 00. |
| | 450 00, three times a week to Roy Centre. (See guarantor.) |
| Alexander Campbell | 375 00. |
| | 500 00, three times a week. |
| William Norton..... | 374 00. |
| | 449 00, twice a week. |
| Waring & Du Chien | 350 00. |
| | 500 00, three times a week. |
| Mary Nutting | 312 00. |
| William Broome..... | 300 00. |
| | 440 00, three times a week. |
| J. B. Vorillia | 312 00. |
| D. Leonard..... | 468 00, three times a week. |
| John Martin..... | 299 00. |
| | 448 50, three times a week. |
| J. P. Davis | 280 00. |
| | 420 00, three times a week. |
| August Poener, jr..... | 275 00. |
| | 300 00, three times a week. |
| Jacob P. Davis, (after time) | 260 00. |
| | 360 00. Invited service. (Received March 11, 1871.) |

ROUTE No. 12884.

From Saint Clair to Richmond, 14 miles and back, once a week.
Proposals for twice a week service invited.;

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------|
| Alfred Watson..... | \$490. |
| | 790, twice a week. |
| Alex. Bartley | 100. Accepted March 30, 1871. |

Contract made with Alex. Bartley, dated March 30, 1871, at \$100 per annum.
Leave Saint Clair Wednesday at 6 a. m.; arrive at Richmond by 10 a. m.
Leave Richmond Wednesday at 11 a. m.; arrive at Saint Clair by 3 p. m.

ROUTE No. 12885.

From Capac to Armada, 14½ miles and back, twice a week.
Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| C. W. Lewis..... | \$800, three times a week. One guarantor. |
| Alfred Watson..... | 790. |
| | 1,000, three times a week. |
| Reuben Banfill | 208. |
| | 268, three times a week. |
| C. H. Smith | 240, three times a week. Accepted March 30, 1871. |
| | 240, three times a week. |

Contract made with C. H. Smith, dated March 30, 1871, at \$240 per annum for three times a week service.

Leave Capac Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Armada by 10 a. m.

Leave Armada Tuesday, Thursday, and Saturday at 11 a. m.; arrive at Capac by 3 p. m.

ROUTE No. 12886.

From Memphis to Emmett, 7 miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------|
| Waring & Du Chien | \$98. |
| | 195, twice a week. |

(Suspended.)

ROUTE No. 12887.

From Peck to Emmett, 20 miles and back, once a week.

Proposals invited for two and also for three times a week service.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| James Ferguson | \$970, three times a week. |
| | 750, twice a week. |
| C. W. Lewis | 700, three times a week; one guarantor. |
| Nelson Howey | 150. |
| | 300, twice a week. |
| | 450, three times a week. |
| G. W. Warring | 150. |
| | 270, twice a week. |
| | 390, three times a week. <i>Accepted March 30, 1871.</i> |

Contract made with G. W. Warring, dated March 30, 1871, at \$390 per annum, for three times a week service.

Leave Peck Monday, Wednesday, and Friday at 6 a. m.; arrive at Emmett by 12 m.

Leave Emmett Monday, Wednesday, and Friday at 1 p. m.; arrive at Peck by 7 p. m.

ROUTE No. 12888.

From Peck to Newberry, 32 miles and back, once a week.

Proposals invited to end service at Marlette, 18 miles.

| Bidders' names. | Sum per annum. |
|---|---|
| James Ferguson | \$1,000, end at Marlette. |
| Nelson Howey | 350. |
| | 160, end at Marlette. <i>Accepted March 30, 1871.</i> |
| Isaac W. Home, (<i>after time</i>)..... | 195. (<i>Received March 10, 1871.</i>) |

Contract made with Nelson Howey, dated March 30, 1871, at \$160 per annum, service to end at Marlette.

Leave Peck Thursday at 6 a. m.: arrive at Marlette by 12 m.

Leave Marlette Thursday at 1 p. m.; arrive at Peck by 7 p. m.

ROUTE No. 12889.

From Port Austin to Bad Axe, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James Ryan | \$300. |
| | 195. No guarantor or certificate. |
| Moses Sturtevant | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Moses Sturtevant, dated March 30, 1871, at \$200 per annum.

Leave Port Austin Thursday at 6 a. m.; arrive at Bad Axe by 12 m.

Leave Bad Axe at 1 p. m.; arrive at Port Austin by 7 p. m.

ROUTE No. 12890.

From Bay City to Sand Beach, 90 miles and back, once a week.

Bidders to propose schedule of departures and arrivals.

Proposals invited to end service at Carr, making distance 55 miles.

| Bidder's name. | Sum per annum. |
|----------------------------|---|
| James Ryan | \$1,200. |
| (<i>After time</i>)..... | 3,650. (<i>Received March 6, 1871.</i>) |

Offered Ryan \$600 a year to end at Carr; offer accepted.

Contract made with James Ryan, dated May 5, 1871, at \$600 per annum; service between Bay City and Carr.

Leave Bay City Tuesday at 7 a. m.; arrive at Carr Wednesday by 3 p. m.

Leave Carr Wednesday at 4 p. m.; arrive at Bay City Friday by 7 p. m.

ROUTE No. 12891.

From East Saginaw to Denmark, 18 miles and back, six times a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|----------------|
| C. W. Lewis | \$1,993. | One guarantor. |
| Waring & Du Chien | 998. | |
| A. W. Gates | 492. | |

(Suspended.)

ROUTE No. 12892.

From Edenville to Averill's Station, 13 miles and back, twice a week.
Proposals for three and also for six times a week service invited.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|-----------------------------------|
| C. W. Lewis | \$800, | six times a week ; one guarantor. |
| C. W. Sterns | 475, | six times a week. |
| | 325, | three times a week. |
| G. W. Warring | 300. | |
| | 420, | three times a week. |
| | 673, | six times a week. |
| C. W. Sterns | 250. | Accepted March 30, 1871. |

Contract with C. W. Sterns, dated March 30, 1871, at \$250 per annum.
Leave Edenville Tuesday and Friday at 6 a. m. ; arrive at Averill's Station by 10 a. m.
Leave Averill's Station Tuesday and Friday at 12 m. ; arrive at Edenville by 4 p. m.

ROUTE No. 12893.

From Avenac to Bay City, 33 miles and back, twice a week from April 16 to November 14 in each year.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|--------------------------------------|
| C. W. Lewis | \$1,000. | One guarantor. |
| James Gray | 500. | Accepted March 30, 1871. |
| L. F. Collins, (after time) | 550. | (Received March 6, 1871. See 12890.) |

Contract made with James Gray, dated March 30, 1871, at \$500 per annum.
Leave Avenac Monday and Thursday at 7 a. m. ; arrive at Bay City by 6 p. m.
Leave Bay City Tuesday and Friday at 7 a. m. ; arrive at Avenac by 6 p. m.

. ROUTE No. 12894.

From Maple Rapids to Alma, 24 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|---|
| C. W. Lewis | \$700, | twice a week. One guarantor. |
| E. N. Root | 575. | |
| | 975, | twice a week. |
| Clayton Taylor | 300. | |
| | 550, | twice a week. |
| Henry B. Drinon, (after time) | 800, | |
| (Suspended.) | 1,200, | twice a week. (Received March 6, 1871.) |

ROUTE No. 12895.

From Lowell to Middleville, 32 miles and back, once a week, running via sections 29 and 30, in township of Lowell.

Proposals for two, and also for three times a week service invited.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------------------|
| Alanson Calkins | \$300 00, | three times a week. |
| C. W. Lewis | 800 00, | three times a week. One guarantor. |
| | 600 00, | twice times a week. One guarantor. |
| David Osborn | 624 00, | three times a week. Schedule proposed |
| H. D. Francisco | 749 99, | three times a week. |
| Horace Whitney | 300 00. | |
| | 450 00, | twice a week. |
| | 600 00, | three times a week. |

(Rest.)

ROUTE No. 12896.

From Bowne to Caledonia, 7 miles and back, twice a week.
Proposals invited to extend service to Caledonia Station, 4 miles.
Proposals also invited for three times a week service.

| Bidders' name. | Sum per annum. |
|-------------------------|--|
| C. W. Lewis | \$400 00, one guarantor. 600 00, three times a week. One guarantor. 300 00, begin at Harris Creek and extend to Caledonia Station. |
| C. Knickerbacar | 275 00. Extend to Caledonia Station. |
| Russell Smith | 199 50. |
| Charles E. Emmons | 166 67. Reversed schedule. Extend to Caledonia Station. 250 00, three times a week. Reversed schedule. Extend to Caledonia Station. |
| George Wilson..... | 133 33½. 200 00, three times a week. Reversed schedule. Extend to Caledonia Station. <i>Accepted March 30, 1871.</i> |
| (After time.) | |
| I. K. Dangremond | 80 00, three times a week. (Received March 17, 1871.) |
| Henry Braner..... | 120 00. (Received March 17, 1871.) |
| Rennett Kening..... | 118 00. (Received March 17, 1871.) |

Contract was sent to George Wilson, dated March 30, 1871, at \$200 per annum for three times a week service, and extended to Caledonia Station, but was never executed.

ROUTE No. 12897.

From Overisel to Hamilton, 3¼ miles and back, twice a week.
Proposals for three times a week service invited.
(No bidders.)

ROUTE No. 12898.

From Burnip's Corners to Dorr, 9¼ miles and back, once a week.
Proposals invited for twice a week service.
NOTE.—See note to route No. 12899.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| George Grey..... | \$140. No certificate. 275. No certificate; twice a week. |
| Edward Lutts | 150. 200, twice a week. |
| M. J. Lenartz..... | 110. |
| Theodore Castor | 104. |
| Gabriel Cole..... | 150, twice a week. 75. 102, twice a week. <i>Accepted March 30, 1871.</i> |

Contract made with Gabriel Cole, dated March 30, 1871, at \$102 per annum for twice a week service.

Leave Burnip's Corners Wednesday and Saturday at 7 a. m.; arrive at Dorr by 10 a. m.

Leave Dorr Wednesday and Saturday at 11.30 a. m.; arrive at Burnip's Corner's by 3 p. m.

ROUTE No. 12899.

From Monterey to Allegan, 6 miles and back, once a week.
Proposals invited for twice a week service; also proposals for one or for two trips a week to end at Hopkins Station post-office, omitting Allegan.

NOTE.—If this service, and service on route No. 12898, be let, service will not be let on route No. 12701.

| Bidders' names. | Sum per annum. |
|--------------------|---|
| M. A. Powell | \$80. 150, twice a week. <i>Accepted March 30, 1871.</i> |
| R. L. Taylor | 75. 135, twice a week; beginning at Hopkins Station; omitting Allegan. |

Contract made with M. A. Powell, dated March 30, 1871, at \$150 per annum, for twice a week service.

Leave Monterey Tuesday and Friday at 9 a. m.; arrive at Allegan by 10.30 a. m.

Leave Allegan Tuesday and Friday at 11 a. m.; arrive at Monterey by 0.30 p. m.

ROUTE No. 12900.

From Mount Pleasant to Fork, 24 miles and back, once a week.
(No bids; no action.)

ROUTE No. 12901.

From Mount Pleasant to Big Rapids, 40 miles and back, once a week.

| Bidder's name. | Sum per annum. | |
|-----------------------|----------------|--------------------|
| B. E. Hutchinson..... | \$400. | Proposed schedule. |
| (Suspended.) | | |

ROUTE No. 12902.

From Mount Pleasant to Clare, 15 miles and back, once a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---|
| C. W. Sterns | \$200. | 500, six times a week. <i>Accepted March 30, 1871.</i> |
| Horace Higbee..... | 200. | |
| Harrison Reed, (after time) | 600, | three times a week, with privilege of six times a week. (Received March 4, 1871.) |

Contract made with C. W. Sterns, dated March 30, 1871, at \$500 per annum, for six times a week service.

Leave Mount Pleasant daily, except Sunday, at 5 a. m.; arrive at Clare at 8.25 a. m.
Leave Clare daily, except Sunday, at 2 p. m.; arrive at Mount Pleasant by 6 p. m.

ROUTE No. 12903.

From Morley to Millbrook, 18 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | | |
|---------------------|----------------|--------------------|---------------|
| H. J. Brown..... | \$225. | Proposed schedule. | No guarantor. |
| | 200. | Proposed schedule. | No guarantor. |
| Levi S. Menen | 195. | Proposed schedule. | |
| (Rest.) | | | |

ROUTE No. 12904.

From Muskegon to Fremont Centre, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|----------------------------|
| John Shaffer..... | \$200. | Two-horse wagon or sleigh. |
| L. J. Crawford | 400. | |
| <i>(After time.)</i> | | |
| Thomas Merrill..... | 1,100. | (Received March 4, 1871.) |
| James P. Rooney..... | 445. | (Received March 4, 1871.) |
| (Suspended.) | | |

ROUTE No. 12905.

From Denver to Pent Water, 38 miles and back, once week; going via section 36, in township No. 16 north, range No. 15 west.

| Bidders' names. | Sum per annum. | |
|----------------------------------|----------------|---|
| M. B. High | \$344. | Revised schedule. <i>Accepted March 30, 1871.</i> |
| Kinney De Witt | 450. | |
| Almond Knowles, (after time).... | 375. | (Received March 8, 1871.) |

Contract made with M. B. High, dated March 30, 1871, at \$344 per annum.
Leave Denver Tuesday at 2 p. m.; arrive at Pent Water next day by 5 p. m.
Leave Pent Water Wednesday at 9 a. m.; arrive at Denver by 11 a. m.

ROUTE No. 12906.

From Hersey to Traverse City, 86 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.
(Rest.)

ROUTE No. 12907.

From Hersey to Sherman, 20 miles and back, once a week.
(No bid; no action.)

ROUTE No. 12908.

From Hersey to the State road, at west line of township No. 24 north, range No. 7 west, 75 miles and back, once a week.

Bidders to propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. | |
|----------------------|----------------|--------------------|
| Morey & Castle | \$3,198. | Proposed schedule. |
| (Rest.) | | |

ROUTE No. 12909.

From Traverse City to Midland City, 120 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|------------------------------|
| C. M. Lockwood | \$3,400. | See certificate. |
| C. W. Lewis | 3,000. | |
| William M. Hess | 3,000. | |
| John Giberson | 2,800. | |
| F. Hart | 400. | No guarantor or certificate. |
| S. A. Gardner | 1,989. | |
| Nelson Ainalie, (after time) | 2,382. | (Received March 30, 1871.) |
| (Rest.) | | |

ROUTE No. 12910.

From Crapo to section 3, township 19 north, range 12 west, — miles and back, once a week.

Bidders to state distance, and propose schedule of departures and arrivals.

(No bidders.)

ROUTE No. 12911.

From Manistee to Sherman, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------------------|----------------|------------------------------------|
| William E. Dean | \$1,000. | |
| | 750. | Different schedule; no guarantor. |
| William Madoon | 880. | |
| Robert A. Campbell | 800. | |
| | 622. | Proposed schedule. |
| Piercapher Hower | 624. | |
| Michael Fay | 600. | Accepted March 30, 1871. |
| C. W. Lewis | 1,500. | One guarantor. |
| H. A. Danville | 899. | |
| Easser & Baldwin, (after time) | 944. | (Received March 6, 1871.) See end. |

Contract made with Michael Fay, dated March 30, 1871, at \$600 per annum.

Leave Manistee Tuesday at 7 a. m.; arrive at Sherman next day by 11 a. m.

Leave Sherman Wednesday at 2 p. m.; arrive at Manistee next day by 7 p. m.

ROUTE No. 12912.

From Central Lake to Torch Lake, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------------|----------------|----------------------------|
| Daniel Blakely | \$100. | Accepted March 30, 1871. |
| C. M. Acker (after time) | 125. | (Received March 11, 1871.) |

Contract made with Daniel Blakely, dated March 30, 1871, at \$100 per annum.

Leave Central Lake Saturday at 7 a. m.; arrive at Torch Lake by 8 a. m.

Leave Torch Lake Saturday at 10 a. m.; arrive at Central Lake by 12 m.

ROUTE No. 12913.

From Little Traverse to Mackinaw City, 58 miles and back, once a week.

Proposals invited to end service at Cross Village, omitting Mackinaw City, and making distance 21 miles.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|------------------|
| Hamell & Pauquette | \$1,200 00. | |
| | 500 00, | invited service. |
| Alfred Watson | 1,190 00. | |
| | 540 00, | invited service. |
| Lewis Kervay | 898 00. | |
| Moses W. Horn | 856 00. | |
| | 410 00, | invited service. |

| Bidders' names. | Sum per annum. |
|------------------------|--|
| John Wagley..... | \$698 00. |
| George W. Conrad..... | 295 00, invited service. <i>Accepted March 30, 1871.</i> |
| (<i>After time.</i>) | 650 00. |
| A. M. Mixinassaw..... | 702 25. (Received March 4, 1871.) |
| Lewis Geboo..... | 900 00. (Received March 17, 1871.) |

Contract made with John Wagley, dated March 30, 1871, at \$295 per annum for service between Little Traverse and Cross Village.

Leave Little Traverse Wednesday at 9 a. m.; arrive at Cross Village by 5 p. m.

Leave Cross Village Thursday at 8 a. m.; arrive at Little Traverse by 4 p. m.

ROUTE No. 12914.

From Mackinaw City to Cheboygan, 17 miles and back, once a week.

Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| Hamill & Pauquette..... | \$400. |
| | 700, twice a week. |
| Alfred Watson..... | 350. |
| | 600, twice a week. |
| | 450. Proposed schedule. |
| Moses W. Howe..... | 258. |
| | 514, twice a week. |
| George W. Conrad..... | 160. <i>Accepted March 30, 1871.</i> |
| | 300, twice a week. |

Contract made with George W. Conrad, dated March 30, 1871, at \$160 per annum.

Leave Mackinaw Tuesday at 7 a. m.; arrive at Cheboygan by 12 m.

Leave Cheboygan Tuesday at 1 p. m.; arrive at Mackinaw by 7 p. m.

ROUTE No. 12915.

From Ventura to Holland, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|--|-------------------------------------|
| Thomas V. Wainright..... | \$140. <i>Accepted May 4, 1871.</i> |
| Herman Boone, (<i>after time</i>)..... | 171. (Received March 2, 1871.) |

Contract made with Thomas V. Wainright, dated May 8, 1871, at \$140 per annum.

Leave Ventura Tuesday and Friday at 7 a. m.; arrive at Holland by 9 a. m.

Leave Holland Tuesday and Friday at 10 a. m.; arrive at Ventura by 12 m.

ROUTE No. 12916.

From Fort Sheldon to West Olive, 3 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-----------------------|
| D. W. Bakker..... | \$208. One guarantor. |
| William Livensis..... | 200. |

D. W. Bakker was offered \$104 per annum for service twice a week. He accepted.

June 22, 1871. Contract was ordered with D. W. Bakker, of Port Sheldon, at \$104 per annum for service twice a week, from July 1, 1871, to June 30, 1874. Contract executed.

Leave Port Sheldon Tuesday and Friday at 1 p. m.; arrive at West Olive by 2 p. m.

Leave West Olive Tuesday and Friday at 3 p. m.; arrive at Port Sheldon by 4 p. m.

WISCONSIN.

ROUTE No. 13027.

From Somers to Kenosha, 7 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| John S. Gallagher..... | \$294 00. |
| E. F. Warren..... | 200 00. |
| C. R. Cobb..... | 129 00. |
| A. T. Bishops..... | 99 90. <i>Accepted March 30, 1871.</i> |

Contract made with A. T. Bishops, dated March 30, 1871, at \$99.90 per annum.

Leave Somers Tuesday and Friday at 1 p. m.; arrive at Kenosha by 3 p. m.

Leave Kenosha Tuesday and Friday at 4 p. m.; arrive at Somers by 6 p. m.

ROUTE No. 13041.

From Yorkville to Racine, 13 miles and back, twice a week.
Proposals to end route at Sylvania, omitting Racine, and make distance 6 miles.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|--|
| E. F. Warren | \$300. | |
| William Mayle | 200. | |
| George Hardle | 175. | Invited service. |
| William Mayle | 175. | Invited service. |
| William Burchell | 160. | Invited service. <i>Accepted March 30, 1871.</i> |

Contract made with William Birchell, dated March 30, 1871, at \$160, between Yorkville and Sylvania.

Leave Yorkville Wednesday and Saturday at 11.30 a. m.; arrive at Sylvania by 1.30 p. m.

Leave Sylvania Wednesday and Saturday at 9 a. m.; arrive at Yorkville by 11 a. m.

ROUTE No. 13043.

From Paynesville to Milwaukee, 14½ miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---------------------------------|
| John S. Gallagher | \$278. | |
| E. F. Warren | 156. | |
| Henry Honodel | 125. | <i>Accepted March 30, 1871.</i> |

Contract made with Henry Honodel, dated March 30, 1871, at \$125 per annum.

Leave Paynesville Tuesday at 7 a. m.; arrive at Milwaukee by 12 m.

Leave Milwaukee Tuesday at 2 p. m.; arrive at Paynesville by 7 p. m.

ROUTE No. 13088.

From Sheboygan to Two Rivers, 38 miles and back, six times a week; three of the trips each week to run by Mosel, Hika, and Northern, omitting Howard Grove, Edwards, Meeme, and Newtonburgh, and making distance 32 miles on those trips.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|---------------------------------|
| C. W. Lewis | \$4,380. | One guarantee. |
| E. F. Warren | 2,200. | |
| George Kesler | 1,350. | |
| Joseph Henricks | 1,350. | <i>Accepted March 30, 1871.</i> |
| Thomas Windrato, (after time) | 725. | (Received March 21, 1871.) |

Leave Sheboygan daily, except Sunday, at 10 a. m., or on arrival of mail from Fond du Lac; arrive at Two Rivers by 8 p. m.

Leave Two Rivers daily, except Sunday, at 5 a. m.; arrive at Sheboygan by 2 p. m.

ROUTE No. 13202.

From Madison to Monroe, 45 miles and back, three times a week, with side service from Exeter, by Attica, to Albany, 8 miles and back, three times a week, in due connections with mails from and to Madison.

If this service shall be let, service will not be let on routes Nos. 13351 and 13352.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---|
| E. F. Warren | \$1,100. | end at Albany, omitting Monroe, and supplying Monticello from Albany. |
| C. W. Lewis | 2,650. | One guarantee. |
| M. V. Nichols | 1,530. | |
| P. E. Call | 1,450. | |
| S. A. Barker | 1,400. | |
| John S. Gallagher | 1,337. | |
| Edward N. Kirby | 971. | <i>Accepted March 30, 1871.</i> |

Contract made with Edward N. Kirby, dated March 30, 1871, at \$971 per annum.

Leave Madison Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Monroe by 7 p. m.

Leave Monroe Monday, Wednesday, and Friday at 7 a. m.; arrive at Madison by 7 p. m.

ROUTE No. 13221.

From Avoca to Mineral Point, 39 miles and back, three times a week.

Proposals invited for the service omitting Montfort, and decreasing distance, say 6 miles.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|---------------------------------|
| C. W. Lewis | \$2,500 00. | Invited service; one guarantee. |
| M. Fawcett | 1,012 00. | |
| | 847 00. | Invited service. |
| M. V. Nichols | 997 00. | |
| E. F. Warren | 900 00. | Invited service. |
| E. J. Mabbott | 900 00. | |
| | 800 00. | Invited service. |
| C. P. Underwood | 878 00. | |
| | 725 00. | Invited service. |
| Robert Moran | 835 00. | |
| F. J. Dains | 792 50. | No guarantee; no certificate. |
| E. N. Kirby | 724 00. | |
| W. H. Jeffries | 700 00. | Invited service. |
| W. S. Anthony | 677 00. | No guarantor; no certificate. |
| Gilbert Pitts, jr. | 650 00. | Accepted March 30, 1871. |
| James Greenbalgh, (after time) .. | 800 00. | (Received March 4, 1871.) |

Contract made with Gilbert Pitts, jr., dated March 30, 1871, at \$650 per annum.
 Leave Avoca Monday, Wednesday, and Friday at 6 a. m.; arrive at Mineral Point by 4 p. m.

Leave Mineral Point Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Avoca by 5. p. m.

ROUTE No. 13264.

From Mill Creek to Boaz, 5 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------------|
| John S. Gallagher | \$156. | |
| E. F. Warren | 85. | |
| Elihu Bailey | 60. | |
| William Ewers | 40. | Accepted March 30, 1871. |

Contract made with William Ewers, dated March 30, 1871, at \$40 per annum.

Leave Mill Creek Tuesday at 1 p. m.; arrive at Boaz by 3 p. m.

Leave Boaz Tuesday at 3.30 p. m.; arrive at Mill Creek by 5.30 p. m.

ROUTE No. 13268.

From De Soto to Viroqua, 21 miles and back, twice a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---|
| C. W. Lewis | \$2,550 00. | Invited service; one guarantee. |
| E. F. Warren | 700 00. | |
| C. G. Caldwell | 410 00. | |
| | 600 00. | Invited service. |
| William Waldron | 400 00. | |
| | 600 00. | Invited service. |
| R. H. McCleave | 390 00. | |
| | 565 50. | Invited service. |
| Andrew Henry | 365 00. | |
| | 475 00. | Invited service. |
| | 327 00. | end at Liberty Pole. |
| Thomas Helgeson | 290 00. | |
| | 400 00. | Invited service. Accepted March 30, 1871. |

Contract made with Thomas Helgeson, dated March 30, 1871, at \$400 per annum for service three times a week.

Leave De Soto Monday, Wednesday, and Friday at 10 a. m.; arrive at Viroqua by 6 p. m.

Leave Viroqua Tuesday, Thursday, and Saturday at 10 a. m.; arrive at De Soto by 6 p. m.

ROUTE No. 13309.

From Winona, Minnesota, to Alma, 28 miles and back, six times a week from November 15th to April 15th in each year.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|--------------------------|
| C. W. Lewis | \$2,400. | |
| M. V. Nichols | 1,100. | |
| N. F. Frary | 790. | |
| Charles Niemaun | 699. | |
| Henry Ash | 642. | Accepted March 30, 1871. |

Contract made with Henry Ash, dated March 30, 1871, at \$642 per annum.
 Leave Winona daily, except Sunday, at 12 m., or on arrival of mail from La Crosse ;
 arrive at Alma by 8 p. m.
 Leave Alma daily, except Sunday, at 7 a. m. ; arrive at Winona by 3 p. m.

ROUTE No. 13346.

From Black Brook to Osceola Mills, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--------------------------------------|
| Charles H. Decker | \$300. No certificate. |
| | 275. <i>Accepted March 30, 1871.</i> |
| A. C. Bennett, (<i>after time</i>) | 220. (Received March 6, 1871.) |

Contract made with Charles H. Decker, dated March 30, 1871, at \$275 per annum.
 Leave Black Brook Friday at 8 a. m. ; arrive at Osceola Mills by 4 p. m.
 Leave Osceola Mills Saturday at 7 a. m. ; arrive at Black Brook by 3 p. m.

ROUTE No. 13347.

From Staffordville to Humburd, 18½ miles and back, three times a week.
 Proposals for six times a week service invited.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| C. W. Lewis | \$3,500. Invited service, one guarantee. |
| W. H. Kinyon | 1,370. Invited service. |
| E. F. Warren | 530. |
| Alexander W. Lynn | 400. |
| L. R. Stafford | 149. |
| Alexander W. Lynn | 249. Invited service. |
| | 74, six times a week. <i>Accepted March 30, 1871.</i> |
| | 4, three times a week. |

Contract made with Alexander W. Lynn, dated March 30, 1871, at \$74 per annum for
 six times a week service.
 Leave Staffordville daily, except Sunday, at 6.30 a. m. ; arrive at Humburd by 12 m.
 Leave Humburd daily, except Sunday, at 1 p. m. ; arrive at Staffordville by 6.30 p. m.

ROUTE No. 13348.

From Nord to Deerfield, 4 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|----------------------------|------------------------|
| Andrew H. Johnson | \$156. No certificate. |
| William H. Gallagher | 145. |
| | 220. Invited service. |

(Suspend.)

ROUTE No. 13351.

From Albany to Exter, 8 miles and back, three times a week.
 NOTE.—If this service and service on route No. 13352 shall be let, service will not be
 let on route No. 13352.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| M. V. Nichols | \$397. |
| J. S. Gallagher | 337. |
| E. F. Warren | 240. |

(Covered by No. 13202.)

ROUTE No. 13352.

From Madison to Monroe, 45 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------|
| C. W. Lewis | \$3,000. One guarantee. |
| E. F. Warren | 1,200. |
| John S. Gallagher | 1,099. |
| M. V. Nichols | 1,093. |

(Covered by 13202.)

ROUTE No. 13353.

From Mineral Point to Blanchardville, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------|----------------|---------------------------|
| M. V. Nichols | \$250. | |
| E. N. Kirby | 223. | |
| E. F. Warren | 200. | |
| (After time.) | | |
| J. Jackson | 95. | (Received March 3, 1871.) |
| John Farmer | 100. | (Received March 3, 1871.) |
| H. Mill | 120. | (Received March 3, 1871.) |
| (Suspend.) | | |

ROUTE No. 13354.

From Montfort to Cobb, 6 miles and back, three times a week, connections to be made at Cobb with mails to Avoca and from Mineral Point.
(No bidders; covered by 13221.)

ROUTE No. 13355.

From Prairie du Chien to De Soto, 32½ miles and back, once a week.
Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-------------------------------------|
| C. W. Lewis | \$1,000. | Invited service; one guarantee. |
| E. F. Warren | 440. | |
| Whaley & McDonald | 400. | |
| | 700. | Invited service. |
| M. V. Nichols | 350. | |
| | 210. | |
| | 400. | Invited service. Reversed schedule. |
| (Suspended.) | | |

ROUTE No. 13356.

From Utica to Stoughton, 8 miles and back, twice a week.
Proposals for more frequent service invited.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|---------------------------|
| B. H. Stillman | \$450. | |
| | 550. | three times a week. |
| L. H. Lawton | 440. | |
| | 540. | three times a week. |
| J. S. Gallagher | 324. | and increase at pro rata. |
| Chester Pool | 280. | |
| | 400. | three times a week. |
| E. F. Warren | 200. | |
| (Suspend.) | | |

ROUTE No. 13357.

From Cold Spring to Fort Atkinson, 5 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|--------------------------|
| J. S. Gallagher | \$307 00. | |
| E. F. Warren | 150 00. | |
| Elijah Hare | 114 50. | |
| Jacob Hackett | 112 00. | Accepted March 30, 1871. |

Contract made with Jacob Hackett, dated March 30, 1871, at \$112 per annum.

Leave Cold Spring Tuesday, Thursday, and Saturday at 12 m.; arrive at Fort Atkinson by 1.30 p. m.

Leave Fort Atkinson Tuesday, Thursday, and Saturday at 4 p. m.; arrive at Cold Spring by 5.30 p. m.

ROUTE No. 13358.

From Nora to Cottage Grove, 8 miles and back, once a week.
Proposals for twice a week service invited.

| Bidder's name. | Sum per annum. | |
|----------------------------|----------------|------------------|
| William H. Gallagher | \$219. | |
| | 315. | Invited service. |

March 29, 1871. Offered William H. Gallagher \$156 per annum for twice a week service. He accepted, provided schedule be changed. Contract executed accordingly.

Leave Nora Tuesday and Saturday at 2 p. m.; arrive at Cottage Grove by 4 p. m.

Leave Cottage Grove Tuesday and Saturday at 11.30 a. m.; arrive at Nora by 1¼ p. m.

ROUTE No. 13359.

From Ring to Oshkosh, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------------|
| John S. Gallagher | \$197. |
| Thomas J. Barton | 95. <i>Accepted March 30, 1871.</i> |
| D. C. Jones, (after time) | 100. (Received March 2, 1871.) |

Contract made with Thomas J. Barton, dated March 30, 1871, at \$95 per annum.

Leave Ring Tuesday at 1 p. m.; arrive at Oshkosh by 3 p. m.

Leave Oshkosh Tuesday at 4 p. m.; arrive at Ring by 6 p. m.

ROUTE No. 13360.

From Gravesville to Saint Cloud, 14 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| C. W. Lewis | \$2,000. |
| C. J. Montgomery | 1,400. |
| Joseph Heinrichs | 900. |
| E. F. Warren | 900, end at Chilton. |
| Henry Ash | 895. <i>Accepted March 30, 1871.</i> |

Contract made with Henry Ash, dated March 30, 1871, at \$895 per annum.

Leave Gravesville daily, except Sunday, at 11 a. m.; arrive at Saint Cloud by 3 p. m.

Leave Saint Cloud daily, except Sunday, at 9 a. m.; arrive at Gravesville by 6 p. m.

ROUTE No. 13361.

From Stockbridge to Summit Railroad Station, (N. O.,) 16 miles and back, three times a week.

Proposals for six times a week service invited; also proposals to omit Hinesburgh and Summit Railroad Station, and extend from Calumet Harbor by North Taycheda to Taycheda, making distance, say 22 miles.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| C. W. Lewis | \$1,500. One guarantee. 3,000, six times a week. One guarantee. |
| R. S. Bennett | 1,350, to Taycheda, six times a week. One guarantee. |
| E. N. Goodell | 1,200. 2,200, six times a week. 1,200. End at Taycheda. |
| J. R. Tallmadge..... | 2,200. End at Taycheda, six times a week. 945, six times a week. 945. End at Taycheda, six times a week. <i>Accepted March 30, 1871.</i> |
| C. J. Montgomery..... | 875. End at Taycheda. 1,750, six times a week, ending at Taycheda. |

Contract made with J. R. Tallmadge, dated March 30, 1871, at \$945, six times a week, ending at Taycheda.

Leave Stockbridge daily, except Sunday, at 10 a. m.; arrive at Taycheda by 4 p. m.

Leave Taycheda daily, except Sunday, at 9 a. m.; arrive at Stockbridge by 5 p. m.

ROUTE No. 13362.

From Stockbridge to Chilton, 10½ miles and back, three times a week.

Proposals for six times a week service.

| Bidders' names. | Sum per annum. |
|----------------------------|--------------------------------------|
| C. J. Montgomery..... | \$400. 800. Invited service. |
| R. N. Goodell | 375. 700. Invited service. |
| E. F. Warren | 340. |
| Jacob E. Moore | 299. |
| Frederick J. Curtiss | 230. <i>Accepted March 30, 1871.</i> |

Contract made with Frederick J. Curtiss, dated March 30, 1871, at \$230 per annum.

Leave Stockbridge Monday, Wednesday, and Friday at 7 a. m.; arrive at Chilton by 10 a. m.

Leave Chilton Monday, Wednesday, and Friday at 1 p. m., or on arrival of mails from Saint Cloud; arrive at Stockbridge by 4 p. m.

ROUTE No. 13363.

From Little Sturgeon Bay to Brussels, 8 miles and back, twice a week.
Proposals for three times a week service invited.

| Bidder's name. | Sum per annum. |
|--------------------|--|
| F. B. Gardner..... | \$208. <i>Accepted March 30, 1871.</i> 312. <i>Invited service.</i> |

Contract made with F. B. Gardner, dated March 30, 1871, at \$208 per annum.
Leave Little Sturgeon Monday and Friday at 11 a. m.; arrive at Brussels by 2 p. m.
Leave Brussels Monday and Friday at 3 p. m.; arrive at Little Sturgeon by 6 p. m.

ROUTE No. 13364.

From Ephraim to North Bay, 10 miles and back, once a week.
Bidders will propose suitable schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------------------|--|
| O. P. Thompson..... | \$99. |
| Byron Aslagson..... | 94. |
| Ole A. Anderson..... | 87. |
| Byron Aslagson..... | 84. <i>Schedule proposed. Accepted March 30,</i> <i>1871.</i> |
| Ferdinand Schmidt, (after time) .. | 78. <i>(Received March 4, 1871.)</i> |

Contract made with Byron Aslagson, dated March 30, 1871, at \$84 per annum.
Leave Ephraim Wednesday at 6 a. m.; arrive at North Bay by 12 m.
Leave North Bay Wednesday at 1 p. m.; arrive at Ephraim by 7 p. m.

ROUTE No. 13365.

From Ephraim to Washington Harbor, 26 miles and back, twice a month, from December 1 to April 30, each year.

Bidders will propose suitable schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------|---|
| John Eliason..... | \$150. |
| Peter Knudson..... | 150. <i>Reversed schedule.</i> |
| Levi Vorous..... | 125. <i>Reversed schedule. Accepted March 30,</i> <i>1871.</i> |

Contract made with Levi Vorous, dated March 30, 1871, at \$125 per annum, reversed schedule.

Leave Ephraim the 2d and 4th Wednesday of every month at 7 a. m.; arrive at Washington Harbor next day by 12 m.

Leave Washington Harbor 2d and 4th Tuesday of every month at 6 a. m.; arrive at Ephraim by 12 m.

ROUTE No. 13366.

From Washington Harbor to Green Bay, 80 miles and back, once a week, in steamboats, from May 1 to November 30, in each year, by a schedule to be arranged.

| Bidder's name. | Sum per annum. |
|-----------------------|--|
| Mitchell Joannes..... | \$170. <i>Accepted March 30, 1871.</i> |

Contract made with Mitchell Joannes, dated March 30, 1871, at \$170 per annum.
Leave Washington Harbor Sunday at 11 a. m.; arrive at Green Bay by 8 p. m.
Leave Green Bay Wednesday at 11 a. m.; arrive at Washington Harbor by 3 p.

ROUTE No. 13367.

From Glendale to Hillsborough, 12 miles and back, once a week.
Bidders will propose suitable schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------|
| Amos Thompson..... | \$130. |
| Samuel Jones..... | 128. <i>Reversed schedule.</i> |
| Isaac T. Carr..... | 120. |
| Z. M. Broughton..... | 100. |

(Suspended for offices.)

ROUTE No. 13368.

From Galesville to Black River Falls, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------|---|
| John Pickiene..... | \$500, for one year from March 1, 1871: <i>no</i> <i>guarantee or certificate.</i> |

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| R. H. McCleave | \$449. |
| E. F. Warren | 440. |
| M. V. Nichols | 397. |
| J. W. Webber | 364. <i>Accepted March 30, 1871.</i> |

Contract made with J. W. Webber, dated March 30, 1871, at \$364 per annum.
 Leave Galesville Friday at 6 a. m.; arrive at Black River Falls by 6 p. m.
 Leave Black River Falls Saturday at 6 a. m.; arrive at Galesville by 6 p. m.

ROUTE No. 13369.

From Arcadia to Winona, Minnesota, 24 miles and back, once a week.
 Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---|---|
| N. F. Frary | \$416. |
| W. H. Kenyon | 750 |
| | 744. <i>Invited service.</i> |
| M. V. Nichols | 270. |
| Alphonso Kenyon | 255. <i>No guarantee.</i> |
| Thomas Barry | 247. |
| H. W. Dewey | 244. <i>Accepted March 30, 1871.</i> |
| Thomas Barry, (<i>after time</i>) | 230. (<i>Received March 6, 1871.</i>) |

Contract made with H. W. Dewey, dated March 30, 1871, at \$244 per annum.
 Leave Arcadia Thursday at 7 a. m.; arrive at Winona by 6 p. m.
 Leave Winona Friday at 7 a. m.; arrive at Arcadia by 6 p. m.

ROUTE No. 13370.

From Diamond Bluff to Trimbelle, 8 miles and back, once a week.
 Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| George Wethem | \$390, three times a week; schedule proposed; no certificate. |
| B. D. Engley | 105. |
| | 182. <i>Invited service; schedule proposed.</i> |
| (Suspended.) | |

ROUTE No. 13371.

From Diamond Bluff to Ellsworth, 12 miles and back, once a week. Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| B. D. Engley | \$156. |
| | 390. |
| George Wethern | 125. <i>Schedule proposed. Accepted March 30, 1871.</i> |
| | 258, twice a week. |
| | 468, three times a week. <i>Schedule proposed.</i> |

Contract made with George Wethern, dated March 30, 1871, at \$125 per annum.
 Leave Diamond Bluff Thursday at 7 a. m.; arrive at Ellsworth by 12 m.
 Leave Ellsworth Thursday at 1 p. m.; arrive at Diamond Bluff by 6 p. m.

ROUTE No. 13372.

From Menomonee to Hudson, 50 miles and back, six times a week. Connections to be made at Menomonee with mails to and from Tomah.

| Bidder's name. | Sum per annum. |
|----------------------|----------------|
| J. M. Whaley | \$3,000. |
| (Proposed railroad.) | |

ROUTE No. 13373.

From Menomonee to Erin, 40 miles and back, once a week. Bidders will propose suitable schedule of departures and arrivals.
 (No bids.)

ROUTE No. 13374.

From Hudson to Stillwater, Minnesota, 6 miles and back, three times a week. Proposals for six times a week service invited; also proposals to run by a reversed schedule.

| Bidders' names. | Sum per annum. |
|---------------------|--|
| Joseph Miners | \$600. |
| J. M. Whaley | 312. |
| | 624, six times a week. |
| M. L. Noyes | 274. |
| (After time.) | |
| John Shasby | \$200. |
| | 390, six times a week. (Received March 9, 1871.) |
| Charles Miner | 175, six times a week. (Received March 9, 1871.) |
| | 100. |
| S. W. Fuller | 100. |
| | 200, six times a week. (Received March 1, 1871.) |

Offer made to J. M. Whaley at \$400 per annum for six times a week service. Accepted by him, and contract made accordingly.

ROUTE No. 13375.

From Lincoln Centre to Stillwater, Minnesota, 30 miles and back, once a week. Proposals invited for two and also for three times a week service.

| Bidder's name. | Sum per annum. |
|--------------------------------|---|
| John Brown, (after time) | \$900, three times a week. (Received March 11, 1871.) |

July 8, 1871. Contract with John Brown, of Lincoln Centre, Wisconsin, at \$300 per annum, from July 1, 1871, to June 30, 1872. Executed.

ROUTE No. 13376.

From Saint Croix Falls to Doversville, 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| John S. Gallagher | \$570. |
| John L. Murphey | 400. |
| John B. Stratton | 350. Mr. Stratton offered \$220 for this service. |
| John Weymouth, (after time) | 240. (Received March 13, 1871.) |

ROUTE No. 13377.

From Saint Croix Falls to Clam River Falls, (N. O.), 32 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---------------------------------|
| John S. Gallagher | \$797. |
| D. F. Smith | 400. |
| John B. Stratton | 390. |
| John Weymouth, (after time) | 395. (Received March 13, 1871.) |
| (Suspended.) | |

MINNESOTA.

ROUTE No. 13557.

From Free Soil to Fillmore, 5 miles and back, once a week.
(No bids.)

ROUTE No. 13566.

From Union Springs to Kasson, 5 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|----------------------------------|--|
| Henry Keller, (after time) | \$52. (Received March 2, 1871.) Accepted March 30, 1871. |

Contract made with Henry Keller, dated March 30, 1871, at \$52 per annum. Leave Union Springs Saturday at 11 a. m.; arrive at Kasson by 1 p. m. Leave Kasson Saturday at 2 p. m.; arrive at Union Springs by 4 p. m.

ROUTE No. 13576.

From Sumner to Guilford, $\frac{3}{4}$ miles and back, once a week, by a schedule to be arranged, with connections at Guilford with mails from the East.

| Bidder's name. | Sum per annum. | |
|---------------------------------------|----------------|--|
| A. Lowry, (<i>after time</i>) | \$40. | (Received March 11, 1871.) <i>Accepted</i> <i>March 30, 1871.</i> |

Contract drawn and sent to A. Lowry, dated March 30, 1871, at \$40 per annum, but never executed.

ROUTE No. 13586.

From Alma City to Janesville, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|---------------------------------|
| H. B. Barnard | \$2,400. | |
| M. V. Nichols | 397. | |
| Frank Hurlburt | 230. | |
| Warren Gates | 225. | <i>Accepted March 30, 1871.</i> |

Contract made with Warren Gates, dated March 30, 1871, at \$225 per annum.

Leave Alma City Tuesday, Thursday, and Saturday at 2 p. m.; arrive at Janesville by 4 p. m.

Leave Janesville Tuesday, Thursday, and Saturday at 5.30 p. m.; arrive at Alma City by 7.30 p. m.

ROUTE No. 13588.

From Banks to Well, 10 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|---|
| H. B. Barnard | \$2,000. | |
| N. F. Frary | 500. | |
| Hall McCleave | 299. | |
| F. E. Drake | 220. | <i>Accepted March 30, 1871.</i> |
| Almond B. Davis, (<i>after time</i>) | 300. | (Received March 6, 1871.) |
| B. M. Sinscott | 240. | No guarantee. (Received March 6, 1871.) |

Contract made with F. E. Drake, dated March 30, 1871, at \$220 per annum.

Leave Banks Wednesday and Saturday at 9 a. m.; arrive at Well by 12 m.

Leave Well Wednesday and Saturday at 2 p. m.; arrive at Banks by 5 p. m.

ROUTE No. 13591.

From Mankato to Blue Earth City, 42 miles and back, six times a week.

Proposals invited to begin service at Lake Crystal, omitting Mankato and South Bend, and making distance 36 miles. Connections to be made at Lake Crystal with mail trains to and from St. Paul, with allowance of 9 hours' time in which to make trips each way.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|------------------|
| H. B. Barnard | \$3,400. | Invited service. |
| J. P. Winship | 5,000. | |
| | 4,800. | Invited service. |
| A. P. McKinstry | 4,800. | |
| | 4,700. | Invited service. |
| Sylvester Notenan | 3,475. | |
| Lucius Gill | 2,973. | |
| Martin Heisler | 2,890. | |

(Suspended.)

ROUTE No. 13608.

From Grauley to Saint Peter, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|---------------------------------|
| Hall McCleave | \$249. | |
| James Witherspoon | 200. | (?) |
| Lewis Hatcher | 175. | Reversed schedule. |
| M. V. Nichols | 160. | |
| O. P. Huntley | 135. | |
| Christian Peterson | 100. | |
| Simon Door | 99. | No certificate. |
| Nels P. Nelson | 95. | |
| Peter Cashion | 94. | <i>Accepted March 30, 1871.</i> |

Contract made with Peter Cashion, dated March 30, 1871, at \$94 per annum.
 Leave Granley Friday at 9 a. m.; arrive at Saint Peter by 2 p. m.
 Leave Saint Peter at 3 p. m.; arrive at Granley by 7 p. m.

ROUTE No. 13613.

From Fort Ridgeley, by Franklin, Birch Cooley, Beaver Falls, Herzhom, Sacred Heart, Hawk Creek, and Granite Falls, to Montevideo, 77 miles and back, once a week.
 Proposals invited to end at Beaver Falls, making distance 20 miles, with three times a week service, with privilege of omitting Birch Cooley from through trips, and supplying it from Beaver Falls, or Franklin, in due connection with mails from Fort Ridgeley.

NOTE.—If service on this route shall be let through to Montevideo, service will not be let on route No. 13787.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|------------------------------------|
| H. B. Barnard..... | \$4,000 00. | Invited service. |
| James Greely..... | 1,150 00. | |
| | 700 00. | Invited service. |
| Lucius Gill..... | 1,073 00. | |
| George H. Simmons..... | 964 00. | Invited service. |
| Lave Stone..... | 873 00. | |
| | 643 00. | Invited service. |
| P. H. Swift..... | 794 47. | |
| | 671 00. | Invited service. |
| Oscar Hogdon..... | 749 00. | |
| | 624 00. | Invited service. |
| James Arnold..... | 220 00. | Accepted March 30, 1871. |
| | 390 00. | end at Beaver Falls, twice a week. |
| | 600 00. | Invited service. |

Contract drawn and sent to James Arnold, dated March 30, 1871, at \$220 per annum, but never executed.

ROUTE No. 13627.

From Farm Hill to Lincoln, 11 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|----------------------|----------------|--------------------------|
| H. B. Barnard..... | \$2,000. | |
| Hall McCleave..... | 319. | |
| M. V. Nichols..... | 220. | |
| Francis Wheeler..... | 195. | Accepted March 30, 1871. |

Contract made with Francis Wheeler, dated March 30, 1871, at \$195 per annum.
 Leave Farm Hill Tuesday and Friday at 10 a. m.; arrive at Lincoln by 1 p. m.
 Leave Lincoln Tuesday and Friday at 2 p. m.; arrive at Farm Hill by 5 p. m.

ROUTE No. 13649.

From Wastedo to Hader, 4 miles and back, twice a week.
 Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. | |
|-------------------|----------------|--------------------------|
| Shubel Wales..... | 145 00. | |
| B. F. Davis..... | 86 40. | Accepted March 30, 1871. |

Contract made with B. F. Davis, dated March 30, 1871, at \$86.40 per annum.
 Leave Wastedo Tuesday and Saturday at 11 a. m.; arrive at Hader by 12 m.
 Leave Hader Tuesday and Saturday at 1 p. m.; arrive at Wastedo by 2 p. m.

ROUTE No. 13682.

From Little Canada to Saint Paul, 6 miles and back, once a week.
 (No bids.)

July 1, 1871. Contract was made with and executed by Edward A. Boyd, at \$100 per annum, for service from July 1, 1871, to June 30, 1872.

Leave Little Canada Friday at 1 p. m.; arrive at Saint Paul by 3 p. m.
 Leave St. Paul Friday at 4 p. m.; arrive at Little Canada by 6 p. m.

ROUTE No. 13684.

From Centreville to Centreville Station, (N. O.) 3 miles and back, twice a week.
 Connections to be made at the station with mail-trains from Saint Paul.
 (No bids.)

ROUTE No. 13690

From Chengwatana to Pine City, 3 miles and back, twice a week
Connections to be made at Pine City with mails from Saint Paul.
(No bids.)

June 26, 1871. Contract ordered with and executed by Eli Stull, at \$156 per annum, for twice a week service from July 1, 1871, to June 30, 1872.

Leave Chengwatana Monday and Thursday at 1 p. m.; arrive at Pine City by 2 p. m.
Leave Pine City Monday and Thursday at 3 p. m.; arrive at Chengwatana by 4 p. m.

ROUTE No. 13705.

From Richfield to Minneapolis, 6 miles and back, once a week.

Proposals invited for three times a week service, also proposals to run by a reversed schedule.

| Bidders' names. | Sum per annum. |
|--------------------|-------------------------------------|
| H. B. Barnard..... | \$2,400, three times a week. |
| A. V. Dunmoor..... | 75. <i>Accepted March 30, 1871.</i> |
| | 156, three times a week. |

Contract made with A. V. Dunmoor, dated March 30, 1871, at \$75 per annum.

Leave Richfield Friday at 8 a. m.; arrive at Minneapolis by 10 a. m.

Leave Minneapolis Friday at 2.30 p. m.; arrive at Richfield by 4.30 p. m.

ROUTE No. 13706.

From Brooklyn to Minneapolis, 7 miles and back, once a week.

(No bids.)

June 28, 1871. Contract ordered with Abijah H. Benson, at \$78 per annum.

Contract made and executed accordingly.

Leave Brooklyn Friday at 8 a. m.; arrive at Minneapolis by 10 a. m.

Leave Minneapolis Friday at 3 p. m.; arrive at Brooklyn by 5 p. m.

ROUTE No. 13719.

From Clear Water to Clear Lake, 3½ miles and back, six times a week.

Bidders' names. Sum per annum.

| | |
|----------------------|--------------------------------------|
| H. B. Barnard..... | \$2,400. |
| John Cooper..... | 997. |
| Sumner Leavitt..... | 363. |
| Robert A. Lyons..... | 312. <i>Accepted March 30, 1871.</i> |

Contract made with Robert A. Lyons, dated March 30, 1871, at \$312 per annum.

Leave Clear Water daily, except Sunday, at 7 a. m.; arrive at Clear Lake by 8.15 a. m.

Leave Clear Lake daily, except Sunday, at 12 m., or on arrival of mail from Saint Paul; arrive at Clear Water by 1.15 p. m.

ROUTE No. 10733.

From Otter Tail City to Brandon, 4 miles and back, twice a week.

Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|-----------------------------------|--------------------------------|
| H. B. Barnard..... | 6,000, three times a week. |
| John R. Noyes..... | 1,275. |
| Lucius Gill..... | 1,600, three times a week. |
| | 1,100. |
| Charles H. Peake, (after time)... | 590. (Received March 4, 1871.) |

Let under former advertisements; order of January 12, 1871. Rest.

ROUTE No. 13750.

From Kandiyohi to Atwater, 8 miles and back, once a week.

(No bids.)

ROUTE No. 13770.

From Lake Harrold to Litchfield, 6 miles and back, twice a week.

Bidder's name. Sum per annum.

| | |
|------------------|--------|
| John Cooper..... | \$208. |
|------------------|--------|

March 29, 1871. John Cooper offered \$130 per annum. April 27, offer accepted.

Contract made accordingly.

Leave Lake Harrold Monday and Thursday at 12 m.; arrive at Litchfield by 2 p. m.
Leave Litchfield Monday and Thursday at 4 p. m.; arrive at Lake Harrold by 6 p. m.

ROUTE No. 13771.

From Blooming Grove to Morristown, 6 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|----------------------|-------------------------------------|
| H. B. Barnard..... | \$2,000. |
| Samuel F. Wyman..... | 85. <i>Accepted March 30, 1871.</i> |

Contract made with Samnel F. Wyman, dated March 30, 1871, at \$85 per annum.
Leave Blooming Grove Tuesday and Friday at 3 p. m.; arrive at Morristown by 5 p. m.
Leave Morristown Tuesday and Friday at 5.30 p. m.; arrive at Blooming Grove by 7 a. m.

ROUTE No. 13773.

From Hutchinson to Dassell, 14 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|--------------------------------------|
| H. G. Barnard..... | \$3,960. |
| N. F. Trury..... | 1,490. |
| John O. Rice..... | 1,247. |
| M. V. Nichols..... | 913. |
| Henry Ash..... | 895. |
| J. M. Blakely..... | 879. |
| William Owen, jr..... | 625. |
| Charles Andrews..... | 450. |
| Samuel A. Bunting..... | 298. <i>Accepted March 30, 1871.</i> |
| O. P. Huntley, (after time)..... | 696. |

Contract made with Samuel A. Bunting, dated March 30, 1871, at \$298 per annum.
Leave Hutchinson daily, except Sunday, at 7 a. m.; arrive at Dassell by 11 a. m.
Leave Dassell daily, except Sunday, at 3 p. m.; arrive at Hutchinson by 7 p. m.

ROUTE No. 13774.

From Well to Blue Earth City, 2 miles and back, six times a week.

Proposals invited to omit Barber; also proposals to begin at Barber, omitting Well and making distance 15 miles.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Martin Keisler..... | \$1,990. |
| Lucius Gill..... | 1,293. |
| George Hayes..... | 873, begin at Barber. |
| A. B. Davis, (after time)..... | 582. |
| | 800. (Received March 6, 1871.) |
| | 200, begin at Delevan Station and supply Barber from Delevan; see letter in bid. |
| | 450, begin at Delevan. |

(Suspended.)

ROUTE No. 13775.

From Saint Henry to Union Centre, 3 miles and back, once a week.

(Covered by 13772. No bids.)

ROUTE No. 13780.

From Well to Minnesota Lake, 10 miles and back, twice a week.

Proposals invited for three times a week service.

| Bidders' names. | Sum per annum. |
|--------------------|--------------------------|
| Hall McCleave..... | \$299. |
| George Hyes..... | 257. |
| | 357, three times a week. |

March 29. Offered Mr. Hyes \$257 for three times a week; not accepted.

ROUTE No. 13781.

From Clayton to Forest City, Iowa, — miles and back, once a week.

Bidders to state distance, and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Frank S. Everett..... | \$496, thirty miles; proposed schedule. |
| (<i>After time.</i>) | |
| A. B. Davis..... | 400, forty miles; proposed schedule. (Received March 6, 1861.) |
| Hiram Raymond..... | 450. |
| (Rest.) | 200, twice a week. (Received March 6, 1871.) |

ROUTE No. 13782.

From Blue Earth City to Jackson, 50 miles and back, once a week.
Proposals for more frequent service invited; also proposals to end at Fairmount, making distance 20 miles.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| H. B. Barnard..... | \$2,000, end at Fairmount. |
| Lucius Gill..... | 693. |
| Heath & King..... | 895, three times a week. |
| Otis S. Farr..... | 520. |
| M. V. Nichols..... | 450. |
| Benjamin W. Ashley..... | 364. |
| George Hyes..... | 312, twice a week; end at Fairmount. |
| (Under contract.) | |

ROUTE No. 13783.

From Fairmount to Jackson, 30 miles and back, three times a week.
NOTE.—If this service be let, service will not be let on route No. 13782 beyond Fairmount.

| Bidders' names. | Sum per annum. |
|--|--------------------------|
| H. B. Barnard..... | 7,200. |
| Otis S. Farr..... | 1,040. |
| Philo Hawes..... | 980. |
| H. S. Bailey..... | 936. |
| M. V. Nichols..... | 890. |
| Joseph Thomas..... | 617. |
| Heath & King..... | 495. |
| James Huntington..... | 395. No certificate. |
| Benjamin W. Ashley..... | 379. |
| M. S. Barney, (<i>after time</i>)..... | 780. (Received March 6.) |
| (Under contract.) | |

ROUTE No. 13784.

From Jackson to Sioux Falls, Dakota, 115 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| H. B. Barnard..... | \$14,400. |
| Philo Hawes..... | 2,000. |
| H. S. Bailey..... | 1,820. |
| William Grear..... | 1,800. |
| Lucius Gill..... | 1,693. |
| E. W. Daniels..... | 1,600. |
| Otis S. Farr..... | 1,560. |
| P. J. Kniss..... | ..... |
| M. V. Nichols..... | 1,350. |
| H. C. Hallett..... | 1,300. |
| William Blaisdell..... | 1,000. |
| Benjamin W. Ashley..... | 999. |
| John Ryan..... | 900. |
| Joseph Thomas..... | 838. |
| Joseph B. Wilcox..... | 750. |
| (Under contract.) | |

ROUTE No. 13785.

From Leavenworth to Lake Shetik, 70 miles and back, once a week.
Proposals to run by a reversed schedule.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| H. B. Barnard..... | \$7,200. |
| William Schneider..... | 1,400. |
| Lucius Gill..... | 993. |
| T. L. Vought..... | 850. |
| | 850, extend, to begin at Madelia. No guar- antees. |

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--|
| Leonard Aldrich | \$624. | Reversed schedule. |
| (After time.) | | |
| M. D. Mason | 800. | (Received March 6, 1871.) |
| Henry Edwards | 494. | Reversed schedule. (Received March 6, 1871.) |
| John M. Boombower | 425. | Reversed schedule. (Received March 6, 1871.) |
| Roswell Boomhouse | 396. | Reversed schedule. (Received March 6, 1871.) |
| (Wait for offices.) | | |

ROUTE No. 13786.

From Lynd to Kirkhaven, (N. O.,) 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| H. B. Bernard | \$7,200. |
| A. L. Oleson | 1,500. |
| D. T. Dibble | 850. |
| H. J. Tripp | 640. |

(Suspended.)

ROUTE No. 13787.

From Montevideo to Beaver Falls, 57 miles and back, once a week.
Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|---------------------|--------------------------|
| H. B. Barnard | \$6,000. |
| James Arnold | 700, omit Granite Falls. |
| | 1,200, twice a week. |
| Lane Stone | 643. |
| | 1,173, twice a week. |
| Oscar Hodgdon | 525. |
| | 1,025, twice a week. |

(Covered by 13613.)

ROUTE No. 13788.

From Yellow Medicine to Stavanger, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|-------------------------------|
| H. B. Barnard | \$2,400. |
| Oscar Hodgdon | 260. |
| Herman Anderson | 150. |
| A. O. Lende | 144. |
| Oraas & Lende | 133. |
| Ole Jermansen | 129. |
| T. K. Reishus | 104. Accepted March 30, 1871. |

Contract made with T. K. Reishus, dated March 30, 1871, at \$104 per annum.
Leave Yellow Medicine Thursday at 6 a. m.; arrive at Stavanger by 12 m.
Leave Stavanger Thursday at 1 p. m.; arrive at Yellow Medicine by 2 p. m.

ROUTE No. 13789.

From Marysburgh to Saint Peter, 12 miles and back, three times a week.
Proposals invited to begin at Saint Peter instead of Marysburgh; also for six times a week service.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| H. B. Barnard | \$4,500. |
| D. D. Williams | 624. |
| | 936, six times a week. |
| Hall McCleave | 490. |
| Henry Ash | 475. |
| | 895, six times a week. |
| Edward Harty | 450. |
| Frank Sekaner | 400. |
| | 700, six times a week. |
| Henry Smith | 395. |
| | 700, six times a week. |
| O. P. Huntley | 387. Start either end. |
| | 620, six times a week; start either end. |

| Bidders' names. | Sum per annum. |
|---------------------|--|
| Jacob Gleason | \$373. |
| | 573, six times a week. |
| N. P. Nelson | 340. |
| | 595, six times a week. |
| Marvin Tyler | 300. |
| | 500, six times a week. |
| Peter Cashion | 282. Begin at Saint Peter. <i>Accepted March</i> |
| | 30, 1871. |
| | 564, six times a week; begin at Saint Peter. |

Contract made with Peter Cashion, dated March 30, 1871, at \$282 per annum.

Leave Marysburgh Monday, Wednesday, and Friday at 2 p. m.; arrive at Saint Peter by 5 p. m.

Leave Saint Peter Monday, Wednesday, and Friday at 8 a. m.; arrive at Marysburgh by 11 a. m.

ROUTE No. 13790.

From Waterville to Janesville, 15 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|---|
| H. B. Barnard | \$4,500 00. |
| James O. Chandler | 600 00. |
| Hall McCleave | 549 00. |
| Darling Welsh | 500 00. |
| M. V. Nichols | 513 00. |
| John J. Beach | 274 00. |
| Charles Dolan | 272 50. <i>Accepted March 30, 1871.</i> |

Contract made with Charles Dolan, dated March 30, 1871, at \$272.50 per annum.

Leave Waterville Monday, Wednesday, and Friday at 7 a. m.; arrive at Janesville by 11 a. m.

Leave Janesville Monday, Wednesday, and Friday at 3 p. m.; arrive at Waterville by 7 p. m.

ROUTE No. 13791.

From Waterville to Cordova, 11 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------|
| Hall McCleave | \$299. |
| C. F. Smith | 200. |
| James M. Robins | 179. No certificate. |
| John P. Beach | 150. No certificate. |

(Suspend.)

ROUTE No. 13792.

From Le Sueur to Union Centre, 14 miles and back, once a week.

Proposals invited to extend from Union Centre by Codova and Anawauk to Waterville, 15 miles; also proposals for twice a week service.

NOTE.—If this service be let, service will not be let on route No. 13775, or route No. 13791.

| Bidders' names. | Sum per annum. |
|---------------------|---|
| Hall McCleave | \$219. |
| Perry Wilson | 140. |
| | 235, extend to Waterville. |
| | 400, to Waterville; twice a week. <i>Accepted</i> |
| | <i>March 30, 1871.</i> |
| | 240. Union Centre to Waterville. |
| Thomas Mullen | 78. No certificate. |
| Samuel Corson | 95. |
| | 195. Union Centre to Waterville. |
| O. H. Chapman | 95. |
| | 150. Union Centre to Waterville. |

Contract made with Perry Wilson, dated March 30, 1871, at \$400 a year, twice a week service to Waterville.

Leave Le Sueur Tuesday and Friday at 8 a. m.; arrive at Waterville by 5 p. m.

Leave Waterville Wednesday and Saturday at 8 a. m.; arrive at Le Sueur by 5 p. m.

ROUTE No. 13793.

From Millersburgh to Northfield, 11 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|---|
| John Morgan | \$128 75. |
| Charles Bingham | 117 00. <i>Accepted March 30, 1871.</i> |

Contract made with Charles Bingham, dated March 30, 1871, at \$117 per annum.
 Leave Millersburgh Friday at 9 a. m.; arrive at Northfield by 12 m.
 Leave Northfield Friday at 1 p. m.; arrive at Millersburgh by 4 p. m.

ROUTE No. 13794.

From Holden to Northfield, 13 miles and back, twice a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|--|
| C. W. Pye | \$385. | No certificate. |
| Charles Bingham | 383. | |
| P. Gilbert | 375. | No guarantee; no certificate; informal. |
| Hall McCleave | 374. | |
| John Oleson | 350. | |
| Iver Shurson | 299. | |
| Knud Olson | 260. | No guarantee; no certificate. See indorsement. |
| Ole Heraldson | 240. | |
| (Unnecessary.) | | |

ROUTE No. 13795.

From Leighton to Wayzata, 12 miles and back, once a week.

(No bids.)

ROUTE No. 13797.

From Cold Spring City to Maunannah, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------------------|----------------|--|
| John Cooper | \$620. | |
| E. Miller | 490. | No certificate. |
| Alvis Lommel | 364. | |
| Thomas Brooks | 260. | No schedule. |
| M. C. Caswell | 244. | No schedule. |
| Wilson T. Mills | 233. | |
| Chauncey Wilson, (after time) | 198. | Reversed schedule. (Received March 6, 1871.) |

(Wait for offices.)

ROUTE No. 13798.

From Litchfield to Preston Lake, (N. O.), 32 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------------------|----------------|--|
| H. B. Barnard | \$3,000. | |
| James Edwards | 490. | Reversed schedule; no guarantee; informal. |
| N. C. Caswell | 436. | |
| William Owen, jr | 420. | |
| James Washburne | 390. | |
| Allison Houck, (after time) | 380. | |

(Unnecessary.)

ROUTE No. 13799.

From Lake Lillian to Atwater, 15 miles and back, once a week.

Proposals for twice a week service invited.

NOTE.—If this service shall be let, service will not be let on route No. 13750.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|----------------------------------|
| H. B. Barnard | \$2,400. | |
| James R. Hart | 200. | |
| | 375. | |
| Joseph Thomas | 300. | twice a week; reversed schedule. |
| G. L. Thompson | 200. | |
| H. J. Bamsta | 175. | |
| | 275. | twice a week. |
| Alvin H. Pullin | 145. | |
| | 290. | twice a week. |
| Thomas Brooks | 150. | Reversed schedule. |
| Gilbert Dahl | 145. | Accepted March 30, 1871. |
| | 225. | twice a week. |

Contract made with Gilbert Dahl, dated March 30, 1871, at \$145 per annum.
 Leave Lake Lillian Friday at 7 a. m.; arrive at Atwater by 12 m.
 Leave Atwater Friday at 1 p. m.; arrive at Lake Lillian by 6 p. m.

ROUTE No. 13800.

From Atwater to New London, 18 miles and back, once a week.
Proposals invited for twice and also for three times a week service.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| H. B. Bernard..... | \$4,000, twice a week. |
| William Owen, jr..... | 405. |
| | 580, twice a week. |
| Adam Tait..... | 345. |
| | 650, twice a week. |
| | 900, three times a week. |
| Fred Brooks..... | 300. |
| | 575, twice a week. |
| George L. Thompson..... | 300. |
| | 400, twice a week. |
| | 450, three times a week. |
| Thomas Brooks..... | 175. |
| | 340, twice a week. |
| | 500, three times a week. |
| Gilbert Dahl..... | 175. |
| | 275, twice a week. |
| | 390, three times a week. |
| A. H. Pullen..... | 150. |
| | 300, twice a week. |
| | 450, three times a week. |
| Joseph Thomas..... | 104. |
| | 200, twice a week. <i>Accepted March 30, 1871.</i> |

Contract made with Joseph Thomas, dated March 30, 1871, at \$200 per annum, for twice a week service.

Leave Atwater Tuesday and Friday at 6 a. m.; arrive at New London by 12 m.

Leave New London Tuesday and Friday at 1 p. m.; arrive at Atwater by 7 p. m.

ROUTE No. 13801.

From Redwood Falls to Willmar, 50 miles and back, once a week.
Proposals for two and for three times a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|---------------------------------------|
| H. B. Barnard..... | \$5,000. |
| James W. Works..... | 750. Two-horse coach. |
| | 1,050, twice a week; two-horse coach. |
| James Greely..... | 750. |
| Lane Stone..... | 673. |
| Henry Ash..... | 625. |
| | 1,200, twice a week. |
| | 1,750, three times a week. |
| T. H. Sherman..... | 575. |
| | 1,150, twice a week. |
| | 1,650, three times a week. |
| John Smith..... | 539. |
| | 936, twice a week. |
| | 1,400, three times a week. |
| Hanscomb Burr..... | 518. |
| | 1,018, twice a week. |
| | 1,446, three times a week. |
| Oscar Hodgdon..... | 475. |
| | 950, twice a week. |
| | 1,425, three times a week. |
| D. H. Wichman..... | 450. |
| | 800, twice a week. |
| | 1,200, three times a week. |
| L. W. Dibble..... | 416. |
| | 624, twice a week. |
| | 900, three times a week. |

(Suspended.)

ROUTE No. 13802.

From Lac Qui Parle to Montevideo, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| W. J. Worden | \$300 00. |
| O. F. Sperry | 154 96. |
| | 286 00, twice a week. |
| O. S. C. Merrill | 250 00. |
| H. W. Stone | 239 00. |
| Oscar Hodgdon | 225 00. |
| P. H. Swift | 199 00. <i>Accepted March 30, 1871.</i> |

Contract made with P. H. Swift, dated March 30, 1871, at \$199 per annum.
 Leave Lac Qui Parle Wednesday at 1 p. m.; arrive at Montevideo by 6 p. m.
 Leave Montevideo Thursday at 7 a. m.; arrive at Lac Qui Parle by 12 m.

ROUTE No. 13803.

From Willmar to New London, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------|
| H. B. Barnard | \$5, 500. |
| Henry Ash | 450. |
| | 625, twice a week. |
| William Owen, jr | 405. |
| | 580, three times a week. |
| Geo. Johnson | 175. |
| Hanscom & Burr | 98. |
| | 191, twice a week. |
| | 279, three times a week. |

(Suspended.)

ROUTE No. 13804.

From Willmar to Lake Johanna, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| H. B. Barnard | \$3, 400. |
| Henry Ash | 625. |
| A. Syverson | 247. |
| Hanscom & Burr | 360. |
| Thomas Thompson | 312. <i>Accepted March 30, 1871.</i> |

Contract made with Thomas Thompson, dated March 30, 1871, at \$312 per annum.
 Leave Willmar Friday at 7 a. m.; arrive at Lake Johanna by 6 p. m.
 Leave Lake Johanna Saturday at 7 a. m.; arrive at Willmar by 6 p. m.

ROUTE No. 13805.

From New London to Sank Centre, 36 miles and back, once a week.
 Proposals invited to begin at Benbank, reducing distance 6 miles.

| Bidders' names. | Sum per annum. |
|---------------------------------|---------------------------------|
| H. B. Barnard | \$3, 600. |
| John Cooper | 630. |
| George Johnson | 475. |
| | 345. <i>Invited service.</i> |
| Peter Knudson | 474. |
| | 349. <i>Invited service.</i> |
| Elef Olson | 470. |
| John Johnson | 360. |
| Oliver Olson | 350. |
| John Ward | 300. |
| C. S. Geer | 295. |
| O. J. Postmyr | 279. |
| | 238. <i>Invited service.</i> |
| Lewis Bates, (after time) | 475. (Received March 27, 1871.) |

(Suspended.)

ROUTE No. 13806.

From Alexandria to Gager's Station, (N. O.,) 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---------------------------------|
| H. B. Barnard | \$3, 600. |
| John Cooper | 520. |
| Charles F. Simmons | 446. |
| Lewis Bates, (after time) | 394. (Received March 25, 1871.) |

(Rest.)

ROUTE No. 13807.

From Alexandria to Elizabethtown, (N. O.)

Proposals invited to begin service at Clitherall, making distance 35 miles.

| Bidders' names. | Sum per annum. |
|--|---|
| H. B. Barnard | \$7, 200. |
| Benj. F. Rodrick | 700. |
| F. Ellwanger | 325. Invited service. <i>Accepted March 30, 1871.</i> |
| Lewis Bates, (<i>after time</i>) | 1, 274. (<i>Received March 25, 1871.</i>) |

Contract made with F. Ellwanger, dated March 30, 1871, at \$325 per annum, for service as invited.

Leave Clitherall Monday at 7 a. m.; arrive at Elizabethtown by 7 p. m.

Leave Elizabethtown Tuesday at 7 a. m.; arrive at Clitherall by 7 p. m.

ROUTE No. 13808.

From Alexandria to Millersville.

Bidders to state distance, and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|------------------------|---------------------------|
| Charles F. Simms | \$364. Proposed schedule. |

(Suspended.)

ROUTE No. 13809.

From Pomme de Terre to Elizabethtown, 36 miles and back, once a week.

NOTE.—If this service be let, service will not be let on routes 13807 and 13810.

| Bidder's name. | Sum per annum. |
|-----------------------|----------------|
| Charles F. Simms..... | \$400. |

(Suspended.)

ROUTE No. 13810.

From Pomme de Terre to Rush Lake, 40 miles and back, once a week. Proposals invited to end service at Blooming Grove, making distance 17 miles.

| Bidder's name. | Sum per annum. |
|--------------------|----------------------------|
| H. B. Bernard..... | \$3, 000. Invited service. |

(Suspended.)

ROUTE No. 13811.

From Otter-Tail City to White Earth Reservation, (N. O.), 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| H. B. Bernard | \$7, 200. |
| John R. Noyes | 1, 079. |
| (<i>After time.</i>) | |
| Charles H. Peake | 595. (<i>Received March 4, 1871.</i>) |
| L. G. Maynard | 375. (<i>Received April 1, 1871.</i>) |

March 29. Offered John R. Noyes \$650 per annum for this service.

Accepted the offer on 5th May, 1871. Contract made and executed accordingly.

ROUTE No. 13812.

From Otter-Tail City to Rush Lake, 6 miles and back, once a week. Proposals for twice a week service invited.

| Bidders' names. | Sum per annum. |
|---------------------|----------------------------|
| H. B. Bernard | \$2, 400. |
| John Doll | 312, twice a week service. |

March 29, 1871. Offered John Doll \$75 per annum for once a week service.

May 1. Accepted the offer, when contract was made and executed accordingly.

ROUTE No. 13813.

From Sank Centre to Benson, 54 miles and back, once a week. Proposals invited to begin service at Gilchrist, making distance 20 miles.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| H. B. Bernard | \$4, 000. |
| O. O. Rund | 690. |
| A. W. Miner..... | 688. |

| Bidder's name. | Sum per annum. |
|------------------------------|---|
| Ole Thorson | \$595, two-horse wagon. |
| O. J. Postmyr | 484. |
| Thomas Thompson | 475. Invited service. Proposed schedule. |
| Arnund Syverson | 197. Invited service. <i>Accepted March 30, 1871.</i> |
| L. Bates, (after time) | 590. (Received March 25, 1871.) |

Contract made with A. Syverson, dated March 30, 1871, at \$197 per annum. Service to begin at Gilchrist.

Leave Gilchrist Wednesday at 10 a. m.; arrive at Benson by 4 p. m.

Leave Benson Thursday at 7 a. m.; arrive at Gilchrist by 1 p. m.

DAKOTA.

ROUTE No. 13905.

From Fort Randall to Fort Sully, 220 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| Anderson Arnot | \$6,000 00. |
| Haskell & Chevey | 4,900 00. |
| James A. Marsh | 2,970 00. |
| | 7,425 00, twice a week. |
| Felician Fallas | 2,777 77. |
| David Demarsh | 2,460 00. |
| A. G. Shaw | 3,600 00. Including to Whetstone. |
| | 3,200 00. |
| Louis La Plante | 1,997 50. <i>Accepted March 30, 1871.</i> |
| | 3,995 00, twice a week. |
| | 5,475 00, three times a week. |

Contract made with Louis La Plante, dated March 30, 1871, at \$1,997 50 per annum.

Leave Fort Randall Monday at 7 a. m.; arrive at Fort Sully next Friday by 6 p. m.

Leave Fort Sully Tuesday at 7 a. m.; arrive at Fort Randall next Saturday by 6 p. m.

ROUTE No. 13908.

From Fort Randall to Whetstone Agency, (N. O.) 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Felician Fallas | \$1,200. |
| David Demarsh | 445. |
| A. G. Shaw | 800. |
| (Rest.) | |

ROUTE No. 13909.

From Whitehall to Lincoln, 6 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------------|
| Brown & Lee | \$52. |
| CConnell & Rumbaugh | 51. <i>Accepted March 30, 1871.</i> |

Contract made with Connell & Rumbaugh, dated March 30, 1871, at \$51 per annum.

Leave Whitehall Thursday at 1 p. m.; arrive at Lincoln by 3 p. m.

Leave Lincoln Thursday at 4 p. m.; arrive at Whitehall by 6 p. m.

ROUTE No. 13910.

From Yankton to Sioux Falls, 70 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|-----------------------|
| John Lawrence | \$1,320. |
| Brown & Lee | 1,144. |
| N. Morgan | 1,130. |
| Philo Hawes | 1,000. |
| Fisher & Baker | 1,000. |
| Gilhorn & Millett, jr | 993. |
| W. W. Auner | 989. |
| Thomas A. McLeese | 985. |
| B. W. Ashley | 875. |
| Jeptha Duling | 850, two-horse coach. |
| Charles K. Howard | 799. |
| Joseph B. Wilcox | 475. |

(Suspended.)

ROUTE No. 13911.

From Camp (N. O.) to Yankton, 20 miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's names. | Sum per annum. |
|-------------------|-------------------------------------|
| Brown & Lee | \$230. 20 miles. Schedule proposed. |
| S. C. Fargo | 140. Embrace Lake, 20 miles. |
| | 150. Embrace Lake and Whitehall. |

(Wait for offices.)

ROUTE No. 13912.

From Vermilion to Swan Lake, 40 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| Charles Putney | \$1, 175. |
| Brown & Lee | 800. |
| Gillhorn & Millett, jr | 1, 144, twice a week. 594. |
| S. Sherman | 994, twice a week. 500. |
| F. J. Avery & Co. | 300, twice a week. |
| William W. Auner | 498. Two-horse buggy. |
| Edgar Berry | 489. |
| | 425. Accepted March 30, 1871. |
| C. D. Moore | 650, twice a week. |
| | 400. Two-horse coach. Illegal. |
| E. M. Bond, (after time) | 600, twice a week. 415. (Received March 6, 1871.) |

Contract made with Edgar Berry, dated March 30, 1871, at \$425 per annum.
Leave Vermilion Thursday at 7 a. m.; arrive at Swan Lake by 8 p. m.
Leave Swan Lake Friday at 7 a. m.; arrive at Vermilion by 8 p. m.

ROUTE No. 13913.

From Saybrook to Vermilion, 16 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|---|
| L. E. Phelps | \$750. Guarantee. |
| William Valch | 300. March 29. Offered \$200. April 21, 1871. Accepted. |
| T. J. Avery & Co., (after time) | 400. Two-horse wagon or buggy. (Received March 4, 1871.) |

Contract made with William Valch, dated April 21, 1871, at \$200 per annum.
Leave Saybrook Thursday at 8 a. m.; arrive at Vermilion by 12 m.
Leave Vermilion Thursday at 1 p. m.; arrive at Saybrook by 6 p. m.

ROUTE No. 13914.

From Lemars (N. O.) to Yankton, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------------|--|
| John Wallace | \$2, 000 00. Propose schedule A and names inter- mediate offices. |
| Charles K. Howard | 1, 300 00. Propose schedule B direct. |
| Edgar Berry | 1, 444 00. Propose schedule 80 miles. |
| T. A. McLeese | 1, 200 00. Propose schedule 125 miles. |
| I. E. Hoisington | 989 97. Propose schedule 65 miles. |
| | 935 00. Propose schedule 64 miles; names inter- mediate offices. |
| Haskell & Chevey | 900 00. |
| W. S. & W. L. Freeman | 550 00. Propose schedule. |
| John Thompson | 44 00. Propose schedule 64 miles. |
| Stephen B. Savage | 649 00. Propose schedule 64 miles. |

(Suspended; re-advertise for six times a week.)

April 25, 1871. Curtail to end at Vermilion, 40 miles, and embrace Richland, and contract with A. E. Haskell & J. C. Chevey, (firm of Haskell & Chevey,) of Fort Dodge, Iowa, for six times a week service, at \$2,400 per annum, from July 1, 1871, to June 30, 1872. Satisfactory connections to be made at Le Mars and Vermilion. Contract executed.

ROUTE No. 13915.

From Lemars (N. O.) to Sioux Falls, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|-----------------------------|----------------|---|
| John Wallace | \$1,489. | Propose schedule 73 miles. |
| D. C. Whitehead | 1,429. | Propose schedule. |
| H. J. & W. L. Freeman | 949. | Propose schedule 85 miles. |
| Haskell & Chevey | 890. | |
| Charles K. Howard | 874. | Propose schedule 75 miles. |
| Jeptha Duling | 850. | Propose schedule 70 miles; two-horse coach. |
| Henry D. Rice | 775. | Propose schedule 85 miles. |
| J. H. Moulton | 700. | |
| J. O. Borsheim | 690. | Propose schedule 75 miles. |
| George Rook | 695. | Propose schedule 70 miles. |
| C. E. Hedges | 590. | Propose schedule 75 miles via Bellisford. |
| John M. Carpenter | 416. | Propose schedule 78 miles. |
| William E. Gwinn | 394. | Propose schedule 70 miles. |

(Suspended.)

ROUTE No. 13916.

From Sioux Falls to Flandren, (N. O.,) 50 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-----------------------------------|
| Jeptha Duling | \$600. | Certificate. (?) Two-horse coach. |
| James H. Stockton | 599. | Certificate. |
| George Rook | 575. | Certificate. |
| J. O. Borsheim | 540. | |
| Charles K. Howard | 344. | |

(Wait for offices.)

ROUTE No. 13917.

From Fort Abercrombie to Fort Totten, 205 miles and back, once a week.

Proposals for twice a week service invited; also proposals for service, omitting Fort Ransom, the trip each way to be made in twenty-four hours less time.

NOTE.—If this service be let via Fort Ransom, service will not be let on route No. 13918.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|--|
| Anderson Arnot | \$9,000. | |
| J. W. Cramel | 7,000. | |
| | 12,000, | twice a week. |
| H. B. Trott | 3,900. | |
| | 7,800, | twice a week. |
| | 4,160. | |
| | 8,320, | twice a week. |
| W. C. Nash | 3,800. | |
| | 7,000, | twice a week. |
| | 4,000. | |
| | 7,600, | twice a week. |
| S. V. Lightcap | 3,000. | No guarantee. |
| | 7,000. | No guarantee. |
| Blakely & Carpenter | 2,970, | omitting Fort Ransom. |
| | 1,440, | begin at Carleton, omitting Fort Abercrombie and Fort Ransom. Accepted March 30, 1871. |
| Nathan Myrick | 4,800. | |
| | 7,000, | twice a week. |
| | 4,000. | |
| | 6,500, | omitting Fort Ransom. |
| Arthur W. Keller, (after time).... | 9,000. | |
| | 16,000, | twice a week. (Received March 6, 1871.) |
| | 8,500. | |
| | 15,000, | twice a week. (Received March 6, 1871.) |
| | | See other bid. |

Contract made with Blakely & Carpenter, dated March 30, 1871, at \$1,440, service to begin at Carleton, omitting Fort Abercrombie and Fort Ransom.
June 22, 1871. Service changed; to take effect July 15, 1871.

ROUTE No. 13918.

From Fort Ransom (N. O.) to Fort Abercrombie, 75 miles and back, once a week. Proposals invited for twice a week service.

| Bidders' names. | Sum per annum. |
|--------------------|----------------------|
| W. C. Nash..... | \$1,200. |
| | 2,000, twice a week. |
| Nathan Myrick..... | 1,500. |
| | 2,700, twice a week. |

(Omit.)

ROUTE No. 13919.

From Fort Stevenson (N. O.) to Fort Totten, 126 miles and back, once a week. Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------------------|---|
| S. V. Lightcap..... | \$6,000. No guarantoe. |
| J. W. Cramsil..... | 6,000. Schedule proposed. |
| Arthur W. Kelly, (after time).... | 7,500. (Received March 6, 1871.) See 13917. |

(Omit.)

KANSAS.

ROUTE No. 14149.

From Emporia to Wichita, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Trissal & Lounsbury..... | \$1,149. |
| Virgil W. Parker..... | 1,000. |
| John C. Thompson..... | 994. |
| William Gallagher, jr., and John McDonald..... | 980. |
| Paxson Williamson..... | 900. |
| S. C. Lamberson..... | 847. |
| Cyrus E. Gaylord..... | 795. |
| James A. Hawkes..... | 794. |
| James W. Parker..... | 750. |
| Delos T. Parker..... | 697. |

(Omit.)

ROUTE No. 14150.

From Wichita to Arkansas City, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|-------------------------------|
| J. M. Coomly & A. D. Haywood . | \$1,600. |
| Paxson Williamson..... | 1,100. |
| Trissal & Lounsbury..... | 1,040. |
| Gallagher & McDonald..... | 900. |
| Virgil W. Parker..... | 750. |
| James A. Hawkes..... | 738. |
| S. C. Lamberson..... | 694. |
| James W. Parker..... | 595. |
| Cyrus E. Gaylord..... | 595. |
| Delos T. Parker..... | 535. |
| C. W. Bangs..... | 490. |
| Henry Tisdale..... | 474. |
| W. N. Bangs..... | 434. |
| H. M. Kimball..... | 362. Accepted March 30, 1871. |

Contract was drawn and sent to H. M. Kimball, dated March 30, 1871, at \$362 per annum, but not executed.

ROUTE No. 14151.

From Washington to New Scandinavia, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Trissal & Lounsbury..... | \$1,080. |
| S. C. Lamberson..... | 592. |

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------------|
| R. Marrs | 585. |
| J. A. Hawkes | 545. |
| Edward Ware | 460. |
| Virgil W. Parker | 450. |
| Paxon Williamson | 450. |
| James W. Parker | 435. |
| S. P. Wheeler | 423. |
| Delos T. Parker | 395. |
| C. W. Bangs | 390. |
| Henry Tisdale | 375. <i>Accepted June 14, 1871.</i> |

Contract drawn, dated June 14, 1871, at \$375 per annum, but never executed.
Service was discontinued from July 1, 1871.

ROUTE No. 14152.

From Waterville to New Scandinavia, 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| White & Aldrach | \$1, 870, three times a week. |
| Miller & White | 1, 800, three times a week. |
| Anthony W. Miller | 1, 769, three times a week. |
| Trissal & Lounsbury | 1, 180. See bid route 14167. |
| E. P. Dyer | 1, 100. No guarantee or certificate. |
| M. V. Nichols | 875. |
| John D. Wilson | 720. |
| Miller & White | 700. |
| Thomas & Murdock | 675. |
| R. Marrs | 650. |
| James A. Hawkes | 648. |
| Cyrus E. Gaylord | 595. |
| Paxon Williamson | 500. |
| James W. Parker | 585. |
| Charles H. Morgan | 552. |
| Henry Tisdale | 535. |
| W. N. Bangs | 497. |
| S. P. Wheeler | 470. |
| Delos T. Parker | 467. |
| Henry E. Finch | 450. |
| Virgil W. Parker | 450. <i>Accepted March 30, 1871.</i> |
| Henry Slater | 200. No guarantee or certificate. |

Contract made with Virgil W. Parker, dated March 30, 1871, at \$450 per annum.
June 17, 1871. Increase service two trips per week, and pay of contractor \$300 per
annum from July 1, 1871.

Leave Waterville Thursday at 7 a. m.; arrive at New Scandinavia next day by 12
Leave New Scandinavia Friday at 2 p. m.; arrive at Waterville next day by 7 p.

ROUTE No. 14153.

From Garrett to Fredonia, 64 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------|
| P. Trissal & R. Lounsbury | \$920. |
| W. J. Ellis | 900. |
| Paxon Williamson | 550. |

(Omit.)

ROUTE No. 14154.

From Cuba to New Scandinavia, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|--------------------------------------|
| Henry Tisdale | \$525. |
| Trissal & Lounsbury | 440. |
| Paxon Williamson | 400. |
| Delos T. Parker | 375. |
| Thomas T. Murdock | 370. |
| Virgil W. Parker | 300. |
| James W. Parker | 269. |
| C. W. Bangs | 245. |
| W. S. Latham | 240. |
| Silas P. Wheeler | 223. <i>Accepted March 30, 1871.</i> |

Contract made with Silas P. Wheeler, dated March 30, 1871, at \$223 per annum.
 Leave Cuba Friday at 7 a. m.; arrive at New Scandinavia by 5 p. m.
 Leave New Scandinavia Saturday at 8 a. m.; arrive at Cuba by 5 p. m.

ROUTE No. 14155.

From Neuchatel to Nottingham, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Trissal & Lounsbury | \$440. |
| Charles H. Morgan..... | 300. |
| Gustave Borijour..... | 140. |

(Not necessary; omit.)

ROUTE No. 14156.

From Salina to Wilkeson, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--|
| Coombs & Haywood..... | \$1,000, end at Gypson. 700. |
| Patrick McQuillan..... | 600, end at Gypson. |
| Trissal & R. Lounsbury..... | 490. |
| Daniel F. Donnegan..... | 425. |
| | 475, extend to Gypson. |
| W. L. Beach..... | 364, end at Gypson. |
| John H. Smith..... | 250, end at Gypson. |
| James W. Parker..... | 200. |
| | 360, extend to Gypson. |
| Napoleon McCarty..... | 192, end at Bloomingdale. |
| James A. Hawkes..... | 188. |
| | 250, extend to Gypson. |
| Mark M. Collier..... | 184, embracing Gypson. Schedule proposed, Bloomingdale Plains. <i>Accepted March</i> 30, 1871. |

Contract made with Mark M. Collier, dated March 30, 1871, at \$184 per annum, embracing Gypson and Bloomingdale.

Leave Bloomingdale Friday at 7 a. m.; arrive at Salina by 5 p. m.
 Leave Salina Saturday at 7 a. m.; arrive at Bloomingdale by 5 p. m.

ROUTE No. 14157.

From Princeton to Corona, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| P. Trissal & R. Lounsbury | \$420. |
| David M. Rouse..... | 350. |
| John L. Randall..... | 328. |
| John Hendrix..... | 300. |
| Herbert Woodmas..... | 200. <i>Accepted March 30, 1871.</i> |

Contract made with Herbert Woodmas, dated March 30, 1871, at \$200 per annum.

May 25, 1871. Ordered two additional trips per week between Princeton and Williamsburgh, 12 miles, and allow contractor \$218 additional per annum from July 1, 1871.

Leave Williamsburgh Monday, Wednesday, and Friday at 9 a. m.; arrive at Princeton by 12 m.

Leave Princeton Monday, Wednesday, and Friday at 2 p. m.; arrive at Williamsburgh by 5 p. m.

Leave Williamsburgh Thursday at 8 a. m.; arrive at Corona by 11 a. m.

Leave Corona Thursday at 1 p. m.; arrive at Williamsburgh by 4 p. m.

ROUTE No. 14158.

From Chetopah to Arkansas City, 120 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| John Hughes & Co | \$8,500. |
| Reuben Middleton..... | 7,400. |
| Anderson Arnot..... | 6,000. |
| George Babcock..... | 4,900. |
| Benjamin T. Akers..... | 3,400. |
| William Adams..... | 2,180. |
| Ulysses E. Fisher..... | 2,040. |
| Paxson Williamson..... | 1,600. |

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Henry Tisdale..... | \$1,500. |
| Trissal & Lounsbury..... | 1,480. |
| William Gallagher..... | 1,360. |
| Silas P. Wheeler..... | 1,330. |
| C. W. Bangs..... | 1,325. |
| John E. Phelps..... | 1,300. |
| James W. Parker..... | 1,200. |
| Cyrus E. Gaylor..... | 1,175. |
| Virgil W. Parker..... | 1,090. |
| James A. Hawkes..... | 1,072. |
| Delos T. Parker..... | 967. |
| W. N. Bangs..... | 776. |

Accepted March 30, 1871.

Contract made with W. N. Bangs, dated March 30, 1871, at \$776 per annum. June 24, 1871. Embrace Elgin and Cedar Vale between Saint Paul and Carney, and order five additional trips between Chetopah and Parker, 30 miles, and allow \$1.70 per annum, *pro rata*, from July 1, 1871.

Leave Chetopah Monday at 7 a. m.; arrive at Arkansas City Wednesday by 7 p. m. Leave Arkansas City at 7 a. m.; arrive at Chetopah Saturday by 7 p. m.

ROUTE No. 14159.

From Hays City to Fort Dodge, 90 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------------------|----------------|
| Edward P. Doherty & Co..... | \$5,900. |
| J. M. Coombs and A. D. Haywood..... | 5,000. |
| J. Jay Harris..... | 3,750. |
| Anderson Arnot..... | 3,600. |
| John E. Wright..... | 3,000. |
| W. N. Bangs..... | 1,900. |
| Henry Tisdale..... | 1,871. |
| C. W. Bangs..... | 1,776. |
| James W. Parker..... | 1,650. |
| Delos T. Parker..... | 1,575. |
| Virgil W. Parker..... | 1,497. |
| Trissal & Lounsbury..... | 1,180. |
| S. Ridinger..... | 900. |

(Suspended.)

ROUTE No. 14160.

From Ogden to Randolph, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Charles H. Morgan..... | \$720. |
| Trissal & Lounsbury..... | 680. |
| Pox Booth..... | 500. |
| George Davison..... | 429. |
| R. C. Mallon..... | 362. |
| Sanford L. Hutchinson..... | 333. |
| Samuel S. Knapp..... | 296. |

(Not let.)

ROUTE No. 14161.

From Independence to Winfield, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------------|----------------|
| Trissal & Lounsbury..... | \$1,120. |
| Alexander H. Moore..... | 1,030. |
| William Gallaher..... | 960. |
| James A. Hawkes..... | 814. |
| Virgil W. Parker..... | 800. |
| Cyrus E. Gaylor..... | 795. |
| James W. Parker..... | 737. |
| C. W. Bangs..... | 695. |
| W. N. Bangs..... | 625. |
| Delos T. Parker..... | 569. |
| Henry Tisdale..... | 483. |
| W. W. Cleveland..... | 325. |
| Alexander H. Moore, (after time)..... | 830. |

Accepted March 30, 1871

Contract was drawn, dated March 30, 1871, at \$325 a year, and sent to W. W. land, the accepted bidder, but never executed.

June 6, 1871. Embrace Harrisonville, Atlantic, Peru, Sedan, Cloverdale, Ozro Falls, and Dexter on this route. Order an additional trip per week, and allow contractor \$325 additional per annum from July 1, 1871.

Leave Independence Monday and Thursday at 6 a. m.; arrive at Winfield Wednesday and Saturday by 6 p. m.

Leave Winfield Monday and Thursday at 6 a. m.; arrive at Independence Wednesday and Saturday by 6 p. m.

Temporary service provided at \$30 per trip, 10 trips.

ROUTE No. 14162.

From Girard to Lamar, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Trissal & Lounsbury..... | \$620. |
| Frank D. W. Arnold..... | 519. |
| Henry Tisdale..... | 483. |
| D. A. Olds..... | 475. |
| James W. Parker..... | 450. |
| Virgil W. Parker..... | 397. |
| James A. Hawkes..... | 382. |
| Paxson Williamson..... | 380. |
| John E. Phelps..... | 340. |
| William H. Kennedy..... | 333. |
| F. T. Welch..... | 325. |

(Suspended.)

ROUTE No. 14163.

From Washington to Belleville, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------|
| W. S. Latham..... | \$1,000, three times a week. |
| Charles H. Morgan..... | 695. |
| Trissal & Lounsbury..... | 540. |
| R. Marrs..... | 450. |
| Paxson Williamson..... | 400. |
| S. C. Lamberson..... | 392. |
| W. S. Latham..... | 784, three times a week. |
| Silas P. Wheeler..... | 340. |
| Henry E. Finch..... | 330. |
| | 300. |
| | 900, tri-weekly. |

(Covered in part. Omit.)

ROUTE No. 14164.

From Waterville to Marysville, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Trissal & Lounsbury..... | \$340. |
| E. P. Dyer..... | 235. No guarantee or certificate. (See bid on 14167.) |
| O. J. Dennison..... | 200. No guarantee or certificate. (See bid on 14167.) |
| Paxson Williamson..... | 195. |
| Henry E. Finch..... | 125. |
| Silas P. Wheeler..... | 113. |
| John D. Wilson..... | 87. Accepted March 30, 1871. |

Contract made with John D. Wilson, dated March 30, 1871, at \$87 per annum.

Leave Waterville Saturday at 7 a. m.; arrive at Marysville by 12 m.

Leave Marysville Saturday at 1 p. m.; arrive at Waterville by 5 p. m.

ROUTE No. 14165.

From Waterville to Lake Sibley, 53 miles and back, once a week.

Proposals to end service at Clyde, 18 miles less, invited for three times a week service.

| Bidders' names. | Sum per annum. |
|---------------------------------------|---|
| Cyrus C. Gaylord..... | \$2,975, six times a week; schedule proposed; end at Concordia. |
| A. W. Miller and George L. White..... | 1,799, three times a week. |
| E. P. Medford..... | 1,200, three times a week. End at Clyde. |

| Bidders' names. | Sum per annum. |
|--|---|
| Trissal & Lounsbury | \$1,130. |
| Charles Humphrey..... | 1,100. |
| | 1,200, three times a week. End at Clyde. No guarantee or certificate. (See 14152.) |
| Franklin F. Thomas and Charles Murdock | 1,092, end at Clyde. |
| Silas P. Wheeler..... | 1,000. |
| John D. Wilson..... | 960, end at Clyde. |
| E. P. Dyer..... | 900. No guarantee or certificate. (See 14157.) |
| L. C. Lamberson..... | 747, end at Clyde. |
| M. V. Nichols..... | 700. |
| John D. Wilson..... | 624. |
| Cyrus E. Gaylord..... | 525. |
| Virgil W. Parker..... | 499. |
| | 1,199, three times a week. |
| | 325, end at Clyde. |
| | 875, end at Clyde; three times a week. |
| Paxson Williamson..... | 480. |
| | 390, three times a week. End at Clyde. |
| James A. Hawks..... | 475. |
| | 390, end at Clyde. |
| | 1,086, end at Clyde; three times a week. |
| James W. Parker..... | 444. |
| | 795, three times a week. |
| | 295, once a week. End at Clyde. |
| | 585, three times a week. End at Clyde. |
| Delos T. Parker..... | 425. |
| | 845, three times a week. |
| | 345, end at Lake Sibley. |
| | 745, probably end at Lake Sibley; three times a week. |
| Silas P. Wheeler..... | 400. |
| R. Marrs..... | 400. |
| | 795, three times a week. End at Clyde. |
| C. W. Bangs..... | 397. |
| | 1,000, twice a week. End at Clyde. |
| W. P. Ayres..... | 375. |
| | 750, three times a week. |
| | 275, end at Clyde. |
| Henry E. Finch..... | 260. |
| | 195, end at Clyde. |
| | 1,000, tri-weekly. |
| | 800, tri-weekly. End at Clyde. |
| S. Ridinger..... | 240. |
| | 650, three times a week. |
| | 170, once a week. End at Lake Sibley; probably Clyde. |
| | 425, three times a week. End at Lake Sibley; probably Clyde. Accepted March 30, 1871. |

No service performed under this contract.

Contract made with S. Ridinger, dated March 30, 1871, at \$425 per annum.

Service three times a week between Waterville and Clyde.

Leave Waterville Monday, Wednesday, and Friday at 6 a. m.; arrive at Clyde by 7 p. m.

Leave Clyde Tuesday, Thursday, and Saturday at 6 a. m.; arrive at Waterville by 6 p. m.

ROUTE No. 14166.

From Topeka to Junction City, 65 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| William Yates..... | \$1,800. |
| Fox Booth..... | 1,490. |
| Charles H. Morgan..... | 1,200. |
| Trissal & Lounsbury..... | 1,130. |
| R. Marrs..... | 845. |
| Paxson Williamson..... | 650. |
| L. C. Lamberson..... | 540. |

(Suspended.)

ROUTE No. 14167.

From Waterville to Washington, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|---|
| Charles H. Morgan | \$495. |
| Trissal and Lounsbury | 480. |
| Paxson Williamson | 350. |
| E. T. Dyer | 340. No guarantee or certificate. |
| O. J. Dennison | 270. No guarantee or certificate. |
| | 800, three times a week ; no certificate. |
| | 1,600, six times a week ; no certificate. |
| James A. Hawkes | 248. |
| John D. Wilson | 230. |
| James W. Parker | 220. |
| Virgil W. Parker | 219. |
| Delos T. Parker | 197. |
| C. W. Bangs | 197. |
| Silas P. Wheeler | 193. |
| Henry Tisdale | 175. |
| J. B. Snider | 172. |
| Henry E. Finch | 150. Accepted March 30, 1871. |

Contract made with Henry E. Finch, dated March 30, 1871, at \$150 per annum.

June 17, 1871. Increase service two trips per week from July 1, 1871, and pay of contractor \$300 per annum, *pro rata*.

Leave Waterville Tuesday, Thursday, and Saturday at 7 a. m. ; arrive at Washington by 1 p. m.

Leave Washington Tuesday, Thursday, and Saturday at 1 p. m. ; arrive at Waterville by 7 p. m.

ROUTE No. 14168.

From Eureka to Arkansas City, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Trissal & Lawesbury | \$1,190. |
| Paxson Williamson | 990. |
| William Gallagher and John McDonald | 900. |
| John E. Phelps | 800. |
| James A. Hawkes | 795. |
| Silas P. Wheeler | 750. |
| James W. Parker | 750. |
| Cyrus E. Gaylord | 725. |
| Virgil W. Parker | 625. |
| Delos T. Parker | 584. |
| W. N. Bangs | 531. |

(Not needed ; suspended.)

ROUTE No. 14169.

From Washington to Junction City, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Charles H. Morgan | \$1,200. |
| Henry Slater | 1,148. No guarantee or certificate. See bid on 14152. |
| Trissal & Lawesbury | 1,080. |
| John D. Wilson | 1,000. |
| Paxson Williamson | 850. |
| R. Marrs | 775. |
| Edward Ware | 625. |
| Silas P. Wheeler | 600. |
| Cyrus E. Gaylord | 595. |

(Not needed ; suspended.)

ROUTE No. 14170.

From Irving to Clay Centre, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| Charles Humphrey | \$650. No guarantee or certificate. See 14152. |
| James Watson | 1,000. |

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Trissal & Lawesbury..... | \$960. |
| F. M. Frazell and C. McCarthy .. | 650. |
| Charles H. Morgan..... | 595. |
| S. P. Wheeler..... | 500. |
| O. J. Dennison..... | 350. |
| R. Marrs..... | 475. |
| Cyrus E. Gaylord..... | 395. |
| (Not let.) | |

ROUTE No. 14171.

From Wilmington to Alma, 28 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| Trissal & Lawesbury..... | \$596. |
| Harmon F. Berry..... | 320. |
| Stephen J. Spear..... | 375. |
| R. Marrs..... | 360. |
| J. H. Stubbs..... | 350. |
| | 425, embracing three offices' names. |
| Paxson Williamson..... | 340. |
| Joseph and John Fields..... | 312. |
| Francis M. Snyder..... | 300. |
| Volney Love..... | 250. |
| (Not let.) | |

ROUTE No. 14172.

From Ogden to Parallel, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Trissal & Lawesbury..... | \$920. |
| Fox Booth..... | 620. |
| Sanford L. Hutchinson..... | 660. |
| Patrick O'Maley..... | 599. |
| R. C. Mallon..... | 456. |
| William M. Mack..... | 396. |
| Cyrus E. Gaylord..... | 395. |
| (Suspended.) | |

ROUTE No. 14173.

From Girard to Jacksonville, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Trissal & Lawesbury..... | \$460. |
| Paxson Williamson..... | 380. |
| William Logan..... | 350. |
| William L. Bray..... | 364. |
| | 295. |
| James A. Hawkes..... | 264. |
| (Not needed.) | |

ROUTE No. 14174.

From Emporia to Waushara, 20 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| T. E. Gilbert..... | \$500. |
| Trissal & Lawesbury..... | 490. |
| Norman J. Burdick..... | 375. |
| Paxson Williamson..... | 220. |
| | 70. |

Contract drawn and sent to Paxson Williamson, the accepted bidder, dated Mar 30, 1871, at \$230 per annum, but was never executed.

Leave Emporia Friday at 6 a. m.; arrive at Waushara by 12 m.

Leave Waushara Saturday at 1 p. m.; arrive at Emporia by 7 p. m.

Embrace Fremont, Waterloo, and Bunker Hill, increasing distance *pro rata*.
 pay from July 1, 1871.

ROUTE No. 14175.

From Chetopah to Fort Gilson, 95 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| John Hughes & Co..... | \$9,300. |
| Reuben Middleton..... | 7,200. |

| Bidders' names. | Sum per annum. |
|---|----------------|
| John Hughes | \$6,500. |
| Benjamin F. Akers | 4,800. |
| George Babcock | 2,380. |
| Trissal & Lawesbury | 1,980. (?) |
| William Gallaher and John McDonald | 1,140. |
| Cyrus E. Gaylord | 1,075. |
| Paxson Williamson | 1,000. |
| John E. Phelps | 950. |
| Silas P. Wheeler | 913. |
| William Addonis | 475. |
| Charles H. Webb | 100. |

(Not needed; omit.)

ROUTE No. 14176.

From Muscobah to Hiawatha, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---------------------------|
| L. C. Lamberson | \$4,940. Void. See 14476. |
| Briggs & Merrill | 900. |
| Trissal & Lawesbury | 590. |
| L. W. Beardalee | 500. |
| David Dorrington | 365. |
| L. C. Lamberson | 347. |
| John H. Thompson | 298. |
| Silas P. Wheeler | 275. |

(Not let.)

ROUTE No. 14177.

From Emporia to Independence, 105 miles and back, once a week.

Proposals for service to begin at New Albany, 25 miles and back, invited.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| Owen Tuller | \$2,000. |
| Montgomery Moore | 1,576. |
| William Gallaher | 1,200. |
| Henry Tisdale | 1,200. |
| John C. Thompson | 1,198. |
| Paxson Williamson | 1,100. |
| Silas P. Wheeler | 1,025. |
| James A. Hawkes | 1,022. |
| C. W. Bangs | 1,000. |
| | 350, begin at New Albany. |
| Cyrus E. Gaylord | 975. |
| Delos T. Parker | 933. |
| | 375, begin at New Albany. |
| James W. Parker | 880. |
| | 240, begin at New Albany. <i>Accepted March</i> 30, 1871. |
| Virgil W. Parker | 850. |

Contract made with James W. Parker, dated March 30, 1871, at \$240 per annum.
Service to begin at New Albany.

Leave New Albany Monday at 7 a. m.; arrive at Independence by 4 p. m.

Leave Independence Tuesday at 7 a. m.; arrive at New Albany by 4 p. m.

ROUTE No. 14178.

From Ottawa to Lane, 17 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------|
| Alfred W. Wasson | \$260. |
| Phoebe C. Messenger | 220. |
| W. J. Ellis | 200. |
| Phoebe C. Messenger, (after time) | 190. |

(Not needed.)

ROUTE No. 14179.

From Circleville to Wetmore, 9 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------------|
| William H. Chapman | \$250, three times a week. |

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------|
| L. C. Lamberson | \$244. |
| F. M. Wilson | 234. |
| F. C. Jones | 200. |
| Tobias A. Moore | 200, three times a week. |
| Roscoe E. Bugbee | 199, three times a week. |
| James Telfer | 198. |
| Membrance Blue | 149. |

(Not necessary ; too high.)

ROUTE No. 14180.

From Lyndon to Burlington, 29 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|--|
| J. A. Reading | \$600, or \$25 less than any other. No guarantee or certificate. |
| Buell Conkhite | 425. |
| O. B. Hastings | 450. |

(Not needed ; too high.)

ROUTE No. 14181.

From Holton to Topeka, 33 miles and back, once a week.
Proposals for three times a week service invited.

| Bidders' names. | Sum per annum. |
|------------------------|---|
| William Yates | \$1,800, three times a week. 1,200. |
| John Bivens | 899, three times a week. |
| Jonas Gloss | 836, three times a week. No certificate. |
| John H. Thompson | 774. |
| John H. Wilson | 495, three times a week. <i>Accepted March 30</i> 1271. |
| John Bivens | 480. |
| R. Marrs | 330. |
| John H. Thompson | 990, three times a week. |
| James A. Hawkes | 302. 300. |
| L. C. Lamberson | 816, three times a week. 292. |
| John H. Wilson | 584, three times a week. |
| C. J. Cowell | 250. 225. |
| Robert Canfield | 650, three times a week. |
| James B. Wilson | 218. 635, three times a week. |
| | 155. 415, three times a week. No guarantee or certificate. |

Contract made with John H. Wilson, dated March 30, 1871, at \$495 per annum, for three times a week service.

Leave Holton Monday, Wednesday, and Friday at 7 a. m.; arrive at Topeka by 6 p. m.
Leave Topeka Tuesday, Thursday, and Saturday at 7 a. m.; arrive at Holton by 6 p. m.

ROUTE No. 14182.

From Lake Sibley to Garley, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------------|----------------|
| J. M. Coombs and A. D. Haywood | \$300. |
| L. C. Lamberson | 391. |

(Not let; covered.)

ROUTE No. 14183.

From Girard to Fredonia, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Horace H. Suttle | \$1,375. |
| James M. Sayre | 1,000. |
| Paxson Williamson | 800. |
| James A. Hawkes | 720. |
| John E. Phelps | 625. |
| Cyrus E. Gaylord | 575. |

(Not necessary ; omit.)

ROUTE No. 14184.

From Fredonia to Eureka, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------|
| H. Groesbeck | \$624, end at New Albany. |
| | 624. |
| Charles H. Macon | 550. |
| John E. Phelps | 360. |
| James A. Hawkes | 348. |

(Not let; covered.)

ROUTE No. 14185.

From Fredonia to Parker, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Silas P. Wheeler | \$573. |
| Paxson Williamson | 500. |
| James W. Parker | 447. |
| James A. Hawkes | 438. |
| Delos T. Parker | 425. |
| Virgil W. Parker | 397. |

(Not let; not needed.)

ROUTE No. 14186.

From Salina to Waconda, 75 miles and back, once a week.

Proposals invited for service beginning at Lincoln Centre, 35 miles and back.

| Bidders' names. | Sum per annum. |
|--|---------------------------------------|
| J. M. Coombs and A. D. Haywood | \$2,000. |
| Daniel F. Donegan | 1,430. |
| Royal D. Calkin and Thomas Conway | 1,200. Lincoln Centre to Waconda. |
| | 1,200. Lincoln Centre to Cawkes City. |
| Silas P. Wheeler | 873. |

(Not needed.)

ROUTE No. 14187.

From Fredonia to Saint Clair, 36 miles and back, once a week.

(No bids.)

ROUTE No. 14188.

From Muscobah to Westmoreland, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Lewis N. Briggs and Bela G. Mer- rill | \$1,500. |
| Jerome A. Batts | 960. |
| Lanson W. Beardslee | 950. |
| John H. Thompson | 560. |
| Cyrus E. Gaylord | 525. |

(Not necessary; omit.)

ROUTE No. 14189.

From Ottawa to Corona, 23 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| J. L. Randall | \$498. |
| David M. Rouse | 350. |
| Herbert Woodmas | 175. |

(Covered; omit.)

ROUTE No. 14190.

From Elk River to Parker, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James W. Parker | \$750. |
| John E. Phelps | 650. |
| Virgil W. Parker | 600. |
| Delos T. Parker | 525. |

(Not needed; not let.)

ROUTE No. 14191.

From Deiphos to Waconda, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Dawell F. Donegan..... | \$50. |
| L. C. Lumberson..... | 793. |
| (Not let.) | |

ROUTE No. 14192.

From Humboldt to Independence, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------------------|-----------------------------|
| W. M. Cronen and Lot L. Price.. | \$1,650. Schedule proposed. |
| Paxson Williamson..... | 900. 36-hour schedule. |
| Alexander H. Moore..... | 875. Schedule proposed. |
| James A. Hawkes..... | 568. |
| Cyrus E. Gaylord..... | 494. Schedule proposed. |
| (Not needed.) | |

ROUTE No. 14193.

From Oswego to Parker, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------------------|
| John Pritchard..... | \$600. Schedule proposed; 40 miles. |
| A. S. Potter..... | 520. Schedule proposed; 40 miles. |
| (Not needed.) | |

ROUTE No. 14194.

From Chetopah to Albertis, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--|------------------|
| William Gallagher and John McDonald..... | \$800. 65 miles. |
| (Not needed.) | |

ROUTE No. 14195.

From Atchison to White Cloud, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|---------------------------------|------------------|
| David Dorrington..... | \$515. 39 miles. |
| (Not let; covered by railroad.) | |

ROUTE No. 14196.

From Pleasanton to Humboldt, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------------------|-------------------------------------|
| James M. Sayre..... | \$800. Schedule proposed; 75 miles. |
| J. W. Miller..... | 720. (See letter;) 58 miles. |
| Z. D. Jameson..... | 590. Schedule proposed. |
| W. H. Bodenhamer..... | 505. Schedule proposed. |
| Jesse Fitzgerald..... | 468. Schedule proposed; 53 miles. |
| James K. Ferriken..... | 425. Schedule proposed. |
| Cornelius R. Garratt, (after time) | 50. |
| (Not let.) | |

ROUTE No. 14197.

From Osage to Morgan, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.
(No bids.)

ROUTE No. 14198.

From Topeka to Auburn, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|-----------------------------------|----------------|
| Fred. P. Brown, (after time)..... | \$125. |
| (Not let.) | |

ROUTE No. 14199.

From Manhattan to Irving, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------------------|
| Cyrus E. Gaylord..... | \$1,175. Schedule proposed; 38 miles. |
| Charles H. Morgan..... | 999. 45 miles. |

(Not needed; covered.)

ROUTE No. 14200.

From Jeffersonville to the State line, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.
 (No bids.)

ROUTE No. 14201.

From Wichita to mouth of Grouse Creek, — miles and back, once a week.
 Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------|
| Faxson Williamson..... | \$1,000, 36 hours. |
| Virgil W. Parker..... | 975, 36 hours. |
| Delos T. Parker..... | 840, 48 hours. |
| J. W. Parker..... | 797, 36 hours. |
| James A. Hawkes..... | 775, 38 hours, 80 miles. |
| Henry Tisdale..... | 697. |
| C. W. Bangs..... | 637, 48 hours, 80 miles. |
| W. McElhony..... | 499. |

(Covered by 14153.)

ROUTE No. 14202.

From Howard to Verdigris River, — miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|-------------------------|
| Freeman R. Griswold..... | \$1,200, 45 miles. |
| Thomas M. Carter, (after time).... | 426. Schedule proposed. |

(Not needed.)

ROUTE No. 14203.

From Louisville to Irving, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|---|
| Charles K. Morgan..... | \$735. |
| Triessal & Lawesbury..... | 496. |
| L. C. Lamberson..... | 492. |
| Silas P. Wheeler..... | 470. |
| Cyrus E. Gaylord..... | 385. Schedule proposed. |
| R. Marrs..... | 380. Accepted March 30, 1871. |
| O. J. Dennison..... | 325. No guarantee or certificate. (See bid on 14167.) |

Contract made with R. Marrs, dated March 30, 1871, at \$380 per annum.
 Leave Louisville Friday at 7 a. m.; arrive at Irving by 6 p. m.
 Leave Irving Saturday at 7 a. m.; arrive at Louisville by 6 p. m.

ROUTE No. 14204.

From Ossawattomie to Garnett, 24 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------|-------------------------------|
| William C. Hill..... | \$832. |
| L. C. Lamberson..... | 684. |
| Triessal & Lawesbury..... | 590. |
| Alfred W. Wasson..... | 572. |
| Marshall Camp..... | 500. |
| Paxson Williamson..... | 380. Accepted March 30, 1871. |

Contract made with Paxson Williamson, dated March 30, 1871, at \$380 per annum.
 Leave Ossawattomie Tuesday and Friday at 8 a. m.; arrive at Garnett by 5 p. m.
 Leave Garnett Wednesday and Saturday at 8 a. m.; arrive at Ossawattomie by 5 p. m.

ROUTE No. 14205.

From Lake Sibley to Jewell, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------------|----------------|
| J. M. Coombs and A. D. Haywood, | \$800. |
| Trissal & Lawesbury | 495. |
| Ira Jennings | 400. |
| L. C. Lamberson | 397. |
| Joseph W. Fagel | 300. |
| Felix T. Gandy | 260. |
| Cyrus E. Gaylord | 245. |
| Richard D. Tardy, (after time).... | 600. |

Accepted March 30, 1871.

Contract made with Cyrus E. Gaylord, dated March 30, 1871, at \$245 per annum.
 Leave Lake Sibley Monday at 7 a. m.; arrive at Jewell by 4 p. m.
 Leave Jewell Tuesday at 7 a. m.; arrive at Lake Sibley by 4 p. m.

ROUTE No. 14206.

From Burlingame to Alma, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------------|----------------|
| Trissal & Lawesbury | \$640. |
| J. N. Stubbs | 400. |
| Stephen J. Spear | 390. |
| R. Marrs | 375. |
| Joseph and John Fields | 336. |
| Francis M. Snyder | 340. |
| Volney Love | 285. |

No guarantees.

Accepted March 30, 1871.

Contract made with Volney Love, dated March 30, 1871, at \$285 per annum.
 Leave Burlingame Saturday at 7 a. m.; arrive at Alma by 7 p. m.
 Leave Alma Friday at 7 a. m.; arrive at Burlingame by 7 p. m.

ROUTE No. 14207.

From Leroy to Fredonia, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|-------------------------------|
| W. N. Thomas | \$650. |
| Benoni Wheat | 625. |
| Isaac S. Landes | 52 $\frac{1}{2}$, horseback. |
| Paxson Williamson | 500. |
| James A. Hawkes | 392. |

(Not let.)

ROUTE No. 14208.

From Humboldt to Parker, 65 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Walter M. Cronan | \$3,950. |
| Ulysses E. Fisher | 2,600. |
| Gallager & McDonald | 2,160. |
| Ulysses E. Fisher | 2,145. |
| Silas P. Wheeler | 1,945. |
| Paxson Williamson | 1,900. |
| Trissal & Lawesbury | 1,820. |
| Cyrus E. Gaylord | 1,785. |
| James E. Hawkes | 1,735. |
| Virgil W. Parker | 1,650. |
| Delos T. Parker | 1,445. |
| James W. Parker | 1,299. |
| C. W. Bangs | 1,193. |
| Henry Tisdale | 1,049. |

Accepted March 30, 1871.

Contract made with Henry Tisdale, dated March 30, 1871, at \$1,049 per annum.
 June 24, 1871. Omit Humboldt and begin at Thayer, decreasing distance 22 miles
 and pay \$355 per annum. Increase service three trips per week between Thayer and
 Parker, and pay \$694 per annum from July 1, 1871, being *pro rata*.
 Discontinued from December 15, 1871.

ROUTE No. 14209.

From Alma to Wamego, 16 miles and back, three times a week.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|------------------------------|
| Trissal & Lawesbury..... | \$920. | |
| Charles H. Morgan..... | 720. | |
| Hiram A. Stiles..... | 720. | |
| Henry Schmitz..... | 400. | |
| Thomas Smith, (after time)..... | 350. | No guarantee or certificate. |

(Covered; not let.)

NEBRASKA.

ROUTE No. 14459.

From Brownsville to Mangsville, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Abraham J. Williams..... | \$1,600. |
| N. D. Pierce..... | 1,500. |
| Trissal & Lawesbury..... | 1,468. |
| William M. Lyda..... | 1,200. |
| Cyrus A. Clark..... | 1,173. |
| George L. Turner..... | 960. |
| L. C. Lamberson..... | 847. |
| David Dorrington..... | 825. |
| Cyrus E. Gaylord..... | 795. |
| S. P. Wheeler..... | 700. |

(Not necessary.)

ROUTE No. 14460.

From Lincoln to Meridian Court-House, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| W. C. Walton..... | \$1,474. |
| A. L. Sprague..... | 1,000. |
| R. Lawesbury..... | 989. |
| James Stephenson..... | 895. |
| Cyrus A. Clark..... | 873. |
| F. M. Dorrington..... | 600. |
| Cyrus A. Gaylord..... | 575. |
| S. P. Wheeler..... | 573. |

(Not needed.)

ROUTE No. 14461.

From Ulysses to Schuyler, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|------------------------------------|----------------|-------------------------|
| Trissal & Lawesbury..... | \$1,365. | |
| Alvin D. Van Housen..... | 1,000. | |
| W. C. Walton..... | 798. | |
| William H. Weller..... | 550. | |
| S. P. Wheeler..... | 500. | |
| Henry Dillon..... | 495. | |
| James Stephenson..... | 495. | |
| John Gillbanks..... | 390. | Accepted June 13, 1871. |
| S. T. W. Thrapp, (after time)..... | 416. | |

Contract made with John Gillbanks, dated June 13, 1871, at \$390 per annum.

Leave Ulysses Monday at 8 a. m.; arrive at Schuyler by 7 p. m.

Leave Schuyler Tuesday at 5 a. m.; arrive at Ulysses by 7 p. m.

ROUTE No. 14462.

From Rose Creek to Dryden, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| W. C. Walton..... | \$498. |
| <i>(After time.)</i> | |
| Isaac N. Brown..... | 156. |
| Jared Marks..... | 130. Too high. |

(Covered.)

ROUTE No. 14463.

From Norfolk to Niobrara, 70 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------|
| W. C. Walton..... | \$2,500. |
| Trissal & Lawesbury..... | 1,480. |
| James Stephenson..... | 1,040. |
| Charles F. Leavitt..... | 990, consolidated. |
| Louis Castner..... | 984. |
| R. A. Rhodes..... | 950. |
| John A. Lee..... | 884. |
| S. P. Wheeler..... | 853. |
| Charles F. Leavitt..... | 730. |
| David McCanaha..... | 650. |
| George S. Nurford..... | 600. |

(Not needed.)

ROUTE No. 14464.

From Beatrice to Camden, 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| W. C. Walton..... | \$1,200. |
| William M. Lyda..... | 850. |
| James Stephenson..... | 780. |
| Trissal & Lawesbury..... | 760. |
| M. V. Nichols..... | 700. |
| F. M. Dorrington..... | 500. |
| Cyrus E. Gaylord..... | 495. |
| John C. Smith..... | 400. <i>Accepted March 30, 1871.</i> |

Contract made with John C. Smith, dated March 30, 1871, at \$400 per annum; was drawn and sent to him, but not executed.

Leave Beatrice Monday at 7 a. m.; arrive at Camden next day by 12 m.

Leave Camden Tuesday at 1 p. m.; arrive at Beatrice next day by 7 p. m.

ROUTE No. 14465.

From Norfolk to the northeast corner of township 24, range 5 west, of sixth principal meridian, (no office,) 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| W. C. Walton..... | \$797. |
| R. A. Rhodes..... | 575. |
| James Stephenson..... | 520. |
| S. H. Thatch..... | 349. |
| Charles F. Leavitt..... | 250. <i>Accepted April 25, 1871.</i> |
| J. M. Church, (after time)..... | 260. |

Contract made with Charles F. Leavitt, dated April 25, 1871, at \$250 per annum.

Leave Norfolk Monday at 8 a. m.; arrive at township 24, range 5, by 6 p. m.

Leave township 24, range 5, Tuesday at 8 a. m.; arrive at Norfolk by 6 p. m.

ROUTE No. 14466.

From Blair to Logan, — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Joseph Yates..... | \$590. |
| Giles Mead..... | 560, 35 miles. |
| Philip Slaughter..... | 296. |
| F. M. Dorrington..... | 294, 30 miles. |
| Benjamin F. Philbrick..... | 221, 28 miles. |
| F. O. Johnson..... | 208, 23 miles. |

(Not let.)

ROUTE No. 14467.

From Blair to West Point, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Giles Mead..... | \$799. |
| W. C. Walton..... | 798. |
| Philip Slaughter..... | 670. |
| Joseph Yates..... | 650. |
| Leonard Webb..... | 533. |

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| S. P. Wheeler..... | \$530. |
| F. O. Johnson..... | 416. |
| F. M. Dorrington..... | 394. |
| Benjamin F. Philbrick..... | 229. |

(Suspended.)

ROUTE No. 14468.

From Pawnee City to Beatrice, 45 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| W. C. Walton..... | \$394. |
| David Dorrington..... | 780. |
| William M. Lyda..... | 600. |
| Cyrus E. Gaylord..... | 435. |
| John C. Smith..... | 400. |
| S. P. Wheeler..... | 397. |

(Suspended.)

ROUTE No. 14469.

From Big Sandy to Glengary, 17 miles and back, once a week. Bidders to state distance and propose schedule of departure and arrivals.

| Bidder's name. | Sum per annum. |
|--------------------------|---|
| William Nightingale..... | \$260, seventeen miles. <i>Accepted March 30, 1871.</i> |

Contract made with William Nightingale, dated March 30, 1871, at \$260 per annum. Leave Big Sandy (Meridian Court-House) Saturday at 6 a. m.; arrive at Glengary by 12 m.

Leave Glengary Saturday at 1 p. m.; arrive at Big Sandy (Meridian Court-House) by 7 p. m.

ROUTE No. 14470.

From Norfolk to Yankton (Dakota Territory) and back, once a week.

Bidders to state distances and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|------------------------------------|
| John A. Lee..... | \$1,332, one hundred miles. |
| R. A. Rhodes..... | 1,050, eighty miles. |
| S. P. Wheeler..... | 1,000, eighty miles. |
| David McConaha..... | 825, estimated seventy-five miles. |
| Thomas T. Davenport..... | 800, estimated seventy-five miles. |
| Charles F. Leavitt..... | 690, fifty-five miles. |

(Not needed.)

ROUTE No. 14471.

From Bellevue to Forest City, 26 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|------------------|
| W. C. Walton..... | \$748. Too high. |
| Horace Rogers, (<i>after time</i>)..... | 390. |

March 16, 1871. Offered W. C. Walton \$300.

March 21, 1871. He declined.

May 26, 1871. Contract with Horace Rogers, of Bellevue, for service from July 1, 1871, to June 30, 1874, at \$390 per annum. Contract made accordingly.

Leave Bellevue Friday at 7 a. m.; arrive at Forest City by 4 p. m.

Leave Forest City Saturday at 7 a. m.; arrive at Bellevue by 4 p. m.

ROUTE No. 14472.

From Norfolk to Dresden, — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

(No bids.)

ROUTE No. 14473.

From Beatrice to Jenkins's Mills, 25 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| W. C. Walton..... | \$1,200. |
| W. M. Lyda..... | 1,000. |
| Charles D. Echols..... | 275. |
| John C. Smith..... | 800. |
| Henry P. Flower..... | 430. |

| Bidders' names. | Sum per annum. |
|---|--|
| S. P. Wheeler..... | \$447. <i>Accepted March 30, 1871.</i> |
| D. C. Jenkins, (<i>after time</i>)..... | 485. |

Contract made with S. P. Wheeler, dated March 30, 1871, at \$447 per annum.
 Leave Beatrice Monday and Thursday at 7 a. m.; arrive at Jenkins's Mills by 6 p. m.
 Leave Jenkins's Mills Tuesday and Friday at 7 a. m.; arrive at Beatrice by 6 p. m.

ROUTE No. 14474.

From Ashland to Ulysses, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--------------------------------------|
| Trissal & Lounsbury..... | \$1,320. |
| James Stephenson..... | 994. |
| J. P. Palmerston..... | 920. |
| A. L. Sprague..... | 890. |
| Edward P. Folsom..... | 872. |
| Thomas Adams..... | 870. |
| Henry Johnson..... | 852. |
| S. P. Wheeler..... | 740. <i>Accepted March 30, 1871.</i> |
| Simeon T. W. Thrapp, (<i>after time</i>)..... | 832. |

Contract made with S. P. Wheeler, dated March 30, 1871, at \$740 per annum.
 Leave Ashland Monday at 7 a. m.; arrive at Ulysses next day by 6 p. m.
 Leave Ulysses Wednesday at 7 a. m.; arrive at Ashland next day by 6 p. m.

ROUTE No. 14475.

From West Point to Ponca, 52 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| W. C. Walton..... | \$1,200. |
| Trissal & Lounsbury..... | 960. |
| Jerome Higgins..... | 900. |
| Asel A. Porter..... | 890. |
| R. A. Rhodes..... | 740. |
| Leonard Webb..... | 693. |
| S. P. Wheeler..... | 675. |
| David McCanaha..... | 575. <i>Accepted March 30, 1871.</i> |

Contract made with David McCanaha, dated March 30, 1871, at \$575 per annum.
 Leave West Point Monday at 7 a. m.; arrive at Ponca next day by 12 m.
 Leave Ponca Tuesday at 1 p. m.; arrive at West Point next day by 8 p. m.

ROUTE No. 14476.

From Plattsmouth to Troy, 12 miles and back, six times a week.
 Proposals for service to end at Severance invited.

| Bidders' names. | Sum per annum. |
|--------------------------|--|
| Cyrus A. Clark..... | \$9,994. |
| M. V. Nicholds..... | 9,000. |
| S. P. Wheeler..... | 7,990. |
| Haskell & Cheney..... | 7,260. |
| David Dorrington..... | 6,995. |
| Trissal & Lawesbury..... | 4,898. <i>Accepted March 30, 1871.</i> |
| L. C. Lamberson..... | 4,940. |
| Abraham J. Williams..... | 1,200, Brownsville to St. Deroin. |

Contract made with P. Trissal and R. Lawesbury, dated March 30, 1871, at \$4,898 per annum.

July 12, 1871. Let route end at White Cloud, omitting Troy, Highland, and Iowa Point, decreasing distance seventeen miles, and pay \$688 per annum, from July 1, 1871.
 Leave Plattsmouth daily, except Sunday, at 8 a. m.; arrive at Troy third day by 7 p. m.
 Leave Troy daily, except Sunday, at 8 a. m.; arrive at Plattsmouth third day by 7 p. m.

ROUTE No. 14477.

From Falls City to Bigelow, 18 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| William M. Lyda..... | \$2,000. |
| W. C. Walton..... | 1,600. |

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------------|
| David Dorrington..... | \$1,495. |
| Henry E. Finch..... | 1,300. |
| Henry Darling..... | 1,300. |
| Martin V. Nichols..... | 1,100. |
| Trissal & Lounsbury..... | 996. |
| S. P. Wheeler..... | 963. <i>Accepted March 30, 1871.</i> |

Contract made with S. P. Wheeler, dated March 30, 1871, at \$963 per annum.
 Leave Falls City daily, except Sunday, at 7 a. m.; arrive at Bigelow by 12 m.
 Leave Bigelow daily, except Sunday, at 1 p. m.; arrive at Falls City by 6 p. m.

CALIFORNIA.

ROUTE No. 14840.



From Happy Camp to Waldo, Oregon, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| Smalley Moore..... | \$3,999. |
| Horace Gasquet..... | 850. |
| George H. Crampton..... | 750. |
| Richard Humphreys..... | 725. Too high. |

March 17, 1871. Offered \$600, which was accepted, and contract made with Richard Humphreys, dated April 6, 1871, at \$600 per annum.
 Leave Happy Camp Monday at 7 a. m.; arrive at Waldo by 6 p. m.
 Leave Waldo Tuesday at 7 a. m.; arrive at Happy Camp by 6 p. m.

ROUTE No. 14841.

From Yreka to Little Shasta, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-----------------------------|
| Thomas McGrath..... | \$1,200. Schedule proposed. |
| | 600. |
| Jesse D. Carr..... | 599. |
| Elijah Corbett..... | 300. Too high. |

March 17, 1871. Offered Elijah Corbett \$200; he declined by letter.
 May 26, 1871. Contract with Elijah Corbett, of Portland, Oregon, for service from July 1, 1871, to June 30, 1874, at his bid of \$300 per annum. Contract made accordingly.
 Leave Yreka Wednesday at 8 a. m.; arrive at Little Shasta by 12 m.
 Leave Little Shasta Wednesday at 1 p. m.; arrive at Yreka by 5 p. m.

ROUTE No. 14842.

From Healdsburg to Calistoga, 24 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James Maguire..... | \$1,450. |
| H. C. Vanaman..... | 1,300. |
| George Allman..... | 1,000. |
| Grant J. Taggart..... | 1,000. |
| Thomas R. Shannon..... | 850. |
| William F. Fisher..... | 780. |
| Jesse D. Carr..... | 750. |
| Richard Lambert..... | 490. |
| George Vischer..... | 460. |

(Not needed.)

ROUTE No. 14843.

From Independence to Los Angeles, 300 miles and back once a week.
 Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|----------------------------|
| William F. Orr..... | \$36,551. |
| J. S. C. Rowland..... | 25,000. |
| James B. Price..... | 19,500. |
| Constantine North..... | 17,990. Schedule proposed. |
| James Maguire..... | 15,900. |
| | 6,500, begin at Havilah. |

| Bidders' names. | Sum per annum. | |
|---|----------------|--------------------|
| Thomas W. Haskett | \$15,000. | Schedule proposed. |
| Adam E. Smith | 14,660. | |
| John P. Smith and William H. Ramsay | 11,000. | to San Diego. |
| Virgil W. Parker | 10,000. | Schedule 5 days. |
| John S. Kellogg | 9,000. | Schedule 6 days. |
| James W. Parker | 8,500. | Schedule 4½ days. |
| A. W. Spalding | 8,375. | |
| Delos T. Parker | 7,950. | Schedule 5½ days. |
| Richard Lambert | 7,750. | Schedule proposed. |
| Le Roy G. Terry | 7,770. | Schedule 6 days. |
| Henry Tisdale | 7,450. | Schedule 6½ days. |
| George Vischer | 7,200. | Schedule proposed. |
| Albert G. Draper | 6,995. | Schedule 8 days. |
| A. O. Thoms | 6,900. | Schedule proposed. |
| William Buckley | 6,900. | |
| A. O. Thoms | 6,650. | |
| Richard Lambert | 2,800. | |
| L. C. Bradshaw | 2,200. | Schedule proposed. |
| (After time.) | | |
| A. L. Seeley | 7,000. | |
| Constantine North | 6,950. | |

(Covered by other service.)

ROUTE No. 14844.

From Trinity Centre to Sawyer's Bar, 70 miles and back, once a week eight months in the year, and once in two weeks the residue.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-------------------------|
| Thomas B. Shannon | \$3,100. | |
| C. C. Huntley | 3,000. | |
| S. S. Huntley | 2,500. | |
| Grant J. Taggart | 2,390. | |
| A. E. Bradbury | 2,300. | |
| James Maguire | 2,300. | |
| Adam E. Smith | 2,050. | |
| L. H. Hershfield | 2,000. | |
| C. C. Langsdon | 2,000. | |
| Jesse D. Carr | 1,999. | |
| Elijah Corbett | 1,900. | |
| James Nalley | 1,799. | |
| George Allman | 1,760. | |
| William Gibson | 1,600. | |
| E. Wanzer | 1,500. | |
| Chauncey Langdon | 1,400. | |
| Richard Lambert | 1,200. | |
| George Vischer | 1,100. | Accepted March 30, 1871 |

Contract drawn, dated March 30, 1871, at \$1,100 per annum, and sent to George Vischer, but never executed.

September 6, 1871. Contract made with William Gibson, of Trinity Centre, to convey the mail on this route, as per advertisement of September 30, 1870, at \$1,200 per annum, from July 1, 1872, to June 30, 1872.

ROUTE No. 14845.

From Dixon to Main Prairie, 12 miles and back, three times a week

| Bidders' names. | Sum per annum. | |
|----------------------------|----------------|------------------|
| T. W. Chamberlain | \$1,450 00. | |
| John F. Pinkham | 1,140 00. | |
| William A. Lyon | 1,174 00. | |
| T. W. Chamberlain | 990 00. | |
| A. H. Hawley | 900 00. | |
| James R. Beam | 800 00. | |
| W. C. Van Doman | 795 00. | |
| Christopher Duffield | 680 00. | |
| N. P. Williams | 624 00. | two-horse stage. |
| | 449 00. | horseback. |
| William A. Munion | 600 00. | |

| Bidders' names. | Sum per annum. |
|---|---|
| B. F. Kelley..... | \$587 50. |
| | 487 00. <i>Accepted March 30, 1871.</i> |
| John M. Lewis, (<i>after time</i>)..... | 490 00. |

Contract made with B. F. Kelley, dated March 30, 1871, at \$487 per annum.
 Leave Dixon Monday, Wednesday, and Friday at 7 a. m.; arrive at Main Prairie by 11 a. m.

Leave Main Prairie Monday, Wednesday, and Friday at 1 p. m.; arrive at Dixon by 5 p. m.

ROUTE No. 14846.

From North San Diego to San Bernardino, 148 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|--|
| William F. Orr..... | \$18,251. |
| C. C. Huntley..... | 12,000. |
| James P. Brice..... | 11,500. |
| J. S. C. Rowland..... | 10,000. |
| S. S. Huntley..... | 10,000. |
| F. P. Sawyer..... | 8,900. |
| James Maguire..... | 8,900. |
| Wellington Stewart and David C. Reed..... | 8,000. |
| Thomas B. Shannon..... | 7,800. |
| Bradley Barlow..... | 7,700. |
| L. H. Hershfield..... | 7,000. |
| George A. Allman..... | 6,900. |
| Adam E. Smith..... | 6,750. |
| J. L. Sanderson..... | 6,700. |
| A. E. Bradbury..... | 6,000. |
| William Tweed..... | 6,000. |
| Jesse D. Carr..... | 5,999. |
| L. Smalley Barlow..... | 5,700. |
| C. N. Bishop..... | 5,300. |
| V. W. Parker..... | 5,000. |
| Reuben Middleton..... | 4,900. |
| C. W. Foster..... | 4,700. |
| James W. Parker..... | 4,500. |
| A. W. Spalding..... | 4,475. |
| W. K. Smith..... | 4,300. |
| Delos T. Parker..... | 4,250. |
| Andrew Montgomery..... | 4,000. |
| Leroy G. Terry..... | 4,000. |
| Constantine North..... | 3,989. |
| Henry Tisdale..... | 3,950. |
| John B. Boyd..... | 3,900. |
| M. A. Seymour..... | 3,700. |
| Newton Noble..... | 3,500. |
| Samuel Warnock..... | 3,500. |
| S. B. Anderson..... | 3,300. |
| William Buckley..... | 3,250. |
| John C. Ross..... | 3,100. |
| Albert L. Seeley..... | 2,900. |
| John S. Tibbals..... | 2,875. |
| Henry A. Burt..... | 2,700. |
| Richard Lambert..... | 2,450. |
| L. C. Bradshaw..... | 2,250. |
| Peter McEnany..... | 1,900. |
| Q. A. Moore..... | 1,475. <i>Accepted March 30, 1871.</i> |

Contract drawn with Q. A. Moore, dated March 30, 1871, at \$1,475 per annum, but not executed.

June 2, 1871. Let the route begin at San Diego, omitting North San Diego, without change of pay, from July 1, 1871.

Temporary service was continued with the old contractors, at \$12,000 per annum.

ROUTE No. 14847.

From Eldorado to Nashville, 8 miles and back, three times a week.

| Bidders' names. | Sum per annum. |
|--|-------------------------------|
| Anselm Lynch Chilton..... | \$500. Conditional. Too high. |
| Horace Polds, (<i>after time</i>)..... | 597. |

March 17, 1871. Offered Chilton \$300. Declined.

May 26, 1871. Contract with J. L. Richmond, of Nashville, for service from July 1, 1871, to June 30, 1872, at \$300 per annum.

Contract made accordingly.

Leave Eldorado Monday, Wednesday, and Friday at 11 a. m.; arrive at Nashville by 1 p. m.

Leave Nashville Monday, Wednesday, and Friday at 2 p. m.; arrive at Eldorado by 5 p. m.

ROUTE No. 14848.

From Independence to Cerro Gordo, 38 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|---|
| V. W. Parker..... | \$2,500. |
| James W. Parker..... | 2,000. |
| Delos T. Parker..... | 1,950. |
| Adam E. Smith..... | 1,470. |
| John Collister..... | 1,000. |
| William Buckley..... | 975. |
| Josiah Earl..... | 890. Too high. Offered Earl \$750 per annum. He accepts. |

Contract made with Josiah Earl, dated May 5, 1871, at \$750 per annum.

Leave Independence Monday at 7 a. m.; arrive at Cerro Gordo at 7 p. m.

Leave Cerro Gordo Tuesday at 7 a. m.; arrive at Independence by 7 p. m.

ROUTE No. 14849.

From Pacheco to Antioch, 18 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|------------------------|-------------------------------|
| Adam E. Smith..... | \$3,160. |
| James B. Price..... | 3,000. |
| George Allman..... | 2,800. |
| T. W. Chamberlin..... | 2,800. |
| James Maguire..... | 2,500. |
| Grant J. Taggart..... | 2,400. |
| Thomas B. Shannon..... | 1,890. |
| William Buckley..... | 1,450. |
| S. W. Johnson..... | 1,440. |
| T. O. Carter..... | 1,436. |
| George Vischer..... | 1,390. |
| S. W. Johnson..... | 700. |
| Richard Lambert..... | 650. Accepted March 30, 1871. |

Contract made with Richard Lambert, dated March 30, 1871, at \$650 per annum.

Leave Pacheco daily, except Sunday, at 7 a. m.; arrive at Antioch by 12 m.

Leave Antioch daily, except Sunday, at 1 p. m.; arrive at Pacheco by 6 p. m.

ROUTE No. 14850.

From San Rafael to Nicasio, 12 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------|---|
| George Neilson..... | \$150. Duplicate. Accepted May 8, 1871. |

Contract made with George Neilson, dated May 8, 1871, at \$150 per annum.

Leave San Rafael Saturday at 7 a. m.; arrive at Nicasio by 11 a. m.

Leave Nicasio at 1 p. m.; arrive at San Rafael by 5 p. m.

ROUTE No. 14851.

From Snelling to San Louis, 51 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|----------------|
| William Bean..... | \$3,100. |
| Samuel Fisher..... | 2,550. |
| H. D. Clement..... | 2,500. |
| Thomas Henry Patterson..... | 2,400. |
| Thomas B. Shannon..... | 2,350. |
| John H. Olive..... | 2,125. |
| Adam E. Smith..... | 1,960. |
| T. O. Carter..... | 1,700. |
| Richard Lambert..... | 1,450. |
| William Buckley..... | 1,250. |

(Not needed.)

ROUTE No. 14852.

From Napa City to Santa Rosa, 34 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-------------------------|--|
| James B. Price | \$6,000. |
| Adam E. Smith | 5,950. |
| Grant J. Taggart | 3,000. |
| Henry Johnson | 3,000. |
| Jesse D. Carr | 2,996. |
| Richard Lambert | 2,800. |
| Thomas B. Shannon | 2,750. |
| L. W. Miller | 2,400. |
| Horace F. Page | 2,140. |
| George Allman | 1,980. |
| Richard Lambert | 1,490. |
| Jotham Sedgely | 1,300. <i>Accepted March 30, 1871.</i> |

Contract, dated March 30, 1870, at \$1,300 per annum, drawn and sent to Jotham Sedgely, but never executed.

Leave Napa City daily, except Sunday, at 10 a. m.; arrive at Santa Rosa by 6 p. m.

Leave Santa Rosa daily, except Sunday, at 8 a. m.; arrive at Napa City by 4 p. m.

Temporary service was continued with the old contractor, at \$3,000 per annum.

ROUTE No. 14853.

From Monckton to Sweet Water, 30 miles and back, once a week to Bridgeport, and twice a week the residue.

| Bidders' names. | Sum per annum. |
|-------------------------|--------------------------------------|
| George Allman | \$1,790. |
| John A. Thoupson | 1,400. |
| Thomas B. Shannon | 1,250. |
| Sidney Huntoon | 1,200. |
| John W. Stewart | 1,200. |
| Richard Lambert | 980. |
| D. O. Waltze | 850. |
| John N. Dudleston | 840. <i>Accepted March 30, 1871.</i> |

Contract made with John N. Dudleston, dated March 30, 1871, at \$840 per annum.

Leave Sweet Water Monday at 6 a. m.; arrive at Monckton by 8 p. m.

Leave Monckton Tuesday at 6 a. m.; arrive at Sweet Water by 8 p. m.

Leave Sweet Water Friday at 7 a. m.; arrive at Bridgeport by 5 p. m.

Leave Bridgeport Saturday at 7 a. m.; arrive at Sweet Water by 5 p. m.

ROUTE No. 14854.

From Susanville to Rumberg, 75 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| John Allman | \$5,000. |
| C. C. Huntley | 4,000. |
| Thomas B. Shannon | 3,950. |
| George Allman | 3,150. |
| S. S. Huntley | 3,000. |
| James B. Price | 3,000. |
| Frank Clugage | 2,950. |
| Adam E. Smith | 2,750. |
| James Maguire | 2,700. |
| John B. Miller | 2,540. |
| Owen Tuller | 2,200. |
| L. H. Hirshfield | 2,000. |
| Edward Rice | 1,850. |
| Jesse D. Carr | 1,796. |
| A. E. Bradbury | 1,700. |
| Oscar A. Hyatt | 1,500. |
| Richard Lambeth | 1,325. |
| E. Wauzer | 1,300. |
| George Vischer | 1,300. |
| Charles Cramer | 995. |
| M. W. Pratt | 900. |
| L. C. Bradshaw | 780. |

(Suspended.)

ROUTE No. 14855.

From Tuolumne City to Millerton, 77 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| James B. Price..... | \$5,000. |
| Thomas B. Shannon..... | 4,150. |
| Samuel Fisher..... | 3,850. |
| James Maguire..... | 3,400. |
| John H. Olive..... | 2,395. |
| Adam E. Smith..... | 2,260. |
| George Allman..... | 2,150. |
| Robert Wilson..... | 2,100. |
| William Buckley..... | 1,750. |
| Richard Lambert..... | 1,250. |
| George Vischer..... | 1,200. |
| (Not needed.) | |

ROUTE No. 14856.

From Newville to Elkins, 8 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|-------------------------|
| James B. Price..... | \$700. |
| Joseph James..... | 250. Schedule proposed. |
| (Omit.) | |

ROUTE No. 14857.

From San Diego to Salt Lake City, 975 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|-------------------------------|
| W. M. Teupleton..... | \$297,000. Schedule proposed. |
| Elijah Corbett..... | 129,000. |
| S. W. Hasket and D. W. Walker..... | 125,000. |
| William F. Orr..... | 97,000. |
| Anderson Arnot..... | 96,900. |
| William Tweed..... | 95,000. |
| Wellington Stewart and David C. Reed..... | 89,500. Schedule proposed. |
| John Allman..... | 70,000. |
| James B. Price..... | 65,000. |
| Adam E. Smith..... | 50,000, end at Saint George. |
| Charles Olive..... | 62,500. Schedule proposed. |
| George W. Cook..... | 62,000. Schedule proposed. |
| Jesse D. Carr..... | 60,000. Schedule proposed. |
| Hill Beachly..... | 59,996. Schedule proposed. |
| John May..... | 55,000. Schedule proposed. |
| John B. Boyd..... | 54,000. |
| Alfred Lee..... | 53,000. |
| V. W. Parker..... | 50,000. Schedule proposed. |
| Gilmer V. Salisbury..... | 49,000. |
| John G. Capron..... | 49,000. |
| Leonard Wives..... | 48,000. Schedule proposed. |
| Leroy G. Terry..... | 47,000. Schedule proposed. |
| John S. Kellogg..... | 45,000. Schedule proposed. |
| D. N. Hyde and A. N. Merrick..... | 44,933. |
| C. M. Lockwood..... | 44,000. Schedule proposed. |
| A. O. Thoms and E. W. Willett..... | 43,000. Duplicate. |
| C. P. Taggart..... | 43,000. |
| Richard Lambert..... | 40,000. Schedule proposed. |
| Newton Noble..... | 40,000. |
| A. W. Spalding..... | 39,450. |
| J. J. Burgess..... | 39,000. |
| Constantine North..... | 38,990. |
| Edward P. Doherty & Co..... | 37,995. |
| James W. Parker..... | 37,500. |
| Henry Tisdale..... | 35,000. |
| D. F. Parker..... | 33,333. |
| Clayton L. Haines..... | 31,937. |
| O. R. Johnson..... | 30,000. |
| Matthew Draper..... | 29,900. |
| R. B. Hood..... | 29,000. |

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Orville Smith..... | \$27,000. |
| L. C. Bradshaw..... | 24,000. |
| Wallace Cleveland..... | 21,000. |
| T. N. Sackett..... | 19,500. |
| <i>(After time.)</i> | |
| M. H. Algerbee..... | 48,000. |
| George M. Trall..... | 45,000. |
| J. J. Hinds..... | 34,000. |
| | 30,000. |

(Suspended.)

ROUTE No. 14858.

From Truckee City to Tahoe, 15 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|-------------------------------------|
| M. K. Burk..... | \$1,000. |
| J. B. Campbell and J. Sweeney.. | 500. |
| Martin K. Burk..... | 490. <i>Accepted June 20, 1871.</i> |

Contract made with Martin K. Burk, dated June 20, 1871, at \$490 per annum.
 Leave Truckee City Monday at 8 a. m.; arrive at Tahoe by 12 m.
 Leave Tahoe at 1 p. m.; arrive at Truckee City by 5 p. m.

ROUTE No. 14859.

From Ukiah City to Round Valley, 66 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|--------------------------------------|
| James B. Price..... | \$5,000. |
| C. H. Eberle..... | 3,600, twice a week. |
| Isaac W. Thutcher..... | 3,000. |
| Hiram R. Brown..... | 2,886. |
| Thomas B. Shannon..... | 2,800. |
| Adam E. Smith..... | 2,760. |
| C. H. Eberle..... | 2,000. |
| John P. Smith..... | 1,989. |
| J. H. Renfro..... | 1,975. |
| S. W. Haskett..... | 1,970. |
| James Maguire..... | 1,850. |
| Jesse D. Carr..... | 1,500. |
| George Allman..... | 1,200. |
| Richard Lambert..... | 850. |
| George Vischer..... | 720. <i>Accepted March 30, 1871.</i> |

Contract was drawn, dated March 30, 1871, at \$720 per annum, and sent to George Vischer, but never executed.
 Leave Ukiah City Monday at 7 a. m.; arrive at Round Valley next day by 7 p. m.
 Leave Round Valley Wednesday at 7 a. m.; arrive at Ukiah City next day by 7 p. m.
 Temporary service on route No. 14812 continued, at \$2,400 per annum.

ROUTE No. 14860.

From Ukiah City to Lakeport, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|---------------------------------|
| Thomas B. Shannon..... | \$2,500. |
| James Maguire..... | 1,790. No certificate. |
| George Allman..... | 1,580. |
| John P. Smith and W. H. Ramsay. | 1,480, twice a week. |
| Louis C. Burriss..... | 1,445, conditional. |
| Charles McGreer..... | 1,380. |
| John P. Smith and W. H. Ramsay. | 1,080. |
| M. D. Thompson..... | 1,000. |
| John P. Smith and W. H. Ramsay. | 980. |
| Jesse D. Carr..... | 960. |
| Richard Lambert..... | 950. |
| James H. Renfro..... | 900. |
| George Vischer..... | 890. |
| J. W. Haskett..... | 870. Too high. |
| W. M. Davey..... | 840, four-horse coach; illegal. |

March 17, 1871. Offered S. W. Haskett \$1,000 per annum for twice a week service.
 April 6, 1871. He accepts.

Contract made with S. W. Haskett, dated April 6, 1871, at \$1,000 per annum, for service twice a week.

Leave Ukiah City Monday and Thursday at 6 a. m.; arrive at Lakeport by 7 p. m.
Leave Lakeport Tuesday and Friday at 6 a. m.; arrive at Ukiah City by 7 p. m.

ROUTE No. 14861.

From Calistoga to Kelsey, 48 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------------------|
| James B. Price | \$4,400. |
| Thomas B. Shannon | 2,800. |
| George Allman | 2,200. |
| James Maguire | 1,790. |
| James H. Renfro | 1,195. |
| W. C. Vanarnam | 1,000. |
| Jesse D. Carr | 960. |
| Charles McGreer | 940. |
| Richard Lambert | 940. |
| William P. Fisher | 936. |
| George Vischer | 925. |
| George B. Crummell | 900. |
| | 2,000, three times a week. |
| W. M. Davey | 440. |
| (Not needed.) | |

ROUTE No. 14862.

From Vacaville to Woodland, 34 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| J. B. Price | \$4,000. |
| George Allman | 1,800. |
| Grant J. Taggart | 1,500. |
| Jeremiah Baldwin | 1,500. No guarantor or certificate. |
| T. W. Chamberlin | 1,450. |
| James Maguire | 1,350. |
| William B. McConnell | 1,200. |
| A. S. House | 1,000. Schedule proposed by postmaster. |
| James R. Beave | 900. |
| A. J. Meyers | 900. |
| Richard Lambert | 740. |
| B. F. Kelley | 700. |
| D. K. Forn | 700. |
| George Vischer | 700. |
| James G. Allison | 569. |
| (Not necessary.) | |

ROUTE No. 14863.

From Santa Rosa to Sebastopol, 7 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------|
| J. B. Price | \$700. |
| Jesse D. Carr | 300. |
| S. W. Miller | 200. |
| Jonathan Ledgley | 50. Accepted March 30, 1871. |

No contract executed.

July 13, 1871. Service discontinued from July 1, 1871.

ROUTE No. 14864.

From Woodside to Pescadora, 25 miles and back, once a week.

| Bidders' name. | Sum per annum. |
|-----------------------|----------------|
| William Buckley | \$750. |
| Thomas W. Moore | 250. |
| (Not let.) | |

ROUTE No. 14865.

From Millville to Lake City, 187 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| William F. Orr | \$27,100. |
| Henry Johnson | 23,000. |

| Bidders' name. | Sum per annms. |
|--|----------------|
| John Rosh | \$20,000. |
| James A. Bedford and Thomas Greene | 13,000. |
| James B. Price | 12,400. |
| J. L. Sanborn | 11,000. |
| Grant I. Taggart | 9,500. |
| James A. Bedford and Thomas Greene | 9,000. |
| T. J. Simpson | 8,800. |
| L. G. Terry | 8,000. |
| V. W. Parker | 8,500. |
| James Maguire | 7,800. |
| Adam E. Smith | 7,730. |
| Frank Clugage | 7,365. |
| A. W. Spalding | 6,990. |
| S. B. Hughes | 6,975. |
| Thomas B. Shannon | 6,900. |
| Delos T. Parker | 6,350. |
| James W. Parker | 5,700. |
| Henry Tisdale | 5,500. |
| Owen Tuller | 5,500. |
| Charles Cranner | 5,000. |
| George Allman | 4,900. |
| Edward P. Suydam | 4,775. |
| Oscar A. Hyatt | 4,500. |
| P. G. Strickland | 4,500. |
| Jesse D. Carr | 4,000. |
| Richard Lambert | 2,800. |
| George Vischer | 2,650. |

(Unnecessary.)

ROUTE No. 14866.

From Marysville to Princeton, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---|----------------|--|
| James Maguire | \$1,480. | No certificate. |
| James S. Wiggins | 1,000. | |
| Grant I. Taggart | 1,000. | |
| George Allman | 980. | |
| Owen Tuller | 900. | |
| A. S. Heimstreet | 890. | No guarantor or certificate. |
| Calden E. Ransom | 750. | |
| Richard Lambert | 490. | |
| L. C. Bradshaw | 450. | |
| W. W. Ayers (<i>after time</i>) | 1,000. | Informal. No guarantor or certificate. |

(Not necessary.)

ROUTE No. 14867.

From Millville to Camp Bidwell, 200 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--|----------------|-------------|
| C. N. Bishop | \$12,800. | |
| M. A. Seymour | 12,000. | |
| Harry Johnson | 12,000. | |
| James Laforest and Sanborn | 12,000. | |
| H. L. Street | 11,500. | |
| James A. Bedford and Thomas Greene | 10,000. | |
| John Rosh | 10,000. | |
| Grant I. Taggart | 9,000. | |
| V. W. Parker | 9,000. | |
| Adam E. Smith | 8,900. | |
| Alfred Hopkins | 8,900. | |
| James Maguire | 8,700. | |
| Leroy G. Terry | 8,500. | |
| Frank Clugage | 7,995. | |
| John P. Webb and Rob. Bayes | 7,800. | |
| Grant I. Taggart | 7,500. | See letter. |
| A. T. Guttrell | 7,000. | |
| A. W. Spalding | 6,990. | |
| Owen Tuller | 6,600. | |

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------|
| T. J. Simpson | \$6,500. |
| Delos T. Parker | 6,497. |
| Caleb Williams and Asa L. Wil- | |
| liams | 6,400. |
| Charles Cramer | 6,000. |
| Thomas Morgan | 6,000. |
| James W. Parker | 5,975. |
| George Allman | 5,800. |
| Henry Tisdale | 5,750. |
| C. Closkey | 5,600. |
| Oscar A. Hyatt | 5,000. |
| S. B. Hughes | 4,984. |
| E. P. Suydam | 4,990. |
| James Masterman | 4,900. |
| Jesse D. Carr | 3,600. |
| P. G. Strickland | 3,500. |
| Richard Lambert | 2,900. |
| L. C. Bradshaw | 2,750. |
| (Not needed.) | |

ROUTE No. 14868.

From Camp Bidwell to Camp Warner, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|----------------|
| Wm. F. Orr | \$7,200. |
| James B. Price | 7,000. |
| V. W. Parker | 4,000. |
| James W. Parker | 3,990. |
| A. W. Spalding | 3,750. |
| Adam E. Smith | 3,650. |
| Henry Tisdale | 3,547. |
| James Maguire | 3,500. |
| Delos T. Parker | 3,500. |
| Leroy G. Terry | 3,333. |
| Hiram L. Brown | 3,286. |
| Frank Clugage | 3,100. |
| John B. Batey and Eli C. Mason | 3,000. |
| Charles Cramer | 3,000. |
| Ed. P. Suydam | 2,990. |
| J. L. Sanborn | 2,900. |
| George Allman | 2,800. |
| A. Kistler | 2,700. |
| Jesse D. Carr | 2,496. |
| Owen Tuller | 2,300. |
| M. W. Pratt | 1,950. |
| John H. Seagraves | 1,824. |
| Oscar A. Hyatt | 1,800. |
| H. B. Greene | 1,800. |
| E. V. Copper | 1,780. |
| M. M. McDowell | 1,600. |
| Richard Lambert | 1,420. |
| L. C. Bradshaw | 1,350. |
| (Suspended.) | |

ROUTE No. 14869.

From Truckee City to Loyalton, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|--|
| F. Burckhalter | \$3,000, three times a week. |
| James Maguire | 2,490. |
| George Allman | 1,850. |
| Edward Belden | 1,800. |
| F. Burckhalter | 1,500. |
| M. K. Burk | 800. |
| | 1,500, three times a week. |
| Michael Shield | 1,460. |
| William L. Blatchley | 1,000. |
| Charles Cramer | 1,000. |
| Richard Lambert | 950. |
| L. C. Bradshaw | 925. |
| Oscar A. Hyatt | 900. Duplicate. Accepted March 30, 1871. |
| Contract with Oscar A. Hyatt drawn and sent, but not executed. | |

April 4, 1871. Rescind acceptance of Oscar A. Hyatt's bid of \$900 and accept M. K. Burk's of \$800, it being the lowest; Oscar A. Hyatt's bid having been erroneously accepted.

Contract was accordingly made with M. K. Burk, April 4, 1871, at \$800 per annum. Leave Truckee City Monday at 6 a. m.; arrive at Loyalton by 8 p. m. Leave Loyalton Tuesday at 6 a. m.; arrive at Truckee City by 8 p. m.

ROUTE No. 14870.

From Antioch to Bantas, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|------------------------------|
| T. W. Chamberlin | \$3,200, three times a week. |
| Geo. Allman | 2,700. |
| T. W. Chamberlin | 1,984. |
| James Maguire | 1,890. |
| James B. Price | 1,800. |
| | 4,000. Invited service. |
| T. O. Carter | 1,800. |
| John H. Olive | 1,625. |
| T. O. Carter | 1,500. |
| Grant I. Taggart | 1,500. |
| | 3,000, three times a week. |
| Joseph P. McCabe | 1,000. Invited service. |
| William Buckley | 1,000. |
| | 2,500. Invited service. |
| Amos M. Graves | 990. |
| Chase & Robbins | 800. |
| | 1,000. Invited service. |
| Richard Lambert | 630. |
| L. C. Bradshaw | 625. |

(Suspended.)

ROUTE No. 14871.

From San Rafael to Petaluma and back, once a week; bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------|
| James Maguire | \$850. Schedule 4 hours. |
| George Allman | 700. Schedule 4 hours. |
| C. V. Boquist | 465. Schedule 4 hours. |
| L. C. Bradshaw | 450. |
| John Neilson | 450. Schedule proposed. |
| Richard Lambert | 450. Schedule proposed. |

(Suspended.)

ROUTE No. 14872.

From Oroville to Round Valley, — miles and back, once a week; bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|---------------------------|
| Virgil W. Parker | \$4,000, 43 hours. |
| Delos T. Parker | 3,990, 48 hours. |
| James W. Parker | 3,500. Schedule proposed. |
| John L. Lewis | 3,000. Schedule proposed. |
| A. W. Spalding | 2,997. Schedule proposed. |
| Edward Rice | 2,850. Schedule proposed. |
| Leroy G. Terry | 2,750, 56 hours. |
| Henry Tisdale | 2,490, 60 hours. |
| Oscar A. Hyatt | 2,000. Schedule proposed. |
| Albert G. Draper | 1,990. |

(Suspended.)

ROUTE No. 14873.

From San Francisco to North San Diego, 600 miles and back, five times a month, in suitable and safe steamships, giving Santa Cruz, Monterey, San Louis Obispo, and San Simeon a supply, each way, not less than three times a month; bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------|----------------------------------|
| Ben Holladay | \$35,400. |
| G. W. Williams | 29,000. |
| Henry Norton | 28,000. Accepted March 30, 1871. |

July 8, 1871. Recall acceptance and discontinue service from July 8, 1871.

ROUTE No. 14874.

From Banta to Dover, 52 miles and back, three times a week; to Hill's Ferry and once a week residue.

| Bidders' names. | Sum per annum. |
|-----------------------|--|
| George Allman | \$6,500. |
| James Maguire | 4,650. |
| Grant I. Taggart..... | 3,000. |
| William Buckley..... | 1,950. |
| Richard Lambert | 1,850. |
| A. O. Thoms..... | 1,800. |
| John H. Olive | 1,775. |
| L. C. Bradshaw..... | 1,700. |
| T. O. Carter..... | 1,600. <i>Accepted March 30, 1871.</i> |

Contract made with T. O. Carter, dated March 30, 1871, at \$1,600 per annum.

Leave Banta Monday, Wednesday, and Friday at 11.40 a. m.; arrive at Hill's Ferry by 6.40 p. m.

Leave Hill's Ferry Tuesday, Thursday, and Saturday at 4 a. m.; arrive at Banta by 11 a. m.

Leave Hill's Ferry Monday at 7 p. m.; arrive at Dover by 9 p. m.

Leave Dover Tuesday at 6 a. m.; arrive at Hill's Ferry by 8 a. m.

OREGON.

ROUTE No. 15142.

From Brownsville to Eugene City, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|---|
| S. J. Sapon..... | \$1,500 00. |
| Adam E. Smith..... | 1,200 00. |
| Jesse D. Carr..... | 1,000 00. |
| John S. Kincaid..... | 1,000 00. |
| J. D. Brown..... | 1,000 00. |
| George Root..... | 900 00. |
| Elijah Corbett..... | 875 00. |
| Francis M. Jack..... | 797 00. |
| Richard M. Moore..... | 745 00. |
| W. T. Chester..... | 740 00. |
| John B. Cornett..... | 600 00. |
| James Watkins..... | 597 87. <i>Accepted March 30, 1871.</i> |
| James Clover, (<i>after time</i>)..... | 1,200 00. |

Contract made with James Watkins, dated March 30, 1871, at \$597.87 per annum.

Leave Brownsville Thursday at 8 a. m.; arrive at Eugene City next day by 11 a. m.

Leave Eugene City Friday at 2 p. m.; arrive at Brownsville next day by 8 p. m.

ROUTE No. 15143.

From Cowallis to Alsea Valley, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Adam E. Smith..... | \$992. |
| Jesse D. Carr..... | 950. |
| W. F. Rayburn..... | 875. |
| George Root..... | 870. |
| Elijah Corbett..... | 780. |
| Simeon Bethers..... | 570. |
| Edmund Marsh..... | 550. |
| George W. Bethery..... | 498. |
| John Clark..... | 495. |

(Suspended.)

ROUTE No. 15144.

From Umatilla to Seattle, 225 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------|----------------|
| S. R. Anderson..... | \$14,600. |
| John Allman..... | 13,000. |

| Bidders' names. | Sum per annum. |
|---|--|
| Thomas B. Shannon | \$12,900. |
| O. N. Bishop | 12,240. |
| Virgil W. Parker | 12,000. |
| M. A. Seymour | 10,900. |
| Henry A. Burt | 10,200. |
| James W. Parker | 9,750. |
| Adam E. Smith | 9,600. |
| Eugene F. Coe | 9,450. |
| D. N. Hyde | 9,433. |
| Elijah Corbett | 9,000. |
| Henry Tisdale | 8,975. |
| James Gordon | 8,900. |
| James Maguire | 8,800. |
| D. B. Ward | 8,731. |
| John W. Blakeney | 8,500. |
| Delos T. Parker | 8,450. |
| Edwin Meldrum | 8,000. |
| J. W. Armstrong | 7,900. |
| Richard Lambert | 7,900. |
| Leroy G. Terry | 7,750. |
| A. W. Spalding | 6,887. |
| Edward P. Suydam | 6,880. |
| James Smith | 6,700. |
| Edwin Meldrum | 5,000, end at Killitas Prairie, 175 miles. |
| O. M. Lockwood | 4,900. |
| Henry Winson | 4,900. |
| R. B. Hood | 2,390. |
| James B. Price | 2,200. |
| E. W. Terrin and H. D. Cock, (after time) | 5,000, end at Killitas. 15,000. |

(Not needed.)

ROUTE No. 15145.

From Dalles City to Ocheco Valley, (N. O.,) 125 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------|--|
| Henry Tisdale | \$5,990. |
| Adam E. Smith | 5,760. |
| A. W. Spalding | 5,450. |
| Elijah Corbett | 5,000. |
| Virgil W. Parker | 5,000. |
| James W. Parker | 4,975. |
| Delos T. Parker | 4,350. |
| L. G. Terry | 3,975. |
| Owen Tuller | 3,900. |
| Matthew Draper | 3,799. |
| Thomas J. Dunten | 3,570. |
| David P. Thompson | 3,400. |
| D. P. Thompson | 3,300. |
| Gordon Downie | 3,000. |
| W. P. Chester | 2,740. |
| Joseph Marks | 2,500. |
| Lyman L. Kellogg | 2,500. To include service on 15146, provided schedules on both are the same. |
| Albert Opperly | 2,396. |
| Michael Shea | 2,360. |
| Hardy Holman | 2,050. Schedule proposed. |
| John Martin | 2,200. |
| Hugh M. McNary | 2,000. |
| Lyman L. Kellogg | 1,800. |
| Edward L. Grimes | 1,740. |
| R. B. Hood | 1,400. |

(Not needed.)

ROUTE No. 15146.

From The Dalles to Upper Ocheco, (N. O.,) 130 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------|----------------|
| Adams E. Smith | \$7,200. |
| Henry Tisdale | 6,250. |

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| William Wiley | \$5,900. |
| James W. Parker | 5,500. |
| A. W. Spalding | 5,450. |
| Virgil W. Parker | 5,250. |
| Elijah Corbett | 5,200. |
| Delos T. Parker | 4,500. |
| Owen Tuller | 4,200. |
| Leroy G. Terry | 3,975. |
| Matthew Draper | 3,875. |
| Thomas Morgan | 2,995. |
| John Clark | 2,800. |
| John Marlin | 2,800. |
| D. N. Hyde | 2,473. |
| Michael Shea | 2,400. |
| Hardy Holman | 2,280. |
| Hugh M. McNary | 2,200. |
| Lyman L. Kellogg | 2,000. |
| Edward L. Grimes | 1,900. |
| C. M. Lockwood | 1,900. |
| Mamou Davis | 990. |

(Not needed.)

ROUTE No. 15147.

From Astoria to Forest Grove, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------------|----------------------|
| Adam E. Smith | \$3,840 00. |
| F. H. Morgan | 3,000 00. |
| M. M. Brown and W. D. Board | 2,950 00. |
| J. J. Comstock | 2,475 00. |
| William Corbett | 2,000 00. |
| James Watkins | 1,700 66. |
| James Welch | 1,599 00. |
| Elijah Corbett | 1,200 00. |
| William Squires | 1,200 00. |
| Hiram B. Parker | 8,188 00. |
| A. Epperley | 980 00. |
| Michael Shea | 900 00. |
| G. W. Warren, (after time) | 1,299 00. Duplicate. |

(Not needed.)

ROUTE No. 15148.

From Hot Springs to Jacksonville, 230 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| William F. Orr | \$17,000. |
| James B. Price | 14,300. |
| C. C. Huntley | 10,000. |
| Virgil W. Parker | 10,000. |
| Frank Clugage | 9,750. |
| Delos T. Parker | 9,350. |
| Elijah Corbett | 9,200. |
| James W. Parker | 8,990. |
| Adam E. Smith | 8,600. |
| Leroy G. Terry | 8,500. |
| S. S. Huntley | 8,000. |
| A. W. Spalding | 7,987. |
| Reams & Manning | 7,949. |
| Henry Tisdale | 7,500. |
| B. F. Dowell | 7,000. |
| Owen Tuller | 6,990. |
| Matthew Draper | 6,875. |
| L. H. Hershfield | 6,000. |
| James R. Neil | 5,900. |
| John Cooper | 5,500. |
| H. Cole | 4,900. |
| Brooks & Wells | 4,850. |
| H. L. Webbs | 4,850. |
| Alfred P. Owens | 4,800. |
| Jesse D. Carr | 4,800. |
| A. E. Bradbury | 4,500. |

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| Stearns & Angle | \$4,300. |
| Simpson & McIntire | 3,750. |
| E. Manzer | 3,000. |
| James Kilgore | 2,350. |
| (Not needed.) | |

ROUTE No. 15149.

From Portland to Netart's Bay, 80 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--|----------------|
| Adam E. Smith | \$3,600. |
| Owen Tuller | 2,500. |
| Jesse D. Carr | 2,496. |
| Elijah Corbett | 2,200. |
| Adam N. Simmons | 1,400. |
| Michael Shea | 1,200. |
| William Squires | 1,000. |
| T. C. Quick | 500. |
| E. R. Thompson | 450. |
| Benjamin C. Morin | 390. |
| George W. Feanside, (after time) | 950. |
| (Not needed.) | |

ROUTE No. 15150.

From Salem to Sheridan, 33 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|----------------|
| Adam E. Smith | \$1,290 00. |
| A. R. McConnell | 1,110 00. |
| James Cofey | 975 00. |
| Elijah Corbett | 890 00. |
| William Corbett | 800 00. |
| George W. Bethery | 798 00. |
| George Root | 795 00. |
| Jesse D. Carr | 750 00. |
| Joseph Cox | 700 00. |
| M. Morrison | 599 99. |
| Lewellen C. Scovell | 590 00. |
| Green B. Cornelius | 574 00. |
| Allen Hussey | 560 00. |
| Riley D. Cooper | 500 00. |
| R. H. Price | 493 00. |
| J. H. Masterson | 416 00. |
| S. R. Scott | 373 00. |
| (Covered by other service.) | |

ROUTE No. 15151.

From Amity to Sheridan, 14 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------|--------------------------------------|
| A. R. McCounell | \$1,000. |
| Jesse D. Carr | 420, end at Marsh's Store. |
| Elijah Corbett | 200. |
| Simon F. Likens | 200. |
| L. Henderson | 180. <i>Accepted March 30, 1871.</i> |

Contract made with L. Henderson, dated March 30, 1871, at \$180 per annum.

Leave Amity Wednesday at 7 a. m.; arrive at Sheridan by 11 a. m.

Leave Sheridan Wednesday at 1 p. m.; arrive at Amity by 5 p. m.

ROUTE No. 15152.

From Jacksonville to Lake City, 200 miles and back, once a week.

Proposals invited to end at Camp Bidwell.

| Bidders' names. | Sum per annum. |
|----------------------------------|---|
| John R. Batey and E. C. Mason .. | \$24,000. |
| William F. Orr | 14,900. Surprise Valley. |
| William J. Small | 12,000. |
| James B. Price | 11,500, proposed route to Camp Bidwell. |
| S. B. Anderson | 11,100. |

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|-------------------------|
| C. N. Bishop..... | \$10,600. | |
| Waisley & Rose..... | 10,000. | |
| Virgil W. Parker..... | 10,000. | |
| James L. Sanborn..... | 10,000. | |
| E. V. Copper..... | 9,990. | Invited service. |
| Ira Cogswell..... | 9,950. | Invited service. |
| Henry A. Burt..... | 9,500. | |
| Delos T. Parker..... | 9,000. | |
| M. A. Seymour..... | 9,000. | |
| Wendelun Nus..... | 8,900. | Invited service. |
| Leroy C. Terry..... | 8,250. | |
| Frank Cluggar..... | 7,990. | |
| Reauns & Manning..... | 7,989. | |
| Adam E. Smith..... | 7,800. | |
| A. W. Spalding..... | 7,500. | |
| Henry Tisdale..... | 7,500. | |
| James Maguire..... | 7,000. | |
| Smiller & Houston..... | 6,975. | |
| C. M. Lockwood..... | 6,950. | |
| Matthew Draper..... | 6,500. | |
| B. F. Dowell..... | 6,500. | Surprise Valley. |
| Owen Tuller..... | 6,000. | |
| Jesse D. Carr..... | 6,000. | |
| A. C. Kestler..... | 5,870. | |
| | 5,860. | Invited service. |
| Michael Colwell..... | 5,000. | |
| William Taylor..... | 4,998. | |
| Quincy A. Brooks..... | 4,950. | |
| Martin Smith..... | 4,900. | |
| Dallas McMenemy..... | 4,900. | |
| Q. A. Moore..... | 4,700. | |
| H. L. Webb..... | 4,550. | |
| Richard Lambert..... | 4,500. | end at Surprise Valley. |
| Alfred P. Owen..... | 4,400. | |
| L. C. Bradshaw..... | 4,300. | |
| Stears & Angle..... | 4,300. | end at Camp Bidwell. |
| James R. Neil..... | 3,900. | |
| Simpson & McIntire..... | 3,250. | |
| James Kilgore..... | 2,990. | |

(Not needed.)

ROUTE No. 15153.

From Eugene City, Oregon, to Winnemucca, Nevada, 450 miles and back, one week.

Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|------------------------|----------------|-----------------------|
| Mason McCoy..... | \$30,000. | |
| Jesse D. Carr..... | 29,996. | |
| James B. Price..... | 29,500. | No schedule proposed. |
| John S. Kellog..... | 29,750. | Schedule proposed. |
| C. M. Cartwright..... | 29,000. | No schedule proposed. |
| Henry Tisdale..... | 28,000. | No schedule proposed. |
| Thomas B. Shannon..... | 27,900. | Schedule proposed. |
| James W. Parker..... | 27,500. | |
| Delos T. Parker..... | 26,990. | |
| A. W. Spalding..... | 25,950. | |
| Leroy G. Terry..... | 24,750. | |
| S. B. Anderson..... | 24,600. | |
| Elijah Corbett..... | 24,500. | |
| M. B. Berry..... | 23,600. | Schedule proposed. |
| J. Waldo Smith..... | 23,500. | Schedule proposed. |
| Adam E. Smith..... | 23,000. | No schedule proposed. |
| Virgil W. Parker..... | 22,500. | |
| B. F. Dowell..... | 19,900. | Schedule proposed. |
| Hyde & Merrick..... | 19,497. | No schedule proposed. |
| Henry A. Burt..... | 18,500. | No schedule proposed. |
| Henry M. Thatcher..... | 18,000. | No schedule proposed. |
| Frank Clugage..... | 17,500. | No schedule proposed. |

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|-----------------------|
| Edward P. Suydam..... | \$17,500 | |
| Thomas Morgan..... | 16,995. | Schedule proposed. |
| James Maguire..... | 16,600. | No schedule proposed. |
| C. M. Lockwood..... | 16,000. | |
| Owen Taller..... | 15,700. | Schedule proposed. |
| C. N. Bishop..... | 14,360. | |
| Richard Lambert..... | 14,300. | Schedule proposed. |
| L. C. Bradshaw..... | 13,500. | No schedule proposed. |
| M. A. Seymour..... | 12,600. | |
| F. M. Sanders..... | 9,000. | |
| O. J. Hayden..... | 8,900. | |
| John B. Roe..... | 8,700. | No schedule proposed. |
| William F. Orr..... | 87,000. | No schedule proposed. |
| Robert Leadbetter..... | 8,000. | No schedule proposed. |
| P. C. Snider, (after time)..... | 18,000. | |

(Not needed.)

WASHINGTON TERRITORY.

ROUTE No. 15422.

From Vancouver to Strong's Battle Ground, 19 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-----------------------|----------------|--------------------------|
| C. M. Lockwood..... | \$600. | |
| John O. Donnell..... | 300. | |
| Michael Shea..... | 290. | |
| George Allen..... | 290. | |
| Ervin L. Dole..... | 260. | |
| James R. Lewis..... | 240. | |
| Green W. Brook..... | 170. | |
| Joseph A. Woodin..... | 130. | Accepted March 30, 1871. |

Contract made with Joseph A. Woodin, dated March 30, 1871, at \$130 per annum.

Leave Strong's Battle Ground Friday at 8 a. m.; arrive at Vancouver by 1 p. m.

Leave Vancouver Saturday at 8 a. m.; arrive at Strong's Battle Ground by 1 p. m.

IDAHO TERRITORY.

ROUTE No. 15721.

From Idaho City to Loon-Creek Mines, 120 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|--------------------------|----------------|--------------------------|
| C. C. Huntley..... | \$7,500. | |
| S. S. Huntley..... | 6,200. | |
| Tompkins & Knapp..... | 5,450. | |
| L. H. Hershfield..... | 5,100. | |
| Delos T. Parker..... | 4,500. | |
| A. W. Spalding..... | 4,300. | |
| Adam E. Smith..... | 4,165. | |
| J. M. Shepherd..... | 4,056. | |
| Robert Tompkins..... | 3,974. | |
| Edward A. Stevenson..... | 3,945. | |
| C. M. Lockwood..... | 3,900. | |
| Vergil W. Parker..... | 3,750. | |
| James W. Parker..... | 3,600. | |
| A. E. Bradbury..... | 3,500. | |
| Tompkins & Knapp..... | 3,475. | Schedule proposed. |
| LeRoy G. Terry..... | 3,375. | |
| Houglan & Merrill..... | 3,000. | |
| Henry Tisdale..... | 3,000. | |
| Charles Brown..... | 2,500. | |
| Edward P. Suydam..... | 2,400. | |
| Josiah Cave..... | 2,300. | |
| James Howard..... | 925. | Accepted March 30, 1871. |

(Contracts not executed; no service.)

ROUTE No. 15722.

From Fayetteville to Salubria, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|-------------------------------------|
| C. C. Huntley | \$2,400 00. |
| Houglan & Hellerville | 2,000 00. |
| Jacob Hapstonstall | 1,900 00. |
| William Myers | 1,800 00. |
| Christopher C. McCoy | 1,800 00. |
| J. M. Shepherd | 1,716 00. |
| Marion F. Waldron | 1,700 00. |
| S. S. Huntley | 1,700 00. |
| Adam E. Smith | 1,560 00. |
| Charles M. Kellogg | 1,500 00. |
| John Commerilt | 1,500 00. |
| Edmund S. Hunt | 1,400 00. |
| Henry H. Knapp | 1,380 00. |
| L. H. Hershfield | 1,300 00. |
| Edward A. Stevenson | 1,200 00. |
| James Galloway | 1,166 67. |
| Lafayette Lansdon | 1,100 00. |
| James Galloway | 1,100 00. No certificate; one year. |
| A. E. Bradbury | 1,000 00. |
| C. M. Lockwood | 940 00. |
| E. Wanzer | 600 00. Accepted March 30, 1871. |

(No contracts executed; temporary service provided at \$940 per annum.)

ROUTE No. 15723

From Weiser to Salubria, 35 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|----------------|
| Houghland & Merrill | \$1,500. |
| Charles M. Kellogg | 1,200. |
| J. M. Shepherd | 1,092. |
| Adam E. Smith | 1,056. |
| Christopher C. McCoy | 900. |
| Lafayette Lansdon | 700. |
| C. M. Lockwood | 440. |

(Not needed.)

ROUTE No. 15724.

From Lewiston to Elk City, 130 miles and back, once a week.

Proposals invited to end at Mount Idaho, 65 miles and back.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------------------|
| C. C. Huntley | \$6,000. |
| | 2,500, end at Mount Idaho. |
| Delos T. Parker | 5,000. |
| Adam E. Smith | 4,650. |
| S. S. Huntley | 4,510. |
| | 1,800, end at Mount Idaho. |
| James W. Parker | 4,200. |
| C. M. Lockwood | 3,900. |
| Virgil W. Parker | 3,850. |
| A. W. Spalding | 3,600. |
| Henry Tisdale | 3,440. |
| L. H. Hershfield | 3,400. |
| | 1,200, end at Mount Idaho. |
| Leroy G. Terry | 3,000. |
| Houglan & Merrill | 3,000. |
| | 1,500, end at Mount Idaho. |
| Edward P. Snyder | 2,500. |
| Samuel Phinney | 1,950. |
| | 950, end at Mount Idaho. |
| A. E. Bradbury | 1,800. |
| | 795, end at Mount Idaho. |
| Ezra Baird | 1,800. |
| | 1,800. |
| | 900, end at Mount Idaho. |

| Bidders' names. | Sum per annum. |
|----------------------|--------------------------------------|
| John Brearly | \$1,660. |
| | 1,660. |
| John P. Braly | 1,490. |
| Charles Brown | 1,400. |
| | 650, end at Mount Idaho. |
| Warren P. Hunt | 600, end at Mount Idaho. |
| James Howard | 750. <i>Accepted March 30, 1871.</i> |
| | 350, end at Mount Idaho. |

(No contracts executed; temporary service provided at \$1,660 per annum.)

WYOMING.

ROUTE No. 16204.

From Point of Rocks to Wind River Valley, 95 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Anderson Arnot | \$14,000. |
| J. P. Sears, jr. | 9,000. |
| S. P. Carpenter | 7,000. |
| W. M. Templeton | 5,000. |
| C. C. Huntley | 5,000. |
| S. S. Huntley | 3,900. |
| J. E. Barrow | 3,600. |
| Reuben Middleton | 3,000. |
| J. B. McCleery | 2,995. |
| L. H. Hershfield | 2,900. |
| W. H. O'Donnell | 2,850. |
| T. C. Everts and Wm. Lyman | 2,800. |
| M. R. White | 2,750. |
| A. E. Bradbury | 1,900. |
| James Campbell | 650. |
| Joseph Hubbard | 650. |

(Not needed.)

ROUTE No. 16205.

From Laramie City to North Park, (N. O.,) 90 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| J. E. Barrow | \$3,900. |
| Reuben Middleton | 2,900. |
| Evarts & Lyman | 2,700. |
| John A. Wright | 2,000. |
| | 2,000. |
| Nicholas F. Spicer | 1,800. |
| Edward Ivinson | 1,200. |
| | 1,200. |

(Not needed.)

ROUTE No. 16206.

From Percy to Last Chance, (N. O.,) 50 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|---------------------------|
| Moran & Bourk | \$5,500. |
| Bennett, Hunt & Smith | 4,480. Schedule proposed. |
| J. E. Barrow | 1,600. |
| Reuben Middleton | 1,200. |
| Everts & Lyman | 1,600. |

(Not needed.)

ROUTE No. 16207.

From Rawlins to White River Agency, (N. O.,) 213 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|------------------------|--|
| J. P. Sears, jr. | \$16,000. Schedule proposed. |
| J. S. C. Rowland | 15,000. Schedule proposed; error, 16208. |

| Bidders' names. | Sum per annum. | |
|--|----------------|----------------------------------|
| Anderson Arnot..... | \$14,000. | |
| J. E. Barrow..... | 9,800. | Schedule proposed. |
| J. K. Moran..... | 9,500. | Error, 16208. |
| Reuben Middleton..... | 9,000. | Schedule proposed; error, 16208. |
| Bennett & Hunt and Perry L. Smith..... | 8,500. | Schedule proposed; error, 16208. |
| S. P. Carpenter..... | 8,000. | Schedule proposed. |
| John Doty..... | 7,942. | |
| J. E. Barrow..... | 7,900. | Error, 16208. |
| Bennett & Hunt and Smith..... | 7,900. | Schedule proposed. |
| Reuben Middleton..... | 7,800. | Schedule proposed. |
| W. M. Masi..... | 7,250. | |
| Everts & Lyman..... | 6,200. | Error, 16208. |
| | 5,800. | |
| W. M. Templeton..... | 5,000. | Schedule proposed. |
| Thomas Tracy..... | 650. | Schedule proposed. |

(Not needed.)

ROUTE No. 16208.

From Fort Halleck to White River, (N. O.,) 220 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|-------------------------------|----------------|--------------------|
| J. S. C. Rowland..... | \$15,000. | Schedule proposed. |
| J. K. Moran..... | 9,500. | |
| Reuben Middleton..... | 9,000. | Schedule proposed. |
| Bennett & Hunt and Smith..... | 8,500. | |
| J. E. Barron..... | 7,900. | Schedule proposed. |
| Everts & Lyman..... | 6,200. | |

(Not necessary.)

ROUTE No. 16209.

From Cheyenne to Helena, 430 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|--------------------|
| John Hughes & Co..... | \$110,000. | Schedule proposed. |
| Benj. F. Akers..... | 99,000. | |
| Samuel D. Conner..... | 99,000. | Schedule proposed. |
| Reuben Middleton..... | 89,000. | Schedule proposed. |
| J. E. Barron..... | 80,000. | Schedule proposed. |
| F. Newton Boyne..... | 75,000. | Schedule proposed. |
| Anderson Arnot..... | 74,900. | |
| J. P. Sears, jr..... | 74,000. | Schedule proposed. |
| E. P. Doherty & Co..... | 46,300. | |
| William Addonis..... | 46,000. | Schedule proposed. |
| S. P. Carpenter..... | 43,000. | Schedule proposed. |
| W. M. Templeton..... | 40,000. | Schedule proposed. |
| Gilmer & Salisbury..... | 39,000. | |
| James O. Allen..... | 38,000. | Schedule proposed. |
| Mike Roe..... | 35,000. | Schedule proposed. |
| Mike Slatterly..... | 31,000. | Schedule proposed. |
| Clayton L. Haines..... | 31,000. | Schedule proposed. |
| J. S. C. Rowland..... | 30,000. | |
| R. G. Rayman..... | 28,000. | Schedule proposed. |
| Daniel Spencer..... | 23,000. | Schedule proposed. |
| Everts & Lyman..... | 17,740. | |
| Thomas S. Gross..... | 16,800. | |
| Hiram Washburn..... | 16,000. | |
| C. M. Lockwood..... | 16,000. | Schedule proposed. |
| Benj. Twogood..... | 15,500. | |
| Theo. V. Sackett..... | 15,000. | |
| Henry P. Jackson..... | 14,000. | |
| Andrew J. Carter..... | 13,050. | |
| Lemuel C. Jones..... | 12,200. | |
| Michael Norton..... | 11,000. | |
| Asa R. Peck..... | 11,000. | |

(Suspended.)

ROUTE No. 16210.

From Evanston to Virginia City, 400 miles and back, once a week.
Proposals invited for service to end at Taylor's Bridge, 200 miles and back.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. | |
|---|----------------|---|
| William F. Orr | \$97,000. | |
| J. P. Sodis, jr | 48,000. | |
| R. H. Lewis and J. Morisey | 24,000. | end at Taylor's Bridge. |
| | 20,000. | end at Taylor's Bridge. No guarantee or certificate. |
| S. P. Carpenter | 39,000. | |
| | 17,000. | end at Taylor's Bridge. |
| J. S. C. Rowland | 35,000. | |
| | 18,000. | end at Taylor's Bridge. |
| W. M. Templeton | 15,000. | end at Taylor's Bridge. |
| Anderson Arnot | 27,000. | |
| | 13,000. | end at Taylor's Bridge. |
| Gilmer & Salisbury | 20,000. | |
| | 11,000. | end at Taylor's Bridge. |
| Thomas B. Shannon | 19,800. | |
| | 10,000. | end at Taylor's Bridge. |
| T. C. Everts and William Lyman | 16,400. | |
| | 8,300. | end at Taylor's Bridge. |
| Clayton L. Haines | 16,100. | |
| | 8,000. | end at Taylor's Bridge. |
| Gilmer & Salisbury | 16,000. | |
| | 12,000. | end at Taylor's Bridge. |
| George Allman | 15,800. | |
| | 8,500. | end at Taylor's Bridge. |
| W. M. McDonald, H. Booth, Wm. Thompson, C. C. Huntley | 8,000. | end at Taylor's Bridge. |
| C. C. Huntley | 15,000. | |
| | 7,000. | end at Taylor's Bridge. |
| Benj. Twogood | 14,000. | |
| | 7,000. | end at Taylor's Bridge. |
| Richard Lambert | 12,000. | |
| | 6,500. | end at Taylor's Bridge. |
| Andrew J. Carter | 5,920. | end at Taylor's Bridge. |
| J. E. Barrow | 11,000. | |
| | 5,150. | end at Taylor's Bridge. |
| Asa R. Peck | 10,000. | |
| | 6,000. | end at Taylor's Bridge. |
| J. D. M. Crockwell | 5,000. | end at Taylor's Bridge. |
| S. S. Huntley | 9,000. | |
| | 4,500. | end at Taylor's Bridge. |
| Thomas S. Gross | 8,100. | |
| | 2,900. | end at Taylor's Bridge. |
| Reuben Middleton | 7,900. | |
| | 4,200. | end at Taylor's Bridge. |
| Theodore N. Sackett | 7,300. | |
| | 3,000. | end at Taylor's Bridge. |
| L. H. Hershfield | 77,000. | |
| | 3,500. | end at Taylor's Bridge. |
| James Williams | 7,000. | |
| Thomas Tracy | 3,000. | end at Taylor's Bridge. |
| Henry P. Jackson | 6,040. | |
| | 2,600. | end at Taylor's Bridge. |
| Lemuel C. Jones | 5,750. | |
| | 3,750. | end at Taylor's Bridge. |
| A. E. Bradbury | 5,500. | |
| | 2,900. | end at Taylor's Bridge. |
| James Campbell | 3,500. | |
| | 1,500. | end at Taylor's Bridge. |
| Phineas W. Cook and Jos. T. Cheney | 16,000. | six times a week; end at Soda Springs. No guarantee or certificate. |
| | 12,000. | three times a week; end at Soda Springs. No guarantee or certificate. |
| | 7,000. | once a week; end at Soda Springs. No guarantee or certificate. |

| Bidders' names. | Sum per annum. |
|---|---|
| D. T. Kimball..... | \$20,000, six times a week; end at Soda Springs 15,000, three times a week; end at Soda Springs 12,500, twice a week; end at Soda Springs. 10,000, once a week; end at Soda Springs. |
| George Osmond and Thomas B. Nelson..... | 4,200, end at Soda Springs. No guarantee. |
| (Suspend.) | |

ROUTE No. 16211.

From Yellow Creek, Wyoming, to Wasatch, Utah, — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidder's name. | Sum per annum. |
|---------------------------|---|
| John D. M. Crockwell..... | \$1,875. Wasatch to Fish Haven via Yellow Spring. |
| (Suspended.) | |

ROUTE No. 16212.

From Laramie City to Cimnabar City, (N. O.), — miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|---------------------------|
| John A. Wright | \$1,250. |
| Nicholas F. Spicer | 1,200. Schedule proposed. |
| Edward Ivinson | 1,000. Schedule proposed. |
| | 400. Schedule proposed. |
| | 400. Schedule proposed. |
| (Suspended.) | |

ROUTE No. 16213.

From Laramie City, Wyoming, to Gilman City, Colorado, — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|---------------------------|
| John A. Wright..... | \$2,500. |
| Nicholas F. Spicer | 2,200. |
| John A. Wright | 1,800. |
| Nicholas F. Spicer | 1,500. |
| Edward Ivinson..... | 1,200. Schedule proposed. |
| | 1,200. |
| (Suspended.) | |

NEVADA.

ROUTE No. 16433.

From Hamilton to Callville, 235 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|--------------------------------|
| George C. Pringle..... | \$30,000. |
| M. A. Price..... | 28,000. |
| Thomas B. Shannon..... | 14,800, five days. |
| George Allman..... | 10,900. |
| Virgil W. Parker | 10,000, five days. |
| Adam E. Smith..... | 9,965. Schedule proposed. |
| Owen Tuller..... | 9,800, six days. |
| John S. Kellogg | 9,750, five days. |
| Travis, Wilson & Co..... | 9,700. |
| C. M. Lockwood..... | 9,000. |
| Jesse D. Carr..... | 9,000. Schedule proposed. |
| James Maguire..... | 8,900. Schedule proposed. |
| Leroy C. Terry | 8,750, six days. |
| James W. Parker..... | 8,495, five and one-half days. |
| Henry Tisdale..... | 8,250, five days. |

| Bidders' names. | Sum per annum. |
|-----------------------|----------------------------------|
| Delos T. Parker..... | \$7,500, five and one-half days. |
| W. B. Wilson..... | 7,000. Schedule proposed. |
| A. W. Spalding..... | 6,998, seven days. |
| Richard Lambert..... | 6,800. Schedule proposed. |
| Albert G. Draper..... | 6,750, seven days. |
| A. C. Yoacham..... | 6,000. |
| John A. Wilson..... | 5,700. Schedule proposed. |
| L. C. Bradshaw..... | 5,600. |

(Not needed.)

ROUTE No. 16434.

From Hamilton to Montezuma, — miles and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|--------------------------|---|
| Owen Tuller..... | \$8,250, five days. |
| Flagler & Steen..... | 7,200. Distance 225 miles; schedule proposed. |
| W. B. Wilson..... | 4,000. Schedule proposed; 225 miles. |
| John A. Wilson..... | 3,000. Schedule proposed. |
| Travis, Wilson & Co..... | 3,000. |

(Not needed.)

ROUTE No. 16435.

From Hamilton to Saint Joseph, 330 miles and back, once a week.

Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|----------------------------|---------------------------------|
| James B. Price..... | \$29,900. |
| James Maguire..... | 16,400, five days. |
| C. C. Huntley..... | 16,000. |
| Reuben Middleton..... | 15,000. Schedule proposed. |
| S. S. Huntley..... | 14,000. |
| Holland, Simpson & Co..... | 14,000. |
| C. M. Lockwood..... | 14,000, six days. |
| Thomas B. Sherman..... | 12,800, five days. |
| Jesse D. Carr..... | 12,000. Schedule proposed. |
| Virgil W. Parker..... | 11,000, five and a half days. |
| J. E. Barrow..... | 11,000. Schedule proposed. |
| L. H. Hershfield..... | 10,000. |
| Leroy G. Terry..... | 10,000, seven days. |
| Hill Beachey..... | 9,990. |
| Leonard Wives..... | 9,500. |
| John S. Kellogg..... | 9,450, six days. |
| Adam E. Smith..... | 9,250. |
| Gilmer & Salisbury..... | 9,145. |
| W. B. Wilson..... | 9,000. Schedule proposed. |
| Travis, Wilson & Co..... | 8,923. |
| George Allman..... | 8,900. |
| James W. Parker..... | 8,875, six and a half days. |
| O. R. Johnson..... | 8,500. |
| Delos T. Parker..... | 8,530, six days. |
| A. W. Spalding..... | 7,750, seven days. |
| John Chamberlain..... | 7,597. |
| Henry Tisdale..... | 7,250. |
| Albert G. Draper..... | 6,950, seven and a half days. |
| George H. Piatt..... | 6,666. |
| A. E. Bradbury..... | 6,000. |
| Clayton L. Haines..... | 5,950. |
| W. S. Vanderling..... | 5,844. |
| Richard Lambert..... | 5,600, five days. |
| John A. Wilson..... | 4,900. Schedule proposed. |
| Charles Lewis..... | 4,500. |
| John Peterson..... | 3,997. |
| Clayton L. Haines..... | 3,960. |
| James Campbell..... | 3,600. |
| Theodore N. Sacket..... | 2,970. |
| Henry McEwing..... | 2,700. Accepted March 30, 1871. |

Contract drawn, dated March 30, 1871, at \$2,700 per annum, and sent to Henry McEwing, but never executed by him.

Temporary service provided from July 1, 1871, three times a week between Hamilton and Pioche, and once a week the residue, at \$2,700 per annum.

ROUTE No. 16436.

From Battle Mountain Station to Galena, 17 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|-----------------------------|--------------------------------------|
| Thomas B. Shannon | \$3,500. |
| Stevens & Hamilton | 2,939. |
| A. W. Spalding | 2,800. |
| Leroy G. Terry | 2,622. |
| James Maguire | 2,580. |
| Henry Tisdale | 2,500. |
| George H. W. Crockett | 2,450. |
| Virgil W. Parker | 2,150. |
| James W. Parker | 1,997. |
| Albert G. Draper | 1,890. |
| Adam E. Smith | 1,699. |
| Horace F. Page | 1,680. |
| Owen Tuller | 1,500. |
| J. A. Blossom | 1,379. |
| Alfred E. Shannon | 1,300. |
| George Allman | 1,180. |
| William Gibson | 1,150. |
| Delos T. Parker | 1,150. |
| James Smith | 1,100. |
| Richard Lambert | 850. <i>Accepted March 30, 1871.</i> |

Contract made with Richard Lambert, dated March 30, 1871, at \$850 per annum.

Leave Battle Mountain Station daily, except Sunday, at 7 a. m.; arrive at Galena by 12 m.

Leave Galena daily, except Sunday, at 1 p. m.; arrive at Battle Mountain Station by 6 p. m.

(Contractor failed. See order of September 20.)

ROUTE No. 16437.

From Hamilton to Egan Cañon, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| John S. Nicholson | \$4,900. |
| A. C. Yoacham | 3,000. |
| Virgil W. Parker | 3,745. |
| Leroy G. Terry | 2,500. |
| Henry Tisdale | 2,500. |
| James W. Parker | 2,475. |
| William Gibson | 2,400. |
| A. W. Spalding | 2,350. |
| Travis, Wilson & Co | 2,197. |
| Adam E. Smith | 2,150. |
| Delos T. Parker | 2,000. |
| Albert G. Draper | 1,940. |
| Owen Tuller | 1,900. |
| Gilmer & Salisbury | 1,800. |
| W. F. Walton | 1,750. |
| Leonard Wines | 1,475. |
| Theodore N. Sacket | 900. |

(Suspended.)

ROUTE No. 16438.

From Palisade to Shermantown, 135 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| James B. Price | \$10,000. |
| W. H. Ennor | 5,850. |
| Virgil H. Parker | 5,000. |
| Alfred E. Shannon | 4,600. |
| Owen Tuller | 4,500. |
| James W. Parker | 4,445. |
| Delos T. Parker | 4,000. |
| George H. Hackett | 3,800. |
| W. B. Wilson | 3,800. |
| | 3,790. |
| Leroy G. Terry | 3,750. |
| Henry Tisdale | 3,333. |
| A. W. Spalding | 3,000. |

| Bidders' names. | Sum per annum. |
|-----------------------|----------------|
| Albert G. Draper..... | \$2,950. |
| Henry Bnsh..... | 2,350. |
| John A. Wilson..... | 2,300. |
| Adam E. Smith..... | 2,300. |
| Barton Roberts..... | 1,950. |
| Abraham Gibbons..... | 1,600. |

(Not needed; covered.)

ROUTE No. 16439.

From Toano to Saint Joseph, 315 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------|---|
| James B. Price..... | \$32,000, 7 days. |
| George C. Pringle..... | 25,000. |
| Ferdinand F. Marx..... | 24,500. See letter indorsed. |
| Augustus W. Gould..... | 19,000. |
| William Sachs..... | 19,000. See letter indorsed; horseback. |
| Holland, Simpson & Co..... | 17,000. |
| S. B. Anderson..... | 16,200. |
| Hill Beachey..... | 16,000. |
| Adam E. Smith..... | 15,500. |
| C. N. Bishop..... | 15,000. |
| C. C. Huntley..... | 15,000. |
| M. A. Seymour..... | 14,500. |
| Leonard Wines..... | 14,500. |
| J. E. Barrow..... | 13,500. Schedule proposed. |
| Henry A. Burt..... | 13,200. |
| Reuben Middleton..... | 13,000. Schedule proposed. |
| Virgil W. Parker..... | 12,750. |
| Adam E. Smith..... | 12,660, 4 days; schedule proposed. |
| Augustus W. Gould..... | 12,000. Schedule proposed. |
| O. R. Johnson..... | 12,000. |
| S. S. Huntley..... | 12,000. |
| Jesse D. Carr..... | 12,000. Schedule proposed. |
| C. M. Lockwood..... | 11,900, 6 days. |
| Travis, Wilson & Co..... | 11,300. |
| Gilmer & Salisbury..... | 11,000. |
| James W. Parker..... | 10,450, 8 days. |
| Owen Tuller..... | 10,000, 6 days. |
| John S. Kellogg..... | 9,750, 7 days. |
| Louis Jones..... | 9,050. |
| L. H. Hershfield..... | 9,000. |
| James Brady..... | 8,900. |
| Delos T. Parker..... | 8,750, 7 days. |
| W. B. Wilson..... | 8,600. Schedule proposed; no certificate. |
| Leroy G. Terry..... | 8,350, 9 days. |
| Henry Tisdale..... | 7,998. |
| A. W. Spalding..... | 7,500, 8 days. |
| Clayton L. Haines..... | 7,300. |
| John Gibbons..... | 7,000. |
| A. E. Bradbury..... | 7,000. |
| W. B. Wilson..... | 6,975. Schedule proposed. |
| Matthew Draper..... | 6,900, 7 days. |
| Wallace Cleveland..... | 6,700. |
| Oscar Barrett..... | 6,000. |
| John A. Wilson..... | 5,700. Schedule proposed. |
| James Campbell..... | 3,500. |
| Theodore N. Sackett..... | 2,830. |

(Suspended.)

ROUTE No. 16440.

From Hamilton to Mount Ophir, 10 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------|----------------|
| John S. Nicholson..... | \$2,000. |
| William Gibson..... | 1,400. |
| A. C. Yoacham..... | 960. |
| Travis, Wilson & Co..... | 780. |
| J. D. Hickox..... | 740. |
| W. F. Walton..... | 620. |

(Too high and doubtful.)

ROUTE No. 16441.

From Genoa to Tahoe, 21 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|-------------------------|----------------|---|
| George Allman | \$5,800. (?) | To Placerville, figures \$5,900. (See bid.) |
| | 1,200. | |
| J. P. Pettegrew | 990. | |
| Thomas B. Shannon | 990. | |
| Henry Vansickle | 750. | |
| James Maguire | 680. | |
| John A. Thompson | 600. | |
| Freeman McCamber | 575. (?) | |
| Richard Lambert | 490. | |
| L. C. Bradshaw | 460. | |

(Too high.) Offered L. C. Bradshaw \$315 on 16th of March, 1871. No reply.

UTAH.

ROUTE No. 16534.

From Saint Charles to Ithaca, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------------------|----------------|--------------------------|
| P. Trissal & R. Lounsbury | \$1,825. | |
| John D. M. Crockwell | 690. | |
| Samuel Howe | 600. | |
| Elnathan Eldridge, jr | 300. | Accepted March 30, 1871. |

Contract made with Elnathan Eldridge, jr., dated March 30, 1871, at \$300 per annum

Leave Saint Charles Friday at 8 a. m.; arrive at Ithaca by 6 p. m.

Leave Ithaca Saturday at 8 a. m.; arrive at Saint Charles by 6 p. m.

ROUTE No. 16635.

From Kaysville to Plain City, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------|
| P. Trissal & R. Lounsbury | \$1,740. |
| John D. M. Crockwell | 525. |
| Samuel Howe | 500. |

(Not let. See 16638.)

ROUTE No. 16636.

From Panaca to Saint Joseph, 120 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|----------------|
| William O. Osgood | \$9,800. |
| P. Trissal & R. Lounsbury | 9,640. |
| Gilmer & Salisbury | 4,300. |
| J. E. Barrow | 3,900. |
| Virgil W. Parker | 3,775. |
| Adam E. Smith | 3,765. |
| Leroy G. Terry | 3,560. |
| John D. M. Crockwell | 3,500. |
| Henry Tisdale | 3,350. |
| A. W. Spalding | 3,137. |
| Reuben Middleton | 2,900. |
| James W. Parker | 2,776. |
| Thomas Cummings | 2,700. |
| Samuel Howe | 2,500. |
| Delos T. Parker | 2,492. |
| Edward P. Suydam | 2,395. |
| Clayton L. Haines | 2,100. |
| Theodore N. Sackett | 1,085. |

(Suspended for the present.)

ROUTE No. 16637.

From Montpelier to Soda Springs, 30 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------|
| J. D. M. Crockwell..... | \$2,500, begin at Logan. |
| P. Trissal & R. Lounsbury | 1,840. |
| Benj. M. Temley | 960. |
| Jared M. Davis | 900. |
| J. D. M. Crockwell | 690. |
| Samuel Howe | 600. |

(Suspended.)

ROUTE No. 16638.

From Ogden City to Hooper, 14 miles and back, twice a week.

| Bidders' names. | Sum per annum. |
|---------------------------------|--------------------------------------|
| P. Trissal & R. Lounsbury | \$1,360. |
| J. D. M. Crockwell..... | 590. |
| Gilbert Belnap | 475. <i>Accepted March 30, 1871.</i> |

Contract made with Gilbert Belnap, dated March 30, 1871, at \$475 per annum.

Leave Ogden City Wednesday and Saturday at 8 a. m.; arrive at Hooper by 12 m.

Leave Hooper Wednesday and Saturday at 1 p. m.; arrive at Ogden City by 5 p. m.

COLORADO.

ROUTE No. 17039.

From Carson City to Colfax, 60 miles and back, once a week.

(No bids.)

ROUTE No. 17040.

From Cañon City to Greenhorn, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|------------------------|
| Edwin Lobach | \$2,160. |
| E. H. Bennett and D. P. Owen.... | 1,190. No certificate. |
| Thomas Virden..... | 985. |

(Not needed.)

ROUTE No. 17041.

From Evans to Black Hawk Point, 77 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Theodore A. Chubbuck and Edward C. Smith..... | \$2,500. |
| Walter H. Smith | 1,396. |

(Not needed.)

ROUTE No. 17042.

From Pine Bluff to Golden City, 123 miles and back, once a week.

(No bidders.)

ROUTE No. 17043.

From Fort Lyon to Nine-Mile Bottom, 28 miles and back, once a week.

| Bidder's name. | Sum per annum. |
|---------------------------------|-------------------------------------|
| Urial Higbee, (after time)..... | \$400. Informal and no certificate. |

(Not let.)

ROUTE No. 17044.

From Saquache to Southern Ute agency, 55 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| F. Newton Bogue..... | \$1,040. |
| John Lawrence..... | 694. |
| Edward R. Harris | 600. |

(Suspend.)

ROUTE No. 17045.

From Kit Carson to Pueblo, 100 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| J. P. Sears, jr..... | \$11,000. |
| S. P. Carpenter..... | 9,000. |
| W. M. Templeton..... | 6,000. |
| J. W. Hill..... | 5,000. |
| Charles H. Blake..... | 4,000. |
| J. Jay Harris..... | 3,750. |
| P. Trissal and R. Lounsbury..... | 2,660. |
| Reuben Middleton..... | 2,600. |
| C. W. Foster..... | 2,400. |
| James O. Allen..... | 2,300. |
| J. E. Barrow..... | 2,050. |
| J. J. Burgess..... | 1,900. |
| Virgil W. Parker..... | 1,500. |
| Delos T. Parker..... | 1,492. |
| James W. Parker..... | 1,350. |
| J. A. Moore..... | 1,300. |
| Henry Tisdale..... | 1,275. |
| Leroy C. Terry..... | 1,145. |
| A. W. Spalding..... | 1,075. |
| Michael Norton..... | 450. |

(Not needed.)

ROUTE No. 17046.

From Evans to Boulder, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| P. Trissal and R. Lounsbury..... | \$1,990. |
| Theodore A. Chubbuck..... | 1,374. |
| Walter H. Smith..... | 693. |

(Suspended.)

ROUTE No. 17047.

From Evans to Laporte, 40 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|--------------------------------|--|
| P. Trissal & R. Lounsbury..... | \$1,800. |
| Bela S. Buell..... | 995. |
| | 1,800, twice a week. |
| Jonathan Shinn..... | 1,750, twice a week. Begin at Greeley. |
| F. Newton Bogno..... | 1,170. |
| Edward C. Smith..... | 1,150. |
| Walter H. Smith..... | 1,093. |
| Beach Bassett..... | 950. |
| Jonathan Shinn..... | 900. Too high. |

March 16, 1871. Offered Jonathan Shinn \$500. March 25, 1871. He declines by letter.
 May 26 1871. Contract with Jonathan Shinn, of Evans, for service from Greeley by
 Brigadier Thompson to Namaqua, twice a week and back, by a schedule satisfactory to
 the Department, from July 1, 1871, to June 30, 1874, at \$1,800 per annum.
 Contract was made and executed accordingly.

ROUTE No. 17048.

From Denver to Idaho, 34 miles and back, six times a week.

| Bidders' names. | Sum per annum. |
|----------------------------------|----------------|
| Jacob Jacobia..... | \$4,495. |
| Walter H. Smith..... | 3,100. |
| P. Trissal and R. Lounsbury..... | 2,980. |
| F. Newton Bogno..... | 2,800. |
| Charles A. Cook..... | 1,792. |
| R. J. Spottswood..... | 1,500. |
| George Babcock..... | 1,450. |
| William Addams..... | 950. |
| James Dykens..... | 300. |

(Not needed.)

ROUTE No. 17049.

From Cañon City to Colfax, 53 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|---------------------------------|
| P. Trissal and R. Lounsbury | \$2,120. |
| Samuel D. Conner | 1,575. |
| F. Newton Bogue | 1,200. |
| E. H. Burnett and D. P. Owen ... | 1,190. |
| Thomas Virden | 980. Too high. |
| German Colonization Company, James T. Judd, president, (<i>after</i> <i>time</i>) | 1,200. 600. Start at Colfax. |

March 16, 1871. Offered Thomas Virden \$600. March 27, 1871. He declined; offers to contract at \$900.

May 26, 1871. Reversed route and contract with James T. Judd, president German Colonization Society of Colfax, for service from July 1, 1871, to June 30, 1874, at \$600 per annum.

Contract was made and executed accordingly.

ROUTE No. 17050.

From Breckinridge to White River agency and back, once a week.

Bidders to state distance and propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-------------------------|----------------|
| J. P. Sear, jr | \$14,000. |
| S. P. Carpenter | 9,000. |
| Davenport & Shock | 4,600. |
| (Not needed.) | |

ARIZONA.

ROUTE No. 17213.

From Blue Water to Florence, 18 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---|----------------|
| Thomas Ewing | \$1,495. |
| Samuel B. Wise | 997. |
| Jeremiah Riordan | 890. |
| R. A. Wilbur, (<i>after time</i>) | 500. |
| (Not needed.) | |

ROUTE No. 17214.

From Sacatone to Florence, 22 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Thomas Ewing | \$1,487. |
| Bradley Barlow | 1,460. |
| Samuel B. Wise | 1,197. |
| J. J. Burgess | 1,175. |
| C. W. Foster | 1,145. |
| C. W. Culver | 997. |
| Morris Casey | 970. |
| Jeremiah Riordan | 885. Too high. |

March 16. Offered Jeremiah Riordan \$440. On the 20th of March, by letter, he declined.

ROUTE No. 17215.

From Pima Village to Phoenix, 36 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|------------------------|----------------|
| Thomas Ewing | \$1,797. |
| Jeremiah Riordan | 895. |
| (Not needed.) | |

ROUTE No. 17216.

From Maricopa Wells to Phoenix, 25 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|----------------------|----------------|
| Larkin W. Carr | \$1,500. |
| Thomas Ewing | 1,497. |
| C. W. Foster | 1,475. |
| J. J. Burgess | 1,175. |
| Jesse D. Carr | 1,095. |
| Jaunes Bryan | 970. |

| Bidders' names. | Sum per annum. |
|---------------------------------|------------------|
| Jeremiah Riordan..... | \$885. Too high. |
| R. A. Wilbur, (after time)..... | 800. |

March 16. Offered Riordan \$500 per annum. March 20, 1871. He declined.
 May 26, 1871. Contract with R. A. Wilbur, of Tucson, Pima County, Arizona, from
 July 1, 1871, to June 30, 1874, at \$800 per annum.
 Contract made and executed accordingly.
 Leave Maricopa Wells Monday at 8 a. m.; arrive at Phoenix by 6 p. m.
 Leave Phoenix Tuesday at 8 a. m.; arrive at Mariposa Wells by 6 p. m.

NEW MEXICO.

ROUTE No. 17416.

From Albuquerque to Prescott, Arizona, 431 miles and back, once a week.
 Bidders to propose schedule of departures and arrivals.

| Bidders' names. | Sum per annum. |
|-----------------------------|--|
| J. P. Sears, jr..... | \$120,000. |
| S. P. Carpenter..... | 89,000. |
| Edward P. Doherty & Co..... | 44,915. Schedule 5 days 17 hours. |
| F. & C. Huning..... | 40,000. Schedule 3 days 12 hours. |
| Adam E. Smith..... | 36,000. Schedule 10 days. |
| Thomas Ewing..... | 34,200. Schedule proposed. |
| James E. Baker..... | 33,000. |
| Virgil W. Parker..... | 30,000. Schedule 8 days. |
| Bradley Barlow..... | 29,900. Schedule 4 days 10 hours. |
| | 27,700. Schedule 5 days 10 hours. |
| | 24,700. |
| | 24,700. Schedule 6 days 10 hours. |
| | 21,700. Schedule 7 days 9 hours. |
| Andrew Napier..... | 29,874. Schedule 5 days. |
| John S. Kellogg..... | 27,250. Schedule 9 days. |
| F. P. Sawyer..... | 27,000. |
| William O. Osgood..... | 26,000. |
| James W. Parker..... | 25,000. |
| James Maguire..... | 25,000. |
| James Grant..... | 24,700. Four days 22 hours. |
| Henry Carpenter..... | 24,600. Six days 12 hours. |
| C. W. Foster..... | 24,000. Four days 10 hours. |
| C. C. Huntley..... | 24,000. |
| A. H. Whiting..... | 23,700. |
| Henry A. Burt..... | 22,900. |
| D. S. Barlow..... | 22,700. |
| S. B. Anderson..... | 22,400. |
| Delos T. Parker..... | 22,000. Nine days. |
| C. N. Bishop..... | 21,700. |
| | 21,300. |
| W. K. Smith..... | 20,900. |
| M. A. Seymour..... | 20,300. |
| Leroy G. Ferry..... | 19,850. Nine days. |
| S. B. Anderson..... | 19,700. Five days 10 hours. |
| C. N. Bishop..... | 19,700. |
| L. Smalley Barlow..... | 19,700. Seven days 9 hours. |
| C. W. Foster..... | 19,300. |
| C. M. Lockwood..... | 19,000. Seven days summer, 10 days winter. |
| L. Smalley Barlow..... | 18,900. |
| Thomas B. Shannon..... | 18,900. Seven days. |
| Henry Tisdale..... | 18,500. Twelve days. |
| C. N. Bishop..... | 18,400. |
| C. W. Foster..... | 17,900. |
| W. K. Smith..... | 17,400. |
| S. S. Huntley..... | 17,000. |
| A. W. Spaulding..... | 17,000. Ten days. |
| M. A. Seymour..... | 16,900. |
| S. B. Anderson..... | 15,800. |
| Samuel Kayser..... | 15,000. Seven days. |
| H. C. Patridge..... | 14,980. Five days. |
| James Grant..... | 15,960. Six days 22 hours. |
| Henry A. Burt..... | 14,900. |

| Bidders' names. | Sum per annum. | |
|---|----------------|--|
| George Allman | \$14,900. | Seven days. |
| V. S. Shelby | 14,500. | Six days. |
| Santiago L. Hubbell | 13,997. | Six days 8 hours' trip. |
| C. L. Chapman | 13,700. | |
| Matthew Draper | 13,500. | Nine days. |
| Richard Lambert | 12,980. | Five days 12 hours. |
| J. J. Burgess | 12,800. | |
| Diego Armigo and José Armigo Vigil | 12,150. | Six days 12 hours. |
| Salomon Barth | 12,000. | Five days 12 hours. |
| L. H. Hirshfield | 11,000. | |
| C. H. Foster | 11,900. | |
| Solomon & Morris Barth | 11,750. | Six days. |
| Peter McEndny | 11,700. | Seven days, 8 hours; schedule proposed. No guarantee. |
| John Williams | 11,000. | Schedule proposed. |
| A. E. Bradbury | 10,000. | |
| Peter McEndny | 10,900. | |
| George Ayers | 9,800. | Six days. |
| John Morton | 9,700. | |
| J. Q. Collins | 9,700. | Schedule proposed. |
| John L. West | 8,700. | |
| Joseph Gerrold | 8,000. | Seven days. |
| E. Wanger | 6,000. | |

(Not needed.)

ROUTE No. 17417.

From Las Vegas, New Mexico, to Fort Bascom, 60 miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| Adam E. Smith | \$5,000. |
| Trissal & Lounsbury | 3,640. |
| J. E. Whitmore | 3,500. |
| William O. Osgood | 2,300. |
| Virgil W. Parker | 1,350. |
| Charles W. Lewis | 1,300. |
| James W. Parker | 1,300. |
| Delos T. Parker | 1,199. |

(Not necessary.)

ROUTE No. 17418.

From Las Cruces to Ralston City, 14½ miles and back, once a week.

| Bidders' names. | Sum per annum. |
|---------------------------|----------------|
| William O. Osgood | \$13,000. |
| Adam E. Smith | 9,900. |
| Trissal & Lounsbury | 7,800. |
| Virgil W. Parker | 6,450. |
| Richard Hudson | 5,990. |
| Delos T. Parker | 5,899. |
| Leroy G. Terry | 4,875. |
| James W. Parker | 4,450. |
| Henry Tisdale | 3,997. |
| Aaron H. Hackney | 3,900. |
| A. W. Spalding | 3,490. |
| Joseph F. Bennett | 990. |

(Not necessary.)

ROUTE No. 419.

From Las Vegas to Mora, 27 miles and back, once a week.

| Bidders' names. | Sum per annum. | |
|---------------------------|----------------|--------------------|
| Trissal & Lounsbury | \$2,790. | |
| Adam E. Smith | 2,100. | |
| Virgil W. Parker | 1,000. | |
| V. S. Shelby | 900. | |
| James W. Parker | 800. | |
| Hugo Wedeles | 800. | Schedule proposed. |
| Delos T. Parker | 750. | |
| David F. Wilkins | 300. | |

(Not necessary.)

No. 3.

Report of land and water mails ordered during the fiscal year ended June 30, 1871.

| Route. | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|--|---|------------------------------------|------------------------------|---------------------------------------|----------------|
| 190. From Bath, Me., to Georgetown, 10½ miles, and back, three times a week. | Benjamin F. McFadden... | Celerity, certainty, and security. | \$250 00 | From Aug. 1, 1870, to June 30, 1871. | July 15, 1870 |
| 191. From Pembroke, Me., to North Perry, 10 miles, and back, six times a week. | Stephen S. Spalding..... |do..... | 500 00 | From Aug. 15, 1870, to June 30, 1871. | Aug. 15, 1870 |
| 163. From Mechanics' Falls, Me., to Hartford, 22 miles, and back, six times a week. | Portland and Oxford Railroad Company. | Railroad..... | 1,200 00 | From Jan. 1, 1871, to June 30, 1871. | Nov. 30, 1871 |
| 203. From South Paris, Me., to North Waterford, 14 miles, and back, six times a week. | John F. Rice..... |do..... | 50 00 | From Jan. 15, 1871, to June 30, 1872. | June 3, 1871 |
| 510. From Marshfield, Vt., to South Cabot, 4 miles, and back, three times a week. | M. R. Hall..... |do..... | 100 00 | From Sept. 1, 1870, to June 30, 1873. | Aug. 16, 1870 |
| 518. From South Newbury Railroad Station, Vt., to Newbury Centre, 8½ miles, and back, six times a week. | John Woods..... |do..... | 200 00 | From May 1, 1871, to June 30, 1872. | April 24, 1871 |
| 973. From New Haven, Conn., to Middletown, 24 miles, and back, six times a week. | New Haven, Middletown and Willimantic Railroad Company. | Railroad..... | 1,200 00 | From Nov. 1, 1870, to June 30, 1873. | Nov. 3, 1870 |
| 734. From Williamstown, Mass., to Stepbentown, N. Y., 20 miles, and back, six times a week. | Thomas Sabin..... | Celerity, certainty, and security. | 1,000 00 | From Aug. 1, 1870, to June 30, 1871. | July 22, 1870 |
| 723. From Hancock, Mass., to Pittsfield, 14 miles, and back, three times a week. | Russel Grant..... |do..... | 200 00 | From Oct. 1, 1870, to June 30, 1873. | Sept. 28, 1870 |
| 612. From Boston, Mass., to Charlestown, 11-16 miles, and back, thirty-one times a week. | Metropolitan Railroad Co.....do.....do..... |do..... | 600 00 | From July 1, 1870, to June 30, 1873. | Sept. 30, 1870 |
| 614. From Boston, Mass., to Jamaica Plains, 8 miles, and back, twelve times a day, except Sunday, to Roxbury, three times a day residue; one trip to Roxbury on Sunday, twelve times a day to Station A, and once on Sunday, and to carry all letter-carriers free when on duty. |do.....do..... |do..... | 3,000 00 | From July 1, 1870, to June 30, 1873. | Sept. 30, 1870 |
| 735. From Mansfield, Mass., to South Frammingham, 22 miles, and back, six times a week, or as much oftener as trains may run. | Boston, Clinton and Fitchburg Railroad Company. | Railroad..... | 1,100 00 | From Oct. 30, 1870, to June 30, 1873. | Oct. 8, 1870 |
| 736. From Granville Corners, Mass., to Granby Station, 9½ miles, and back, six times a week. | J. Murray Gibbons..... | Celerity, certainty, and security. | 400 00 | From Oct. 30, 1870, to June 30, 1871. | Oct. 11, 1870 |
| 729. From Winchendon, Mass., to Peterborough, N. H., 16 miles, and back, six times a week, or as much oftener as trains may run. | Monadnock Railroad Company. | Railroad..... | 800 00 | From Feb. 15, 1871, to June 30, 1873. | Jan. 24, 1871 |
| 663. From Middleborough, Mass., to Iyanulla, 47 miles, and back, twelve times a week. | Cape Cod Railroad Company. |do..... | 6,500 00 | From Jan. 1, 1871, to June 30, 1873. | Feb. 9, 1871 |
| 670. From Yarmouth Port, Mass., to Orleans, 19 miles, and back, supplying Yarmouth, East Dennis, Dennisport, Harwich, North Harwich, Brewster, South Yarmouth, West Dennis, Harwichport, and East Brewster twice daily, except Sunday, and West Yarmouth, Dennis, West Harwich, South Harwich, East Harwich, |do.....do.....do..... |do..... | 14,500 00 | From Jan. 1, 1871, to June 30, 1873. | Feb. 9, 1871 |

| | | | | | |
|--|--|------------------------------------|-----------|--|----------------|
| South Orleans, South Chatham, West Chatham, Chatham, North Chatham, Chathamport, West Brewster, and East Orleans, once daily except Sundays. | David Lovell..... | Celerity, certainty, and security. | 50 00 | From May 11, 1871, to June 30, 1872. | Mar. 25, 1871 |
| 149. From Maple, Mass., to South Sandwich, 2 miles, and back, six times a week. | Delaware, Lackawanna and Western Railroad Company. |do | 1, 050 00 | From Aug. 1, 1870, to June 30, 1873. | July 22, 1870 |
| H 1543. From Caserille Junction, N. Y., to Richfield Springs, 21 miles, and back, six times a week. | New York, and Oswego Midland Railroad Co. | Celerity, certainty, and security. | 1, 245 00 | From Oct. 1, 1870, to June 30, 1873. | Sept. 19, 1870 |
| E 1546. From Sidney Plains, N. Y., to New Berlin, 24.84 miles, and back, six times a week. | George Loucks..... |do | 585 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 20, 1870 |
| 1547. From Irvoll, N. Y., to Pine Plains, 20 miles, and back, three times a week. | Greenwich and Johnsonville Railroad Company. | Celerity, certainty, and security. | 600 00 | From Nov. 30, 1870, to June 30, 1873. | Nov. 9, 1870 |
| 1548. From Johnsonville, N. Y., to Greenwich, 14 miles, and back, twelve times a week. | Fonda, Johnsonstown and Gloversville Railroad Co. |do | 700 00 | From Jan. 1, 1870, to June 30, 1872. | Dec. 20, 1870 |
| 1551. From Fonda, N. Y., to Gloversville, 10 miles, and back, twelve times a week. | James S. Matthews..... |do | 750 00 | From Jan. 15, 1871, to June 30, 1872. | Dec. 29, 1870 |
| 1552. From Canastota, N. Y., to Cazenovia, 15 miles, and back, twelve times a week. | Delaware, Lackawanna and Western Railroad Company. | Celerity, certainty, and security. | 175 00 | From Jan. 2, 1871, to June 30, 1871. | Jan. 5, 1871 |
| 1553. From Gowanda, N. Y., to Collin's Centre, 6 miles, and back, three times a week. | Delaware, Lackawanna and Western Railroad Company. |do | 1, 534 50 | From Feb. 1, 1871, to June 30, 1873. | Jan. 5, 1871 |
| 1405. From Chenango Forks, N. Y., to Norwich, 30 miles, and back, six times a week. | Foughkeepsie and Eastern Railroad Company. |do | 1, 045 00 | From Feb. 1, 1871, to June 30, 1873. | Jan. 7, 1871 |
| 1563. From Foughkeepsie, N. Y., to Stissing, 30.90 miles, and back, six times a week. | Monticello and Port Jervis Railroad Company. |do | 1, 900 00 | From Feb. 1, 1871, to June 30, 1873. | Jan. 28, 1871 |
| 1764. From Port Jervis, N. Y., to Monticello, 24 miles, and back, six times a week. | New York and Oswego Midland Railroad Co. |do | 2, 087 50 | From Feb. 25, 1871, to June 30, 1873. | Feb. 10, 1871 |
| 1305. From Middletown, N. Y., to Ellenville, 22½ miles, and back, six times a week, with branch from Sumterville Junction to Monticello, 19 miles, and back, six times a week. | Ithaca and Cortland Railroad Company. |do | 725 00 | From Mar. 6, 1871, to June 30, 1872. | Mar. 1, 1871 |
| 1506. From Ithaca, N. Y., to McLean, 14½ miles, and back, twelve times a week. | Goshen and Deckerstown Railroad Company. |do | 250 00 | From Apr. 1, 1871, to June 30, 1872. | Mar. 4, 1871 |
| 1567. From Goshen, N. Y., to Pine Island, 11 miles, and back, six times a week. | Stephen L. Stuart..... | Celerity, certainty, and security. | 535 00 | From Mar. 30, 1871, to June 30, 1873. | Mar. 8, 1871 |
| 1443. From Centreville Station, N. Y., to Parkersville, 15 miles, and back, six times a week. | Sussex Railroad Co..... |do | 450 00 | From Sept. 30, 1871, to June 30, 1872. | Sept. 14, 1870 |
| 1741. From Lafayette Junction, N. J., to Branchville, 6.24 miles, and back, six times a week, including all side service. | Oakley B. Pellet..... | Celerity, certainty, and security. | 350 00 | From Sept. 25, 1871, to June 30, 1872. | Sept. 14, 1870 |
| 1742. From Franklin Furnace, N. J., to Deckerstown, 7 miles, and back, six times a week. | Delaware, Lackawanna and Western Railroad Company. |do | 1, 736 50 | From Feb. 1, 1871, to June 30, 1872. | Jan. 21, 1871 |
| 1743. From New York, N. Y., to Deenville, N. J., 35.83 miles, and back, twelve times a week. | Henry Krutz..... | Celerity, certainty, and security. | 80 00 | From Aug. 16, 1870, to June 30, 1872. | Aug. 6, 1870 |
| 3199. From Upper Stranburgh, Pa., to Pleasant Hill, 24 miles, and back, six times a week. | James H. Kennan..... |do | 125 00 | From Sept. 1, 1870, to June 30, 1872. | Sept. 3, 1870 |
| 2633. From Jollytown, Pa., to Burton, 10 miles, and back, twice a week. | J. K. Bowles..... |do | 594 00 | From Aug. 1, 1870, to June 30, 1872. | Nov. 11, 1870 |
| 2182. From Bedford, Pa., to Cumberland, 30 miles, and back, six times a week, from June 1 to September 30, three times a week reside. | | | | | |

† All side service included.

† Includes \$2,600 for side supply.

* Includes \$1,000 for side supply.

No. 3.—*Report of land and water mails ordered during the fiscal year, &c.—Continued.*

| Route. | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|---|--|------------------------------------|------------------------------|---------------------------------------|----------------|
| 1841. From Carlisle, Pa., to Mountain City, 164 miles, and back, six times a week. | South Mountain Iron Railroad Company. | Railroad | \$462 75 | From Jan. 1, 1871, to June 30, 1872. | Nov. 29, 1870 |
| 1921. From Schwenk's Store, Pa., to Pennsylvania, 11 miles, and back, three times a week. | S. E. Hartranft. | Celerity, certainty, and security. | 323 00 | From Jan. 16, 1871, to June 30, 1872. | Dec. 29, 1870 |
| 1860. From Greenville, Pa., to Irishtown, 234 miles, and back, six times a week. | Shenango and Allegheny Railroad Company. | Railroad | 940 00 | From July 1, 1870, to June 30, 1872. | Jan. 14, 1871 |
| 1867. From Okopolia, Pa., to Pit Hole City, 7 miles, and back, six times a week, or oftener if required and trains are run. | Pit Hole Valley Railroad Company. | do | 210 00 | From Feb. 1, 1871, to June 30, 1872. | Jan. 23, 1871 |
| 1869. From Towanda, Pa., to Dunmore, 20.29 miles, and back, six times a week, or as often as trains may run. | Sullivan and Erie Railroad Company. | do | 811 60 | From Mar. 1, 1871, to June 30, 1872. | Feb. 10, 1871 |
| 1901. From Oxford, Pa., to Peter Creek, 18 miles, and back, six times a week. | P. Dinan. | Celerity, certainty, and security. | 749 00 | From Mar. 1, 1871, to June 30, 1872. | Feb. 23, 1871 |
| 1862. From Freeport, Pa., to Butler, 21.40 miles, and back, six times a week. | Pennsylvania Railroad Company. | Railroad | 1,070 00 | From Mar. 1, 1871, to July 1, 1871. | Feb. 25, 1871 |
| 1855. From Perkiomen Junction, Pa., to Schwenk's Store, 11 miles, and back, six times a week. | Philadelphia and Reading Railroad Company. | do | 440 00 | From Jan. 16, 1871, to June 30, 1872. | Feb. 27, 1871 |
| 1870. From Schuylkill Haven, Pa., to Glenn Carbon, 13 miles, and back, six times a week. | do | do | 530 00 | From April 1, 1871, to June 30, 1872. | Mar. 18, 1871 |
| 1866. From Pottstown, Pa., to Colebrookdale, 134 miles, and back, six times a week. | do | do | 530 00 | From Feb. 1, 1871, to June 30, 1872. | April 24, 1871 |
| 1868. From Lebanon, Pa., to Pine Grove, 24 miles, and back, six times a week. | do | do | 960 00 | From Mar. 1, 1871, to June 30, 1872. | Mar. 15, 1871 |
| 3045. From Frankstown, D. C., to Point of Rocks, Md., 48 miles, and back, three times a week. | W. H. Ritter | Celerity, certainty, and security. | 150 00 | From July 1, 1870, to June 30, 1872. | July 5, 1870 |
| 3060. From Graceland, Md., 8 miles, and back, three times a week | J. W. Grinder | do | 100 00 | From April 1, 1871, to June 30, 1872. | Mar. 23, 1871 |
| 1734. From Culpeper Court-House, Va., to Bireysville, 9 miles, and back, three times a week. | Rich & Lewis. | do | 1,000 00 | From Aug. 1, 1870, to June 30, 1871. | Jan. 27, 1870 |
| 4448. From New Kent Court-House, Va., to Charles City, 22 miles, and back, twice a week. | E. G. Townsend | do | *350 00 | From Oct. 1, 1870, to June 30, 1871. | Dec. 6, 1870 |
| 4736. From Harrisonburgh, Va., to Tenth Legion, 13 miles, and back, three times a week. | John Kelley | do | 250 00 | From Aug. 1, 1870, to June 30, 1871. | Dec. 21, 1870 |
| 4736. From Washington, D. C., to Norfolk, Va., 200 miles, and back, three times a week. | Brown, Plant & Co. | Steamer | 9,000 00 | From May 1, 1871, to June 30, 1872. | April 22, 1871 |
| 2244. From Elizabeth City, N. C., to Rosehale, 90 miles, and back, once a week. | W. C. Foster | Celerity, certainty, and security. | 125 00 | From Aug. 1, 1870, to June 30, 1871. | July 20, 1870 |
| 2245. From Statesville, N. C., to Snow Creek, 12 miles, and back, once a week. | R. T. Campbell. | do | 52 00 | From Sept. 1, 1870, to June 30, 1871. | Aug. 11, 1870 |
| 2246. From Harrell's Wharf, N. C., to Pritch Landing, 12 miles, and back, three times a week. | Abner H. Askew | do | 150 00 | From Sept. 1, 1870, to June 30, 1871. | Aug. 24, 1870 |
| 2247. From Salisbury, N. C., to Mount Vernon, 14 miles, and back, once a week. | Edward P. Hall | do | 52 00 | From Jan. 1, 1870, to June 30, 1871. | Dec. 9, 1870 |

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|-------|---|---|-------------|--|----------------|
| 5248. | From Taylorsville, N. C., to Leonor, 2½ miles, and back, once a week. | Jordan B. Johnson | 149 00 | From Feb. 1, 1870, to June 30, 1871. | Jan. 23, 1871 |
| 5238. | From Murphy, N. C., to Hayesville, 15 miles, and back, once a week. | Eli Cobman | 117 00 | From Mar. 1, 1871, to June 30, 1871. | Feb. 13, 1871 |
| 5249. | From Elizabeth City, N. C., to Nixonton, 13 miles, and back, once a week. | Henry B. Coleman | 260 00 | From Mar. 1, 1871, to June 30, 1871. | Feb. 23, 1871 |
| 5263. | From Charleston, S. C., to Savannah, Ga., 104 miles, seven times a week, and back, or as much oftener as trains may run, if required. | Savannah and Charleston Railroad Company. | 7, 800 00 | From Mar. 11, 1870, to June 30, 1871. | July 30, 1870 |
| 5226. | From Yorkville, S. C., to South Point, N. C., 18 miles, and back, once a week. | A. H. McKenzie | 175 00 | From Sept. 15, 1870, to June 30, 1871. | Aug. 26, 1870 |
| 5704. | From Charleston, S. C., to McClellanville, 35 miles, and back, twice a week. | James Walker | 700 00 | From Feb. 1, 1871, to June 30, 1871. | Jan. 10, 1871 |
| 6156. | From Nacoochee, Ga., to Clarksville, 13 miles, and back, twice a week. | William Lany | 104 00 | From July 15, 1870, to June 30, 1871. | July 5, 1870 |
| 6157. | From Albany, Ga., to Vienna, 46½ miles, and back, once a week. | Jacob Freeman | 495 00 | From July 15, 1870, to June 30, 1871. | July 5, 1870 |
| 6149. | From Hogansville, Ga., to Franklin, 16 miles, and back, once a week. | J. B. Wynn | 180 00 | From July 10, 1870, to June 30, 1871. | July 12, 1870 |
| 6158. | From Griffen, Ga., to Newman, 33½ miles, and back, six times a week. | Savannah, Griffen and North Alabama Railroad Company. | 1, 072 50 | From Oct. 1, 1870, to June 30, 1871. | Oct. 26, 1870 |
| 6159. | From Barnesville, Ga., to Thomaston, 17½ miles, and back, six times a week. | Macon and Western Railroad Company. | 680 00 | From Mar. 10, 1871, to June 30, 1871. | Mar. 1, 1871 |
| 6476. | From New York, N. Y., to Key West, Fla., 1, 238 miles, and back, once a week, or more frequently, if boats run. | C. H. Mallory | 26, 000 00 | From Dec. 1, 1870, to June 30, 1871. | Dec. 14, 1870 |
| 6837. | From Newbern, Ala., to Glove Cottage, 5 miles, and back, once a week. | Dudley Scandell | 60 00 | From Sept. 10, 1870, to June 30, 1871. | Oct. 4, 1871 |
| 6848. | From Eutaw, Ala., to York Station, 36 miles, and back, daily, three times a week. | Alabama and Chatahooga Railroad Company. | 1, 080 00 | From Jan. 1, 1870, to June 30, 1871. | Dec. 30, 1870 |
| 7210. | From Dowd's Landing, Miss., to Jonestown, 30 miles, and back, three times a week. | James F. Jaquess | 800 00 | From Aug. 1, 1870, to June 30, 1871. | July 14, 1870 |
| 7042. | From Oxford, Miss., to Rocky Fort, 34 miles, and back, once a week. | Charles W. Smith | 400 00 | From Aug. 1, 1870, to June 30, 1871. | July 22, 1870 |
| 7185. | From Kosciusko, Miss., to Greenborough, 43 miles, and back, once a week. | J. C. Lucas | 525 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 20, 1870 |
| 7211. | From Vicksburgh, Miss., to Greenwood, 272 miles, and back, twice a week. | E. L. Shaw | 5, 000 00 | From July 1, 1870, to June 30, 1871. | Aug. 10, 1870 |
| 7089. | From Natchez, Miss., to Brookhaven, 77 miles, and back, once a week. | J. M. Cooley | 1, 8 0 00 | From Feb. 15, 1870, to June 30, 1871. | Jan. 30, 1871 |
| 7091. | From Natchez, Miss., to Woodville, 47 miles, and back, once a week. | Fred. Parsons | 100 00 | From Feb. 15, 1870, to June 30, 1871. | Jan. 30, 1871 |
| 1806. | From New Orleans, La., to Brazos Santiago, 611 miles, and back, twice a week. | Chas. Morgan | 112, 000 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 21, 1870 |
| 1807. | From Vicksburgh, La., to Monroe, 73½ miles, and back, six times a week. | North Louisiana and Texas R. R. Co. | 6, 162 50 | From Aug. 15, 1870, to June 30, 1871. | Sept. 26, 1870 |
| 8073. | From New Iberia, La., to Orange, 58 miles, and back, three times a week. | James B. Price | 14, 500 00 | From May 9, 1870, to May 31, 1871. | May 31, 1871 |
| 1878. | From New Braunfels, Tex., to Seguin, 15 miles, and back, three times a week. | Archer T. Wright | 750 00 | From Aug. 26, 1870, to June 30, 1871. | July 12, 1870 |

‡ Includes \$500 per annum for ferrage and mail-messenger service.

† Authorized service.

‡ Incl. 's extension to Wilcox wharf, four miles.

No. 3.—Report of land and water mails ordered during the fiscal year, &c.—Continued.

| Route | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|---|--|------------------------------------|------------------------------|--|----------------|
| 8697. From San Saba, Tex., to Lampasas, 38 miles, and back, once a week. | Tollaver H. Dawson | Celerity, certainty, and security. | \$450 00 | From July 23, 1870, to June 30, 1871. | Aug. 15, 1870 |
| 8698. From Tyler, Tex., to McKinney, 112 miles, and back, once a week. | Robert Ray and Benjamin Wheeler. | do | 1,400 00 | From Oct. 10, 1870, to June 30, 1871. | Oct. 24, 1870 |
| 8503. From Houston, Tex., to Columbia, 50 6-10 miles, and back, twice a week. | M. L. Westliemer | do | 2,250 00 | From Oct. 1, 1870, to June 30, 1871. | Nov. 22, 1870 |
| 8698. From Kosee, Tex., to Waco, 40 miles, and back, six times a week. | F. P. Sawyer | do | *1,682 00 | From Feb. 15, 1871, to June 30, 1871. | Jan. 28, 1871 |
| 7584. From Washington, Ark., to Wilton, 34 miles, and back, twice a week. | John M. Tribble | do | 400 00 | From July 5, 1870, to June 30, 1871. | July 16, 1870 |
| 7671. From Fort Smith, Ark., to Baxter Springs, 140 miles, and back, three times a week. | R. C. Kerens | do | 7,300 00 | From Aug. 15, 1870, to June 30, 1871. | Aug. 15, 1870 |
| 7672. From Chamberaville, Ark., to Hampton, 16 miles, and back, once a week. | Newton F. Neul | do | 200 00 | From Sept. 10, 1870, to June 30, 1871. | Sept. 21, 1870 |
| 7653. From Little Rock, Ark., to Fort Smith, 112 miles, and back, twice a week. | R. C. Kerens | do | 4,600 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 22, 1870 |
| 7673. From Harrison, Ark., to Forsythe, 41 miles, and back, three times a week. | John Jones | do | 840 00 | From Dec. 1, 1870, to June 30, 1871. | Dec. 9, 1870 |
| 10838. From Pierce City, Mo., to Neosho, 35 miles, and back, six times a week. | J. W. Parker | do | 1,500 00 | From Aug. 1, 1870, to June 30, 1871. | July 22, 1870 |
| 10840. From Marshallfield, Mo., to Hartville, 25 miles, and back, twice a week. | do | do | 900 00 | From Aug. 1, 1870, to June 30, 1874. | July 23, 1870 |
| 10772. From Mine La Motte Station, Mo., to Libertyville, 84 miles, and back, three times a week. | Wade H. Clay | do | 268 00 | From Sept. 1, 1870, to June 30, 1870. | Aug. 11, 1870 |
| 10841. From Princeton, Mo., to Nine Eagles, Iowa, 17 miles, and back, twice a week. | Robert Boeber and Peter Smith. | do | 350 00 | From Sept. 1, 1870, to June 30, 1871. | Aug. 11, 1870 |
| 10780. From New Madrid, Mo., to Kennett, 55 miles, and back, once a week. | John L. Miller | do | 550 00 | From Sept. 15, 1870, to June 30, 1874. | Aug. 29, 1870 |
| 10806. From Crigler's Mills, Mo., to Indian Creek, 11 miles, and back, once a week. | H. J. Reighley | do | 120 00 | From Aug. 15, 1870, to June 30, 1874. | Aug. 31, 1870 |
| 10842. From Hartville, Mo., to Aurora, 18 miles, and back, once a week. | J. P. Rany | do | 104 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 17, 1870 |
| 10749. From Nevada, Mo., to Baker's Grove, 17 miles, and back, once a week. | William B. Hyder | do | 110 00 | From Nov. 1, 1870, to June 30, 1874. | Oct. 25, 1870 |
| 10892. From Lebanon, Mo., to Waynesville, 31 miles, and back, twice a week. | W. F. Orr | do | 500 00 | From Apr. 15, 1871, to June 30, 1872. | April 1, 1871 |
| 10506. From Kansas City, Mo., to Council Bluffs, 463 miles, and back, twelve times a week, with a branch from Saint Joseph to Hopkings, 614 miles, in due connection. | Kansas City, Saint Joseph and Council Bluffs R. R. | Railroad | 31,405 00 | From Apr. 15, 1871, to June 30, 1874. | April 12, 1872 |
| 10857. From Saint Louis, Mo., M. M. service | O. Tuiler | Celerity, certainty, and security. | 9,695 75 | From Apr. 15, 1871, to June 30, 1874. | April 12, 1872 |
| 10991. From Boonville, Mo., to Glasgow, 21 miles, and back, twice a week. | Anderson Arnot | do | 400 00 | From May 1, 1871, to June 30, 1874. | April 15, 1871 |

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|--|--|------------------------------------|----------|---|----------------|
| 10900. From Carrollton, Mo., to Waverly, 10 miles, and back, six times a week. | John S. Janus | do | 350 00 | From May 15, 1871, to June 30, 1872. | May 3, 1871 |
| 10215. From Chattanooga, Tenn., and Bridgeport, 80 miles, and back, once a week. | J. J. Hinds | Steamboat | 3,000 00 | From date of commencement to June 30, 1874. | July 1, 1870 |
| 10191. From Jackson, Tenn., to Spring Creek, 13 miles, and back, twice a week. | Robert McCracken | Celerity, certainty, and security. | 274 00 | From Sept. 1, 1870, to June 30, 1874. | Aug. 16, 1870 |
| 10013. From Bristol, Tenn., to Holston's Furnace, 10 miles, and back, once a week. | John H. Cawood | do | 75 00 | From Sept. 15, 1870, to June 30, 1874. | Aug. 30, 1870 |
| 10220. From Wolf Creek, Tenn., to Warm Springs, 9 miles, and back, three times a week. | Thomas Good | do | 285 00 | From Sept. 15, 1870, to June 30, 1871. | Sept. 10, 1870 |
| 10221. From Dandridge, Tenn., to Nebraska, 14 miles, and back, once a week. | G. W. Holtzinger | do | 1 00 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 21, 1870 |
| 10130. From Readyville, Tenn., to Bradyville, 7 miles, and back, twice a week. | William Rodgers | do | 100 00 | From Oct. 1, 1870, to June 30, 1874. | Sept. 24, 1870 |
| 10111. From La Fayette, Tenn., to Celina, 36 miles, and back, once a week. | Walter M. Clark | do | 250 00 | From Nov. 1, 1870, to June 30, 1874. | Oct. 27, 1870 |
| 10133. From Shelbyville, Tenn., to Petersburg, 15 miles, and back, once a week. | John M. Lund | do | 156 00 | From Oct. 15, 1870, to June 30, 1874. | Oct. 12, 1870 |
| 10222. From Clinton, Tenn., to Wallace's Cross-Roads, 9 miles, and back, once a week. | Winfield S. Wallace | do | 65 00 | From Nov. 1, 1870, to June 30, 1874. | Oct. 24, 1870 |
| 10143. From Fayetteville, Tenn., to Pleasant Plains, 25 miles, and back, once a week. | Arthur Washburn | do | 139 00 | From Dec. 1, 1870, to June 30, 1874. | Nov. 19, 1870 |
| 10189. From Jackson, Tenn., to Mifflin, 15 miles, and back, once a week. | L. W. L. Scarborough | do | 100 00 | From Jan. 1, 1871, to June 30, 1871. | Dec. 17, 1870 |
| 10217. From Rockwood, Tenn., to Chattanooga, 110 miles, and back, twice a week. | L. J. Coker | do | 3,500 00 | From Jan. 1, 1871, to June 30, 1874. | Dec. 31, 1870 |
| 10138. From Manchester, Tenn., to Hillsborough, 8 miles, and back, once a week. | Ezekiel E. Thacker | do | 90 00 | From Feb. 1, 1871, to June 30, 1874. | Jan. 28, 1871 |
| 10128. From Murfreesborough, Tenn., to McMinnville, 41 miles, and back, twice a week. | Jackson Todd | do | 784 00 | From Mar. 1, 1871, to June 30, 1874. | Feb. 14, 1871 |
| 10216. From London, Tenn., to Rockwood, 45 miles, and back, six times a week. | Hugh Martin | do | 4,000 00 | From Apr. 5, 1871, to June 30, 1874. | Apr. 1, 1871 |
| 10014. From Tracy City, Tenn., to Cowan, 23 miles, and back, six times a week. | Tennessee Coal and Railroad Company | Railroad | 690 00 | From Jan. 1, 1871, to June 30, 1871. | Apr. 25, 1871 |
| 10036. From Marysville, Tenn., to Chilhowee, 33 miles, and back, twice a week. | M. L. Pickett and H. S. Cagner | Celerity, certainty, and security. | 351 00 | From June 30, 1871, to June 30, 1872. | May 25, 1871 |
| 10060. From Marysville, Tenn., to Morgantown, 21 miles, and back, once a week. | do | do | 101 00 | From June 1, 1871, to June 30, 1872. | May 25, 1871 |
| 9923. From Greenup Court-House, Ky., to Haverhill, Ohio, 1/2 mile, and back, six times a week. | E. Onakes | do | 100 00 | From Oct. 1, 1870, to June 30, 1874. | Sept. 14, 1870 |
| 9732. From Elizabethtown, Ky., to Caneyville, 43 miles, and back, daily. | Elizabethtown and Paducah Railroad Company | Railroad | 1,305 00 | From Jan. 1, 1871, to June 30, 1874. | Dec. 10, 1870 |
| 9962. From Anchorage, Ky., to Shelbyville, 18 miles, and back, six times a week. | Shelby Railroad Company | do | 600 00 | From Jan. 15, 1871, to June 30, 1874. | Jan. 11, 1871 |
| 9788. From Allensville, Ky., to Bowling's Mills, 10 miles, and back, twice a week. | R. C. Myers | Celerity, certainty, and security. | 100 00 | From Jan. 1, 1871, to June 30, 1874. | Jan. 30, 1871 |
| 9041. From Niles, Ohio, to New Lisbon, 33.14 miles, and back, six times a week. | Niles and New Lisbon Railroad Company | Railroad | 1,657 00 | From Aug. 1, 1870, to June 30, 1872. | July 23, 1870 |

* Authorized service.

No. 3.—*Report of land and water mails ordered during the fiscal year, &c.—Continued.*

| Route. | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|--|---|--|------------------------------|---------------------------------------|----------------|
| 9532. From Belfast, Ohio, to Milford, 8 miles, and back, three times a week. | Ira Williams. | Celerity, certainty, and security. | \$150 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 2, 1870 |
| 9533. From Hillsborough, Ohio, to Bell, 10 miles, and back, twice a week. | Thomas A. Mullinax. | do | 130 00 | From Oct. 16, 1870, to June 30, 1871. | Sept. 27, 1870 |
| 9532a. From Milford, Ohio, to Blanchester, 33 miles, and back, six times a week to Newmansville, three times a week residue. | Samuel S. Betts. | do | 500 00 | From Nov. 16, 1870, to June 30, 1871. | Nov. 2, 1870 |
| 9533. From Trenton, Ohio, to Woodsdale, 13 miles, and back, once a week. | Hunt & Potter. | do | 150 80 | From Dec. 1, 1870, to June 30, 1871. | Nov. 10, 1870 |
| 9520. From Rush Run, Ohio, to Smithfield, 8 miles, and back, six times a week. | John Vermillion. | do | 239 00 | From Jan. 1, 1871, to June 30, 1872. | Dec. 30, 1870 |
| 9042. From Newark, Ohio, to Somerset, 24.97 miles, and back, twelve times a week. | Newark, Somerset, and Straitsville Railroad Co. | Railroad | 1,233 50 | From Mar. 10, 1871, to June 30, 1872. | Mar. 1, 1871 |
| 9043. From Clinton, Ohio, to Massillon, 13.7 miles, and back, six times a week. | Cleveland, Mount Vernon and Delaware Railroad Company. | do | 548 03 | From Apr. 1, 1871, to June 30, 1872. | Mar. 16, 1871 |
| 9564a. From Bowling Green, Ohio, to Woodville, 20 miles, and back, three times a week. | Daniel Phillips. | Celerity, certainty, and security. | 400 60 | From Apr. 17, 1871, to June 30, 1872. | May 5, 1871 |
| 12489. From Reusselaer, Ind., to Remington, 13 miles, and back, six times a week. | J. W. & S. O. Duvall. | do | 450 00 | From Aug. 30, 1872, to June 30, 1874. | July 30, 1870 |
| 13186. From New Point, Ind., to Clarkaburgh, 13 miles, and back, once a week. | James Ritner. | do | 125 00 | From Sept. 1, 1870, to June 30, 1874. | Aug. 3, 1870 |
| 13020. From Richmond, Ind., to Winchester, 24.3 miles, and back, six times a week. | Cincinnati, Richmond and Fort Wayne Railroad Co. | Railroad | 972 00 | From Oct. 1, 1870, to June 30, 1874. | Sept. 15, 1870 |
| 13021. From Warsaw, Ind., to Goshen, 25 miles, and back, six times a week. | Warsaw, Goshen and White Pigeon Railroad Company. | do | 1,250 00 | From Feb. 15, 1871, to June 30, 1874. | Jan. 30, 1871 |
| 12977. From Rising Sun, Ind., to Aurora, 8 miles, and back, six times a week. | Mason W. Anderson. | Celerity, certainty, and security. | 325 00 | From Feb. 15, 1871, to June 30, 1872. | Feb. 3, 1871 |
| 12922. From Princeton, Ind., to Mount Carmel, 10.88 miles, and back, six times a week. | Louisville, New Albany and Saint Louis Air-Line Railroad Company. | Railroad | 325 50 | From Feb. 15, 1871, to June 30, 1874. | Feb. 8, 1871 |
| 14023. From Terre Haute, Ind., to Covington, 54.41 miles, and back, six times a week. | Terre Haute and Chicago Railroad Company. | Railroad to Newport and by stage residue of route; stage-line to be shortened as railroad shall be extended. | 2,730 50 | From Mar. 1, 1871, to June 30, 1874. | Feb. 17, 1871 |
| 12966. From Hazleton, Ind., to Petersburg, 18 miles, and back, three times a week. | Robert A. Hyneman. | Celerity, certainty, and security. | 400 00 | From Apr. 1, 1871, to June 30, 1874. | Mar. 30, 1871 |
| 12926. From Winnemac, Ind., to Monterey, 19 miles, and back, once a week. | Benjamin Davidson. | do | 75 00 | From Apr. 1, 1871, to June 30, 1872. | Mar. 25, 1871 |
| 12195. From Lewisville, Ind., to Raleigh, 5 miles, and back, once a week. | Samuel Crawford. | do | 40 00 | From Apr. 1, 1871, to June 30, 1872. | Apr. 1, 1871 |
| 13019. From Fort Wayne, Ind., to Connersville, 108.01 miles, and back, six times a week. | Fort Wayne, Muncie and Cincinnati Railroad Co. | Railroad | 5,430 00 | From Jan. 1, 1871, to June 30, 1874. | May 10, 1861 |

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|---|--|------------------------------------|-----------|---------------------------------------|----------------|
| 12399. From Madison, Ind., to Madison, equal to 17 miles, and back, three times a week. | Charles F. Merrick | Celerity, certainty, and security. | 432 00 | From June 1, 1871, to June 30, 1874. | May 18, 1871 |
| 11850. From Fuller's Point, Ill., to Mattoon, 12 miles, and back, twice a week. | Francis P. McGuire | do | 190 00 | From July 13, 1870, to June 30, 1871. | July 6, 1870 |
| 11851. From Oakley, Ill., to Newburgh, 7 miles, and back, once a week. | Joseph G. Spague. | do | 80 00 | From July 15, 1870, to June 30, 1871. | July 6, 1870 |
| 11756. From Trenton, Ill., to Saint Morgan, 6 miles, and back, twice a week. | L. E. Dunning | do | 130 00 | From July 16, 1870, to June 30, 1871. | July 25, 1870 |
| 11568. From Jerseyville, Ill., to Newbern, 9 miles, and back, twice a week. | John Quit. | do | 140 00 | From Aug. 1, 1870, to June 30, 1871. | Aug. 13, 1870 |
| 11591. From Duncan, Ill., to Southampton, 16 miles, and back, six times a week. | H. S. Beers. | do | 1,200 00 | From Aug. 23, 1870, to June 30, 1871. | Sept. 5, 1870 |
| 11426. From Decatur, Ill., to Saint Louis, Mo., 113 miles, and back, six times a week. | Toledo, Wabash and Western Railway Company. | Railroad | 5,600 00 | From Oct. 1, 1870, to June 30, 1874. | Sept. 19, 1870 |
| 11434. From Chicago, Ill., to Saint Anne, 63 miles, and back, six times a week. | Chicago, Danville and Vincennes Railway Co. | do | *1,690 00 | From Dec. 13, 1870, to June 30, 1874. | Dec. 14, 1870 |
| 11901. From Streator, Ill., to Montgomery, 57.89 miles, and back, six times a week. | Fox River Valley Railroad, (Chicago, Burlington and Quincy Railway Company, lessees.) | do | 2,894 50 | From Feb. 15, 1871, to June 30, 1874. | Feb. 10, 1871 |
| 11730a. From New Haven, Ill., to Omaha, 16 miles, and back, six times a week, supplying Cottonwood three times a week on alternate trips. | W. D. Pearce | Celerity, certainty, and security. | 325 00 | From Apr. 20, 1871, to June 30, 1872. | Apr. 15, 1871 |
| 11902. From Mendota, Ill., to Prophetstown, 45.60 miles, and back, six times a week. | Illinois Grand Trunk Railroad, (Chicago, Burlington and Quincy Railroad Company, lessees.) | Railroad | 1,824 00 | From May 1, 1871, to June 30, 1874. | Apr. 18, 1871 |
| 11775. From Rockford, Ill., to Rockton, 12 miles, and back, six times a week. | Edwin S. Waite. | Celerity, certainty, and security. | 500 00 | From May 1, 1871, to June 30, 1872. | Apr. 22, 1871 |
| 11406. From Chicago, Ill., to East Saint Louis, 293 miles, and back, twelve times a week. | Chicago and Alton Railroad Company. | Railroad | 56,600 00 | From Apr. 1, 1871, to June 30, 1874. | May 8, 1871 |
| 11416. From Bloomington, Ill., to Godfrey, 152 miles, and back, six times a week. | do | do | 15,200 00 | From Apr. 1, 1871, to June 30, 1874. | May 8, 1871 |
| 11494. From Washington, Ill., to Dwight, 60.30 miles, with branch from Varna to Lacon, 10.60 miles, and back, twelve times a week. | do | do | 3,740 50 | From Apr. 1, 1871, to June 30, 1874. | May 8, 1871 |
| 12590. From Lansing, Mich., to Battle Creek, 46.32 miles, and back, twelve times a week. | do | do | 2,316 00 | From Aug. 8, 1870, to June 30, 1874. | July 23, 1870 |
| 12870. From Maple, Mich., to Portland, 3 miles, and back, three times a week. | Peninsular Railway Company. | Celerity, certainty, and security. | 140 40 | From July 7, 1870, to June 30, 1871. | Aug. 8, 1870 |
| 12797. From Berlin, Mich., to Big Spring, 7 miles, and back, once a week. | E. H. Gillett. | do | 15 00 | From Aug. 18, 1870, to June 30, 1874. | Aug. 10, 1870 |
| 12543. From Jackson, Mich., to Concord, 14 miles, and back, six times a week. | Daniel Marlott. | do | 600 00 | From Aug. 22, 1870, to June 30, 1871. | Aug. 15, 1870 |
| 12796. From Newaygo, Mich., to Hesperia, 22 miles, and back, twice a week. | Charles A. Spratt. | do | 300 00 | From Aug. 31, 1870, to June 30, 1871. | Nov. 8, 1870 |
| 12788. From Bates, Mich., to Crapo, 13 miles, and back, once a week. | Franklin C. Stewart. | do | 134 00 | From July 12, 1870, to June 30, 1871. | Nov. 9, 1870 |
| 12687. From Weesaw, Mich., to Buchanan, 9 miles, and back, once a week. | Isaac W. Home | do | 75 00 | From Nov. 14, 1870, to June 30, 1871. | Dec. 5, 1870 |
| 12701. From New Salem, Mich., to Allegan, 18 miles, and back, once a week. | William R. Stevens | do | 122 20 | From Oct. 1, 1870, to June 30, 1871. | Dec. 5, 1870 |
| | Mathias Lenartz. | do | | | |

* Pay estimated.

No. 3.—*Report of land and water mails ordered during the fiscal year, &c.—Continued.*

| Route. | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|--|--|------------------------------------|------------------------------|---------------------------------------|----------------|
| 12871. From Sobewa, Mich., to Portlaud, 7 miles, and back, twice a week. | Allan Nichols | Celerity, certainty, and security. | \$45 00 | From Dec. 12, 1870, to June 30, 1871. | Dec. 5, 1870 |
| 12872. From Port Huron, Mich., to Lapeer, 65 miles, and back, six times a week. | Port Huron and Michigan Railroad Company. | Railroad | 3,250 00 | From Jan. 1, 1871, to June 30, 1874. | Dec. 20, 1870 |
| 12873. From Ypsilanti, Mich., to Hillsdale, 61.60 miles, and back, six times a week. | Detroit, Hillsdale and Michigan Railroad Co. | do | 2,464 00 | From Apr. 1, 1871, to June 30, 1874. | Mar. 11, 1871 |
| 12874. From Grand Haven, Mich., to Manistee, 120 miles, and back, six times a week. | Englemann Transportation Company. | Steamboat | 6,240 00 | From Apr. 16, 1871, to Nov. 14, 1871. | Mar. 30, 1871 |
| 12917. From Cody's Mills, Mich., to Ross Station, 2 miles, and back, six times a week. | Elias W. De Camp | Celerity, certainty, and security. | 143 00 | From Apr. 17, 1871, to June 30, 1872. | Apr. 10, 1871 |
| 12967. From Climax Prairie, Mich., to West Le Roy, 5 miles, and back, twice a week. | Larned Gore | do | 75 00 | From May 1, 1871, to June 30, 1872. | Apr. 20, 1871 |
| 12972. From Leland, Mich., to Sutton's Bay, 7 miles, and back, three times a week. | Henry Buckman | do | 300 00 | From Apr. 1, 1871, to June 30, 1872. | May 5, 1871 |
| 12918. From Columbus, Mich., to Ridgeway, 4 miles, and back, three times a week. | Charles Johnson | do | 135 00 | From Apr. 15, 1871, to June 30, 1872. | May 5, 1871 |
| 12920. From Millburgh, Mich., to Benton Harbor, 7 miles, and back, three times a week. | J. W. Stewart | do | 1.0 00 | From June 1, 1871, to June 30, 1872. | May 10, 1871 |
| 12347. From Staffordville, Wis., to Humburd, 184 miles, and back, six times a week. | Leonard R. Stafford | do | 159 00 | From Dec. 1, 1870, to June 30, 1874. | Nov. 15, 1870 |
| 12349. From Cold Spring, Wis., to Fort Atkinson, 44 miles, and back, three times a week. | Elijah Hare | do | 100 40 | From Jan. 1, 1871, to June 30, 1871. | Dec. 6, 1870 |
| 12988. From De Soto, Wis., to Viroqua, 21 miles, and back, twice a week. | Perry Curtis | do | 247 00 | From Jan. 1, 1871, to June 30, 1871. | Jan. 6, 1871 |
| 13775. From Lincoln Centre, Wis., to Stillwater, Minn., 30 miles, and back, once a week. | John Brown | do | 300 00 | From Feb. 1, 1871, to June 30, 1871. | Jan. 12, 1871 |
| 13779. From Saint Nazians, Wis., to Eaton, 4 miles, and back, three times a week. | Martin Zavinger | do | 52 00 | From Mar. 1, 1871, to June 30, 1872. | Feb. 15, 1871 |
| 12916. From Madison, Wis., to Portage City, 394 miles, and back, six times a week. | Madison and Portage Railroad Company. | Railroad | 1,975 00 | From Mar. 6, 1871, to June 30, 1874. | Feb. 21, 1871 |
| 12917. From Winona, Minn., to Winona Junction, Wis., 23 miles, and back, six times a week. | Chicago and Northwestern Railroad Company. | do | 1,400 00 | From Apr. 16, 1871, to June 30, 1874. | Mar. 21, 1871 |
| 12360. From Little Grant, Wis., to Bloomington, 5 miles, and back, twice a week. | Henry B. Newman | Celerity, certainty, and security. | 75 00 | From Dec. 7, 1870, to June 30, 1872. | April 14, 1871 |
| 12363. From Tokon Creek, Wis., to Windsor, 34 miles, and back, three times a week. | John Hagar | do | 95 00 | From May 20, 1871, to June 30, 1872. | May 11, 1871 |
| 11234. From Buckingham, Iowa, to Hudson, 17 miles, and back, once a week. | J. O. Campbell | do | 175 00 | From Aug. 30, 1870, to June 30, 1871. | Aug. 12, 1870 |
| 11240. From Pierreville, Iowa, to Utica, 2 miles and back, twice a week. | William H. Perry | do | 40 00 | From Aug. 30, 1870, to June 30, 1874. | Aug. 15, 1870 |
| 11014. From Daytonport, Iowa to Monmouth, 49.26 miles, and back, six times a week. | Daytonport and Saint Paul Railroad Company. | Railroad | 1,555 00 | From Dec. 1, 1870, to June 30, 1874. | Nov. 10, 1870 |

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| 11359. From Mechanicsville, Iowa, to Iowa City, 27 miles, and back, twice a week. | E. Scitzinger..... | Celerity, certainty, and security. | 362 00 | From Nov. 14, 1870, to June 30, 1871. | Nov. 19, 1870 |
| 11015. From Clinton, Iowa, to Maquoketa, 41 miles, and back, six times a week. | Iowa Midland Railway Company. | Railroad | 1, 240 00 | From Feb. 1, 1871, to June 30, 1874. | Jan. 25, 1871 |
| 11358a. From Carroll City, Iowa, to Sac City, 30 miles, and back, twice a week. | William Impson..... | Celerity, certainty, and security. | 500 00 | From Apr. 20, 1871, to June 30, 1874. | April 13, 1871 |
| 11364. From Montezuma, Iowa, to Scarsoorough, 11 miles, and back, six times a week. | Samuel Wilson..... | do | 145 00 | From June 1, 1871, to June 30, 1872. | May 18, 1871 |
| 13566. From Alma City, Minn., to Janesville, 8 miles, and back, three times a week. | Edgar Harwood..... | do | 160 00 | From Aug. 2, 1870, to June 30, 1871. | July 16, 1870 |
| 13773. From Hutchinson, Minn., to Daessell, 14 miles, and back, six times a week. | Charles Andrews..... | do | 450 00 | From Aug. 1, 1870, to June 30, 1871. | July 19, 1870 |
| 13774. From Wells, Minn., to Blue Earth City, 22 miles, and back, six times a week. | Almond B. Davis..... | do | 200 00 | From Aug. 20, 1870, to June 30, 1871. | Aug. 19, 1870 |
| 13771. From Blooming Grove, Minn., to Morrilstown, 6 miles, and back, twice a week. | Samuel F. Wyman..... | do | 75 00 | From Aug. 22, 1870, to June 30, 1871. | Aug. 22, 1870 |
| 13646. From Holden, Minn., to Kenyon, 6 miles, and back, twice a week. | John Oleson..... | do | 150 00 | From July 12, 1870, to June 30, 1874. | Aug. 24, 1870 |
| 13653. From Northfield, Minn., to Millersburgh, 11 miles, and back, once a week. | George A. Miller..... | do | 125 00 | From Sept. 16, 1870, to June 30, 1871. | Aug. 21, 1870 |
| 13775. From Saint Henry, Minn., to Union Centre, 3 miles, and back, once a week. | Charles Frieberg..... | do | 31 20 | From July 20, 1870, to June 30, 1871. | Aug. 24, 1870 |
| 13684. From Centreville, Minn., to Centreville Station, 3 miles, and back, twice a week. | Paul Feltier..... | do | 130 00 | From July 18, 1870, to June 30, 1871. | Aug. 25, 1870 |
| 13710. From Wayzata, Minn., to Leighton, 12 miles, and back, once a week. | Daniel McKay..... | do | 130 00 | From July 19, 1870, to June 30, 1871. | Aug. 25, 1870 |
| 13627. From Farm Hill, Minn., to Lincoln, 11 miles, and back, twice a week. | Francis Wheeler..... | do | 195 00 | From Sept. 9, 1870, to June 30, 1871. | Oct. 7, 1870 |
| 13776. From Pommo de Terre, Minn., to Fergus Falls, 20 miles, and back, once a week. | Peter O. Fronces..... | do | 250 00 | From Nov. 1, 1870, to June 30, 1871. | Oct. 10, 1870 |
| 13568. From Banks, Minn., to Well, 10 miles, and back, twice a week. | Daniel F. Carpenter..... | do | 208 00 | From Sept. 7, 1870, to June 30, 1871. | Oct. 10, 1870 |
| 13683. From Little Canada, Minn., to Saint Paul, 6 miles, and back, once a week. | Edward A. Boyd..... | do | 78 00 | From Oct. 1, 1870, to June 30, 1871. | Nov. 14, 1870 |
| 13649. From Wastedo, Minn., to Hader, 4 miles, and back, twice a week. | Benjamin F. Clarke..... | do | 93 60 | From Aug. 24, 1870, to June 30, 1871. | Nov. 30, 1870 |
| 13722. From Saint Clond, Minn., to Grow Wing, 57 miles, and back, six times a week. | R. Blakely and C. W. Carpenter. | do | 3, 033 00 | From Oct. 1, 1870, to June 30, 1874. | Dec. 20, 1870 |
| 13779. From Albany, Minn., to Saint Joseph, 10 miles, and back, once a week. | J. Wintermeir..... | do | 65 00 | From Mar. 6, 1871, to June 30, 1871. | Feb. 13, 1871 |
| 13778. From Lake Shetek, Minn., to Graham Lake, 36 miles, and back, once a week. | Leonard Aldrich..... | do | 250 00 | From Apr. 16, 1871, to June 30, 1874. | Feb. 24, 1871 |
| 13510. From Minnesota City, Minn., to Weaver, 14 miles, and back, six times a week. | Chicago and Northwestern Railroad Company. | Railroad | 580 00 | From May 22, 1871, to June 30, 1872. | Mar. 21, 1871 |
| 13815. From Winsted Lake, Minn., to Howa:d, 7 miles, and back, three times a week. | Earnest Millet..... | Celerity, certainty, and security. | 171 00 | From Aug. 1, 1870, to June 30, 1871. | April 28, 1871 |
| 14462. From Omaha, Nebr., to Nebraska City, 50 miles, and back, three times a week. | S. P. Wheeler..... | do | 1, 500 00 | From Aug. 1, 1870, to June 30, 1871. | July 18, 1870 |
| 14453. From Arago, Nebr., to Troy, 49 miles, and back, three times a week. | do | do | 1, 470 00 | From Aug. 1, 1870, to June 30, 1871. | July 18, 1870 |
| 14454. From Beatrice, Nebr., to Jenkins's Mills, 25 miles, and back, twice a week. | D. C. Jenkins..... | do | 500 00 | From Aug. 1, 1870, to June 30, 1871. | July 25, 1870 |

No. 3.—*Report of land and water mails ordered during the fiscal year, &c.—Continued.*

| Route. | Contractor's name. | Mode of transportation. | Amount to be paid per annum. | Term of service. | Date of order. |
|---|---|------------------------------------|------------------------------|---------------------------------------|----------------|
| 14455. From Brownville, Nebr., to Saint Derooin, 17 miles, and back, three times a week. | A. J. Williams | Celerity, certainty, and security. | \$700 00 | From Aug. 4, 1870, to June 30, 1871. | July 29, 1870 |
| 14456. From Ashland, Nebr., to Ulysses, 75 miles, and back, once a week. | A. L. Sprague | do | 920 00 | From Aug. 13, 1870, to June 30, 1871. | Aug. 22, 1870 |
| 14457. From Beatrice, Nebr., to Camden, 30 miles, and back, once a week. | S. P. Wheeler | do | 450 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 16, 1870 |
| 14477. From Osage, Nebr., to Craig Station, 5 miles, and back, six times a week. | Dudley Van Valkenburg | do | 290 00 | From Aug. 11, 1870, to June 30, 1871. | Sept. 17, 1870 |
| 14478. From West Point, Nebr., to Ponca, 23 miles, and back, once a week. | R. A. Rhodes | do | 750 00 | From Nov. 1, 1870, to June 30, 1871. | Sept. 30, 1870 |
| 14479. From Omaha, Nebr., to Blair, 30 miles, and back, six times a week. | Omaha and Southwestern Railroad Company. | Railroad | 1,500 00 | From April 1, 1871, to June 30, 1871. | Mar. 20, 1871 |
| 14480. From Lake Sibley, Kans., to Omaha Junction, 21½ miles, and back, six times a week. | do | do | 1,388 00 | From April 1, 1871, to June 30, 1871. | Mar. 23, 1871 |
| 14142. From Chitopah, Kans., to Albertyl, Indian Ter., 60 miles, and back, three times a week. | A. A. Carnahan | Celerity, certainty, and security. | 390 00 | From Aug. 1, 1870, to June 30, 1871. | July 5, 1870 |
| 14141. From Waterville, Kans., to Clyde, 35 miles, and back, twice a week. | J. A. Parker and H. Tisdale. | do | 1,500 00 | From July 16, 1870, to June 30, 1871. | July 8, 1870 |
| 14143. From Princeton, Kans., to Corona, 22 miles, and back, twice a week to Williamsburg, once a week residue. | S. P. Wheeler | do | 569 00 | From Oct. 1, 1870, to June 30, 1871. | Sept. 8, 1870 |
| 14146. From Fort Scott, Kans., to Baxter Springs, 60 miles, and back, three times a week. | Herbert Woodmas | do | 371 00 | From Dec. 1, 1870, to June 30, 1871. | Nov. 14, 1870 |
| 14147. From Garnett, Kans., to Burlington, 36 miles, and back, three times a week. | J. M. Terry | do | 1,800 00 | From Oct. 3, 1870, to June 30, 1871. | Nov. 14, 1870 |
| 14210. From Waterville, Kans., to Scandinavia, 64 miles, and back, three times a week. | Albert Jones | do | 1,040 00 | From Feb. 1, 1871, to June 30, 1871. | Nov. 14, 1870 |
| 14212. From Atchison, Kans., to White Cloud, 35.78 miles, and back, six times a week. | S. P. Wheeler | do | 1,920 00 | From Jan. 16, 1871, to June 30, 1871. | Jan. 5, 1871 |
| 14213. From Oswego, Kans., to Girard, 45 miles, and back, once a week. | Atchison and Nebraska Railroad Company. | Railroad | 1,749 00 | From Feb. 15, 1871, to June 30, 1871. | Feb. 1, 1871 |
| 14214. From Waterville, Kans., to Concordia, 55 miles, and back, six times a week. | A. T. Hammer | Celerity, certainty, and security. | 450 00 | From April 1, 1871, to June 30, 1871. | Mar. 25, 1871 |
| 14063. From Lawrence, Kans., to Thayer, 110.3 miles, and back, twelve times a week. | Cyrus E. Gayford | do | 2,975 00 | From June 1, 1871, to June 30, 1871. | April 25, 1871 |
| 14211. From Olathe, Kans., to Ottawa, 22 miles, and back, six times a week. | Leavenworth, Lawrence and Galveston Railroad Company. | Railroad | 11,130 00 | From Jan. 1, 1871, to June 30, 1871. | April 26, 1871 |
| 14215. From Columbus, Kans., to Centre Creek, 30 miles, and back, three times a week. | do | do | 3,300 00 | From Jan. 30, 1871, to June 30, 1871. | April 27, 1871 |
| 19414. From Genoa, Nev., to Tullac, Cal., 90 miles, and back, once a week. | J. A. Hawkes | Celerity, certainty, and security. | 400 00 | From May 16, 1871, to June 30, 1871. | May 16, 1871 |
| | N. Osgood | do | 400 00 | From Jan. 1, 1871, to June 30, 1871. | Dec. 1, 1870 |

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| 14936. From Dixon, Cal., to Maine Prairie, 12 miles, and back, three times a week. | A. H. Howley | do | 900 00 | From Sept. 1, 1870, to June 30, 1871. | Aug. 20, 1870 |
| 14637. From Ukiah, Cal., to Lakeport, 32 miles, and back, twice a week. | S. W. Haskett | do | 1,200 00 | From Oct. 30, 1870, to June 30, 1871. | Oct. 8, 1870 |
| 14639. From Santa Rosa, Cal., to Sebastopol, 7 miles, and back, three times a week. | W. P. Berry | do | 100 00 | From Dec. 16, 1870, to June 30, 1871. | Nov. 28, 1870 |
| 14802. From Drytown, Cal., to Fiddletown, 10 miles, and back, six times a week. | William Hamilton | do | 908 00 | From Jan. 1, 1871, to June 30, 1871. | Jan. 5, 1871 |
| 14875. From Truckee, Cal., to Sierraville, 46 miles, and back, three times a week. | Fredrick Breckhalter | do | 3,300 00 | From Jan. 23, 1871, to June 30, 1871. | Jan. 26, 1871 |
| 14878. From Galt, Cal., to Mokelumne Hill, 42 miles, with branch to Drytown, 18 miles, and back, six times a week. | William Hamilton | do | 2,500 00 | From Mar. 11, 1871, to June 30, 1871. | Mar. 11, 1871 |
| 14879. From Hollister, Cal., to Piascho, 70 miles, and back, once a week. | John D. Justice | do | 500 00 | From June 1, 1871, to June 30, 1872. | May 18, 1871 |
| 14770. From Oroville, Cal., to Quincy, 9 1/4 miles, and back, three times a week to Gibsonville, once a week residue. | S. T. Brewster | do | 5,000 00 | From April 1, 1871, to June 30, 1874. | May 31, 1871 |
| 15142. From Umatilla, Oreg., to Thorp's Store, 170 miles, and back, once a week. | D. P. Thompson | do | 5,000 00 | From Mar. 16, 1871, to June 30, 1874. | Jan. 3, 1871 |
| 15405. From Olympia, Wash., to Monticello, 85 miles, and back, six times a week. | Elijah Corbett | do | 9,950 00 | From Mar. 16, 1871, to June 30, 1874. | Mar. 2, 1871 |
| 15718. From Lewiston, Idaho, to Elk City, 130 miles, and back, once a week. | Samuel Phinney | do | 950 00 | From Aug. 21, 1870, to June 30, 1871. | July 26, 1870 |
| 15720. From Fayetteville, Idaho, to Salubria, 60 miles, and back, once a week. | Lafayette Lawson | do | 1,200 00 | From Dec. 1, 1870, to June 30, 1871. | Nov. 26, 1870 |
| 16026. From Missoula, Mont., to Frenchtown, 20 miles, and back, once a week. | Gilmer & Salisbury | do | 550 00 | From July 22, 1870, to June 30, 1871. | July 29, 1870 |
| 16027. From Frenchtown, Mont., to Louisville, 60 miles, and back, once a week. | do | do | 2,000 00 | From July 22, 1870, to June 30, 1871. | July 29, 1870 |
| 16019. From Beaver Head Cañon, Mont., to Deer Lodge City, 100 miles, and back, three times a week. | do | do | 12,000 00 | From Dec. 16, 1870, to June 30, 1871. | Dec. 5, 1870 |
| 12929. From Springfield, Dak., to Bon Homme, 8 miles, and back three times a week. | Haskel & Cheney | do | 300 00 | From Mar. 1, 1871, to June 30, 1872. | May 16, 1871 |
| 16639. From Payson, Utah, to Eureka, 35 miles, and back, three times a week. | A. A. Noon | do | 900 00 | From May 1, 1871, to June 30, 1872. | April 11, 1871 |
| 16640. From Salt Lake City, Utah, to Central City, 27 miles, and back three times a week. | James M. Swinney | do | 1,300 00 | From Mar. 4, 1871, to June 30, 1872. | April 11, 1871 |
| 17037. From Denver, Colo., to Idaho City, 34 miles, and back, six times a week. | Colorado Stage Company | do | 2,000 00 | From Sept. 1, 1870, to June 30, 1871. | Oct. 13, 1870 |
| 17028. From Denver, Colo., to Golden City, 17 miles, and back, six times a week. | Colorado Central Railroad Company | Railroad | 850 00 | From Nov. 1, 1870, to June 30, 1871. | Oct. 28, 1870 |
| 17029. From Hughes Station, Colo., to Erie, 15 miles, and back, six times a week. | Deer and Boulder Valley Railroad Company | do | 750 00 | From April 1, 1871, to June 30, 1871. | Mar. 16, 1871 |
| 17032. From Central City, Colo., to Caribon, 30 miles, and back, three times a week. | George Babcock | Celerity, certainty, and security. | 748 00 | From April 16, 1871, to June 30, 1871. | April 5, 1871 |
| 17033. From Caribon, Colo., to Boulder City, 16 miles, and back, once a week. | Colorado Stage Company | do | 1,050 00 | From April 16, 1871, to June 30, 1872. | April 5, 1871 |

No. 4.
Report of additional allowances made to contractors during the fiscal year ended June 30, 1871.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of service. |
|------------------|--------|--|-----------------------------|--|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|----------------------------------|
| 129 | Maine | From Biddeford to Biddeford Pool. | S. E. Chadborn | Once a week | 9 | \$113 00 | July 13, 1870 | Service increased to six times a week from July 1 to September 30 in each year. | \$141 25 | ..... |
| 52 | do | From Bangor to West Charleston; from Dover to Abbot Village. | Nichols & Cushman. | Six times a week | 36 | 1,453 00 | July 23, 1870 | Route extended to Charleston, from West Charleston, increasing distance 24 miles. | 101 00 | May 14, 1870 |
| 49 | do | From Bangor to Exeter. | J. W. Fowler | Three times a week | 39 | 323 00 | Aug. 3, 1870 | Exeter Mills embraced, increasing distance 14 miles, and extend route 6 miles to West Exeter, and service increased, over entire route as changed, to six times a week. | 381 40 | Aug. 20, 1870 |
| 81 | do | From East Machias to Plantation No. 14. | B. F. Getchell | Once a week | 114 | 50 00 | Dec. 23, 1870 | Site of Plantation No. 14 changed, increasing distance 24 miles. | 17 39 | Sept. 2, 1866, to June 30, 1869. |
| 153 | do | From Portsmouth to South Elliot. | F. J. Littlefield | Twice a week | 4 | 119 00 | Jan. 4, 1871 | Route changed to begin at Elliot in lieu of Portsmouth, without change of distance, and service increased to three times a week. | 59 50 | Jan. 10, 1871 |
| 117 | do | From Portland to Fred. | Portland & Rochester R. Co. | Six times a week | 32 | 1,777 77 | Jan. 13, 1871 | Service extended from Alfred to Springvale, increasing distance 4 miles. | 232 20 | Jan. 20, 1871 |
| 144 | do | From Norway to Fryeburgh. | J. F. Rice | Three times a week | 31 | 348 00 | Jan. 14, 1871 | Three additional trips a week between Lovell and Fryeburgh, 9 miles. | 101 00 | Jan. 20, 1871 |
| 147 | do | From Lovell to Slow. | do | do | 7 | 118 00 | Jan. 14, 1871 | do | 118 00 | Jan. 20, 1871 |
| 148 | do | From North Fryeburgh to Fryeburgh Centre. | F. J. Littlefield | do | 8 | 95 00 | Jan. 14, 1871 | do | 95 00 | Jan. 20, 1871 |
| 79 | do | From Machias to Machias Port. | Ma. J. W. Fowler | do | 4 | 87 00 | Jan. 16, 1871 | do | 87 00 | Jan. 25, 1871 |
| 146 | do | From Waterford to Lovell. | S. G. Chadborn | Twice a week | 26½ | 214 00 | Feb. 4, 1871 | One additional trip a week to North Waterford, 12 miles. | 48 45 | Feb. 12, 1871 |
| 23 | do | From North Anson to Strong. | W. S. Bunker | Three times a week to New Portland; once a week to Portland. | 24 | 265 00 | Feb. 14, 1871 | Three additional trips a week to New Portland, 14 miles. | 214 00 | Feb. 25, 1871 |
| 155 | do | From Livemore Falls to branch to Canton Point. | G. R. Kimball | Six times a week | 21 | 795 00 | Feb. 24, 1871 | Service changed so as to begin at Stick Falls, in lieu of Livemore Falls, and embrace South Livemore, increasing distance 5 miles. | 105 63 | Mar. 1, 1871 |

| | | | | | | | | | |
|-----|-------|--|---|---------|------------|----------------|--|-----------|----------------|
| 48 | do | From Bangor to Brad-S. G. Chudborn... | Six times a week on 24 1/2 miles; three times a week residue. | 42 1/2 | 1, 075 00 | Mar. 9, 1871 | Three additional trips a week between Milo and Brownsville, 44 miles. | 72 00 | Mar. 30, 1871 |
| 125 | do | From Standish to Free-S. D. Marston | Six times a week on 20 1/2 miles; three times a week residue. | 26 3/4 | 525 00 | Mar. 14, 1871 | Route to commence at West Gorham, increasing distance 4 miles. | 91 30 | Mar. 25, 1871 |
| 73 | do | From Ellsworth to Cher-Hale & Hale, Jr. ryfield. | Three times a week | 39 | 491 00 | Mar. 23, 1871 | Three additional trips a week between Millbridges and Cherrysfield, 54 miles from April 1 to November 30 in each year. | 46 44 | ..... |
| 30 | do | From the Forks to Rogers & Stuart. | Twice a week | 30 | 344 00 | Mar. 24, 1871 | Three additional trips a week | 172 00 | Apr. 1, 1871 |
| 31 | do | From Moose River to do | do | 14 | 197 00 | Mar. 24, 1871 | One additional trip a week | 98 50 | Apr. 1, 1871 |
| 125 | do | From West Gorham to S. D. Marston | Six times a week on 24 1/2 miles; three times a week residue. | 29 1/4 | 616 30 | May 16, 1871 | Route to commence at Gorham, increasing distance 2 1/2 miles. | 57 00 | May 25, 1871 |
| 138 | do | From Limerick to Ef. F. J. Littlefield. | Three times a week | 16 | 271 00 | May 31, 1871 | Three additional trips a week to Parsonfield, 4 miles. | 67 75 | June 5, 1871 |
| 324 | N. H. | From Lower Bartlett to M. W. Pierce. | Once a week | 25 | 170 00 | Oct. 7, 1870 | Two additional trips a week | 340 00 | Oct. 20, 1870 |
| 331 | do | From Littleton to Wells-Boston, Concord and Montreal River. | Six times a week | 21 | 1, 050 00 | Dec. 6, 1870 | Route to begin at Lancaster, increasing distance 22 1/2 miles. | 1, 105 00 | Dec. 19, 1870 |
| 283 | do | From Wilton to Airstead-Davis & Brooks. | Three times a week | 43 | 950 00 | Jan. 4, 1871 | Three additional trips to South Lyndeborough, 3 1/2 miles. | 75 00 | Jan. 10, 1871 |
| 267 | do | From Hillborough Rogers & Stuart. | Six times a week | 10 | 283 00 | Jan. 19, 1871 | Route to end at Greenfield, increasing distance 5 miles. | 141 50 | Feb. 1, 1871 |
| 270 | do | From Manchester to R. F. Samborn New Ipswich. | Three times a week | 28 1/2 | 489 00 | Jan. 19, 1871 | Three additional trips to Bedford, 4 miles. | 67 66 | Feb. 1, 1871 |
| 283 | do | From Wilton to Airstead-Davis & Brooks. | Six times a week to South Lyndeborough; three times a week residue. | 43 | 1, 025 00 | Jan. 19, 1871 | Six times a week service extended to Greenfield, 6 1/2 miles. | 143 27 | Feb. 1, 1871 |
| 452 | Vt. | From White-River-June-Connecticut and tion to North Derby. | Six times a week | 111. 17 | 11, 117 00 | Nov. 3, 1870 | Route extended to Derby Line, increasing distance 3 miles. | 300 00 | Nov. 3, 1870 |
| 441 | do | From Saint Johnsbury Passumpsic River Railroad Co. to Lunenburg. | Six times a week on 8 miles; three times a week residue. | 23 1/2 | 319 70 | Feb. 24, 1871 | Route to end at Lancaster, N. H., increasing distance 7 miles. | 71 00 | Mar. 1, 1871 |
| 722 | Mass. | From Pittsfield to New E. L. Day Ashford. | Six times a week to Lancaster; three times a week residue. | 12 | 373. 32 | Sept. 15, 1870 | Route to end at Williamstown, increasing distance 4 miles. | 87 84 | Sept. 20, 1870 |
| 734 | do | From Williamstown to T. Sabin | Six times a week | 20 | 1, 000 00 | Sept. 22, 1870 | Slide supply of New Ashford from South Williamstown, 4 miles, three times a week. | 50 00 | Oct. 1, 1870 |
| 715 | do | From Shelburne Falls to M. C. Butler | Three times a week | 16 | 225 00 | Mar. 9, 1871 | Three additional trips a week to Buckland, 4 miles. | 56 25 | Mar. 15, 1871 |
| 670 | do | From Yarmouthport to Cape Cod Railway Orleans. | Twelve times a week | 19 | 4, 500 00 | Mar. 21, 1871 | One additional trip per day (by side mail) to West Harwich. | 100 00 | Mar. 25, 1871 |
| 670 | do | do | do | 19 | 4, 600 00 | Apr. 10, 1871 | Route extended from Orleans to Wellfleet, 12 miles. | 1, 200 00 | Feb. 1, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route | State | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|-----------------|-------|--|---|--|-----------------------------|------------------|---|---|--------------------------------------|-------------------------------------|
| 720 | Mass | From Boston post office to railroad stations. | L. B. Norris | Fifty-six trips a day | 3 | \$14,000 00 | Apr. 12, 1871 | Extra service performed in conveying the mail between the Boston post-office and the several railroad stations for the quarter ended March 31, 1871. | \$92 66 | |
| 730 | do | do | do | do | 3 | 14,000 00 | Apr. 24, 1871 | One additional trip a day to Boston, Lowell, and Nashua railroad depot. | 128 33 | May 1, 1871 |
| 956 | Conn | From Waterbury to Bethelhem. | J. M. Thomas | Three times a week | 16½ | 400 00 | May 9, 1871 | Three additional trips a week. | 400 00 | May 15, 1871 |
| 945 | do | From South Newark to Danbury. | Danbury and New-Haven Railroad Company. | Twelve times a week | 20½ | 2,000 00 | June 26, 1871 | Twelve times a week, service over branch road to Ridgefield, 4 miles. | 120 00 | Jan. 1, 1871 |
| 1252 | N. Y. | From Onontaga Valley to Tully Valley. | D. Nichols | Twice a week | 11 | 95 00 | July 11, 1870 | Service between Onontaga Valley and Cardiff, 6½ miles, increased to six times a week. | 75 00 | July 20, 1870 |
| 1126 | do | From Troy to West Steplentown. | G. E. V. D. Cook | Six times a week to Sand Lake, three times a week residue. | 18 | 461 75 | Sept. 5, 1870 | Three additional trips a week between Sand Lake and West Steplentown, 5½ miles. | 83 26 | Apr. 10, 1870 |
| 1385 | do | From Oregon to Warren Centre. | C. Van Oran | Twice a week | 14½ | 150 00 | Sept. 23, 1870 | Route extended to Le Raysville, increasing distance 10 miles. | 103 44 | Oct. 1, 1870 |
| 1454 | do | From Utica to Hamilton. | Utica, Clinton and Hamilton Railroad Company. | Six times a week | 28.9 | 1,445 00 | Sept. 29, 1870 | Route extended to end at Smith's Valley Station, increasing distance 2½ miles. | 125 00 | Oct. 1, 1870 |
| 1369 | do | From Buffalo to Aurora. | East Buffalo and Washington Railroad Company. | do | 17.74 | 887 00 | Nov. 18, 1870 | Route extended to end at South Wales, increasing distance 5.30 miles. | 265 00 | Oct. 17, 1870 |
| 1513 | do | From New York City post office to railroad stations. | A. S. Dodd | do | 27.438 | 47 Dec. 24, 1870 | Six additional trips a week between post office and Erie railway station, in Jersey City. | 391 15 | Dec. 10, 1870 | |
| 1360 | do | From Poughkeepsie to Stissing. | Poughkeepsie and Eastern Railroad Company. | Six times a week | 20.90 | 1,045 00 | Jan. 26, 1871 | Railroad company allowed additional pay for 3 of a mile distance between the post office at Poughkeepsie and railroad station. | 37 50 | Feb. 1, 1871 |
| 1368 | do | From Buffalo to South Wales. | Buffalo and Washington Railroad Company. | do | 23.4 | 1,152 00 | Feb. 1, 1871 | Route extended to end at Holland, increasing distance 4.27 miles, and pay \$213.50 per annum, and \$25.50 per annum, deducted for 51.100 of a mile mail messenger service between South | 128 00 | Feb. 15, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

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|------|-------|---|---|--|----------|----------|----------------|---|------|---------------|---------------|
| 1101 | do | From Cairo to Gilboa, with branch from Gilboa to South Gilboa. | R. G. Pierce. | Three times a week. | 36} | 223 00 | Feb. 4, 1871. | Wales post-office and railroad station, which was included in order of Nov. 18, 1870. | 9 16 | Feb. 10, 1871 | |
| 1309 | do | From Buffalo to Holton. | Buffalo and Holton Railroad Company. | Six times a week. | 27.31 | 1,340 00 | Feb. 10, 1871. | Railroad company allowed for 945 rods extra distance between the post office at Holland and railroad station. | 38 | Feb. 13, 1871 | |
| 1089 | do | From Rondout to Ellenville. | S. Allen. | do | 30 | 673 00 | Feb. 15, 1871. | Six additional trips a week between Ellenville and Nanauke 2 miles. | 44 | 80 | Mar. 1, 1871 |
| 1543 | do | From Montgomery to Tuthill. | Valley Railroad Company. | do | 14 | 420 00 | Feb. 17, 1871. | Route extended from Railroad Station to New Paltz, omitting Tuthill, increasing distance 4 miles. | 120 | 00 | Mar. 1, 1871 |
| 1541 | do | From Fishkill on the Dutchess and Hudson, to Pine Plains branch to Sylvan Lake. | Dutchess and Columbia Railroad Company. | do | 43 44 | 2,375 00 | Mar. 6, 1871. | Route extended from Pine Plains to State Line 134 miles. | 675 | 60 | Mar. 13, 1871 |
| 1443 | do | From Centerville to Parksville. | S. S. L. Stuart. | do | 15 | 535 00 | Mar. 14, 1871. | Woodbourne, Leake, Sheldrake, and Red Brick embraced, increasing distance 2 miles. | 71 | 33 | Mar. 20, 1871 |
| 1416 | do | From Walton to Centre. | L. Tupper. | Three times a week to Unadilla, once a week residue. | 22 | 390 00 | Mar. 15, 1871. | Three additional trips a week between Walton and Unadilla, 17 miles. | 333 | 57 | Apr. 1, 1871 |
| 1435 | do | From Nanauke to Grahamsville. | H. S. Brundage. | Once a week. | 123 | 48 00 | Mar. 17, 1871. | Five additional trips a week. | 225 | 00 | ..... |
| 1155 | do | From Ausable Forks to Saranac Lake. | W. Harper. | Three times a week to Black Brook, twice a week residue. | 323 | 390 00 | Mar. 21, 1871. | Services improved to six times a week over entire route from May 1 to October 31, of each year. | 356 | 00 | May 1, 1871 |
| 1084 | do | From Clinton Corners to South Auenia. | G. Chamberlain. | Six times a week. | 94 | 731 08 | Mar. 22, 1871. | Office at Hart's Village changed to Milbrook, increasing distance 300 rods. | 19 | 03 | Aug. 1, 1870 |
| 1367 | do | From West Addison to Bath. | G. H. Harrington. | Once a week. | 17 | 145 00 | ..... | Route changed so as to run from West Addison by Eslingville and Merchantville to Champlowen, omitting Bath, decreasing distance six miles and service improved, on route as changed, to three times a week, omitting Thurston once a week, from Merchantville, 3 miles. | 162 | 00 | Apr. 1, 1871 |
| 1081 | do | From Clinton Corners to South Auenia. | G. Chamberlain. | Six times a week. | 21 | 750 00 | Mar. 31, 1871. | Service restored to commence at Poughkeepsie, as originally let, omitting Clinton Corners and Hibernia, increasing distance 24 miles. | 238 | 92 | Apr. 5, 1871 |
| 1067 | do | From Bedford Station to Bedford. | C. C. Saunders. | do | 51 | 260 00 | Apr. 14, 1871. | Six additional trips a week. | 100 | 00 | Apr. 20, 1871 |
| 1406 | do | From Parkville to Creek. | Shin G. Minor. | Once a week. | 22 | 150 00 | Apr. 14, 1871. | One additional trip a week. | 150 | 00 | May 1, 1871 |
| 1082 | N. J. | From Barnegat to Tuckerton. | W. Flanagan. | Three times a week. | 12 | 269 00 | July 21, 1870. | Three additional trips a week. | 269 | 00 | Aug. 1, 1870 |

No. 4.—*Report of additional allowances made to contractors, &c.—Continued.*

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---|---|---------------------|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 1735 | N. J. | From Andover to Hunt's Mills. | A. Morrison | Six times a week | 7 | \$400 00 | July 25, 1870 | Harrisville, Tranquility, and Lincoln embraced, increasing distance 3 miles. | \$114 27 | Aug. 1, 1870 |
| 1675 | do | From Freehold to Point Pleasant. | J. J. Erickson | Three times a week | 224 | 650 00 | July 27, 1870 | Three additional trips a week between Freehold and Farmingdale, 9 miles. | 100 00 | Aug. 1, 1870 |
| 1602 | do | From New York to Piermont. | Northern Railroad Company of New Jersey. | Six times a week | 261 | 2,081 00 | Aug. 17, 1870 | Route extended to end at Nyack, New York, increasing distance 3/4 miles. | 175 00 | Aug. 30, 1870 |
| 1603 | do | From New York to Hackensack. | Hackensack and New York Railroad Company. | Twelve times a week | 15 | 750 00 | Aug. 19, 1870 | Route extended to end at New Bridge, increasing distance 1/2 miles. | 75 00 | June 1, 1870 |
| 1634 | do | From Branchville to Beemerville. | C. E. Kymor | Three times a week | 8 | 131 25 | Dec. 14, 1870 | Papaking embraced, increasing distance 6 miles. | 92 44 | Jan. 1, 1871 |
| 1608 | do | From New York to Toms River. | Harlan and Delaware Bay Railroad Company. | Six times a week | 674 | 3,487 50 | Feb. 8, 1871 | Route extended from Manchester to Aico, 38.6 miles also, from Whiting to Penberton, 17.2 miles; in all, 55.8 miles. | 2,790 00 | Feb. 20, 1871 |
| 1729 | do | From Newton to Spartan. | J. W. Washer | Three times a week | 2 | 300 00 | Feb. 9, 1871 | Supply of Pleasant Valley and Swartswood twice a week from Newton, 74 miles. | 100 00 | Feb. 20, 1871 |
| 1663 | do | From Plainsborough to Craubury. | S. Everett | Six times a week | 5 | 950 00 | Mar. 23, 1871 | Route to begin at Plainsborough Station, increasing distance 1/4 of a mile. | 37 50 | Apr. 1, 1871 |
| 3068 | Pa. | From Wilkesbarre to Nanticoke. | M. J. Phillips | Three times a week | 9 | 275 00 | July 11, 1870 | Two additional trips a week | 138 00 | July 13, 1870 |
| 1949 | do | From Union Station to Reading. | E. D. Kutz | do | 17 | 525 00 | July 12, 1870 | Three additional trips a week between Union Station and Adamstown, 7 miles | 216 00 | Aug. 1, 1870 |
| 2445 | do | From Marionville to Ivers. | J. Walters | Once a week | 15 | 107 00 | Aug. 16, 1870 | Site of Marlville changed, increasing distance 1/2 miles. | 11 00 | June 17, 1869 |
| 3299 | do | From Waltersburg to Shenandoah. | R. H. McCleave | Twice a week | 35 | 698 00 | Aug. 16, 1870 | Supply of Johnsbury, increasing distance 1 mile. | 18 00 | Aug. 1, 1870 |
| 1888 | do | From West Chester to Willsboro. | J. O. Nell | do | 7 1/2 | 300 00 | Aug. 17, 1870 | One additional trip a week | 100 00 | Aug. 22, 1870 |
| 2999 | do | From Dover to Stables. | P. J. Keeler | Once a week | 4 | 48 00 | Aug. 17, 1870 | do | 48 00 | Sept. 1, 1870 |
| 2215 | do | Mail messenger service in Philadelphia. | P. Quigley | do | 0 | 9,969 63 | Aug. 30, 1870 | One additional trip a day from Philadelphia post-office to Baltimore depot. One additional trip a day from West Philadelphia to Philadelphia post-office. | 150 34 | Apr. 4, 1870 |
| | | | | | | | | | 130 34 | July 26, 1870 |

| | | | | | | | | | |
|------|------|---|--|--------|------------|----------------|--|--------|----------------|
| 2466 | ..do | From Petroleum Centre W. Sutley to Cherry Tree. | Six times a week | 24 | 295 00 | Sept. 5, 1870 | Kane City embraced, increasing distance 2 1/2 miles. | 295 00 | Sept. 12, 1870 |
| 2515 | ..do | Mail messenger service P. Quigley in Philadelphia. | Three times a week | 23 1/2 | 10, 290 00 | Sept. 7, 1870 | One additional trip a day from Philadelphia post-office to New York depot at West Philadelphia, to connect with 12 o'clock (midnight) train. | 150 21 | Sept. 12, 1870 |
| 2412 | ..do | From Pike to Owego. | Three times a week | 23 1/2 | 399 00 | Sept. 16, 1870 | Route to begin at Laceyville, omitting Pike and go by Spring Hill and Stevensville to Le Raysville, balance of route to continue as now, increasing distance 10 miles. | 170 00 | Oct. 1, 1870 |
| 1961 | ..do | From Chesnut Level to W. Chandler Goshen. | Six times a week | 8 | 368 25 | Sept. 22, 1870 | Route extended from Goshen to Wakefield, 2 miles. | 92 00 | Oct. 1, 1870 |
| 2005 | ..do | From Centre Village to S. Hartranft Seidersville. | Three times a week | 5 | 120 00 | Sept. 23, 1870 | Route extended from Seidersville to Bethlehem, 2 miles, and service increased three trips a week. | 216 00 | Oct. 1, 1870 |
| 2474 | ..do | From Clarion to Scotch R. Barber Hill. | Twice a week | 12 1/2 | 247 00 | Sept. 23, 1870 | Route extended from Scotch Hill to Clarksburgh, 5 miles. | 99 00 | Oct. 11, 1870 |
| 1898 | ..do | From Irvine to Carry.. Olegheny and Allegheny River Railroad Com. pany. | Six times a week on 67.8 miles, twelve times a week residue. | 94.6 | 5, 400 00 | Sept. 30, 1870 | Service extended twice daily, except Sunday, from Oil City to Titusville, 17.6 miles. | 440 00 | Oct. 10, 1870 |
| 2469 | ..do | From Meredith to Pitt A. W. Keith Hole City. | Six times a week | 7 | 295 00 | Oct. 11, 1870 | Service between Meredith and Shamburg, 2 1/2 miles, increased to 6 times a week. | 105 00 | Oct. 17, 1870 |
| 2446 | ..do | From Clarington to P. Heasley Arroyo. | Once a week | 18 | 180 00 | Oct. 28, 1870 | Service extended from Arroyo to Ridge-way, 11 miles, and increased one trip a week. | 400 00 | Oct. 15, 1870 |
| 2366 | ..do | From Butler to Breakneck. | Once a week to Breakneck three times a week residue. | 18 | 300 00 | Nov. 25, 1870 | Service between Butler and Breakneck, 13 miles, increased one trip a week. | 130 00 | Jan. 1, 1871 |
| 1901 | ..do | From Oxford to Peter's H. C. Cummings Creek. | Six times a week | 16 | 319 00 | Dec. 13, 1870 | Goshen embraced, increasing distance 2 miles. | 40 00 | Jan. 1, 1871 |
| 2515 | ..do | Mail messenger service P. Quigley in Philadelphia. | Six times a week | 16 | 10, 440 35 | Dec. 14, 1870 | One trip to Walnut street wharf discontinued, and service to New York depot at Philadelphia increased one trip. | 112 68 | Dec. 12, 1870 |
| 2532 | ..do | From Clearfield to Pen. J. A. McBride field. | Twice a week | 16 | 350 00 | Dec. 15, 1870 | One additional trip a week. | 175 00 | Jan. 1, 1871 |
| 2489 | ..do | From Wilcox to Smithport. | Three times a week | 22 | 600 00 | Dec. 19, 1870 | Three additional trips a week. | 600 00 | Jan. 1, 1871 |
| 2431 | ..do | From Caledonia to Drift M. Miller Wood. | Once a week | 24 1/2 | 245 00 | Dec. 21, 1870 | Two additional trips a week. | 490 00 | Jan. 1, 1871 |
| 2422 | ..do | From Saint Mary's to Beaman & Smith Punfield. | Twice a week | 24 | 532 00 | Dec. 30, 1870 | One additional trip a week. | 286 00 | Jan. 1, 1871 |
| 1912 | ..do | From Zeigler'sville to E. D. Kuts Hersford. | do | 16 1/2 | 483 00 | Jan. 19, 1871 | Route to begin at Schwenck's store, increasing distance 2 miles. | 52 00 | Feb. 1, 1871 |
| 2365 | ..do | From Butler to Withers H. McCleave ups. | do | 31 | 553 00 | Jan. 26, 1871 | For ferrage to Withers for quarters ended June 30, 1870, Sept. 30, 1870, and Dec. 30, 1870. | 19 50 | ..... |
| 2401 | ..do | From Burtville to Cabro H. B. Roberts | Once a week | 19 | 80 00 | Feb. 8, 1871 | Supply of Burtville at new site to Dec. 31, 1870. | 9 00 | ..... |

No. 4.—*Report of additional allowances made to contractors, &c.—Continued.*

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---|---|---------------------|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 1853 | Pa. | From Jamestown to Franklin. | R. R. (successors) Co. | Six times a week. | 42 | \$2,100 | Feb. 23, 1871 | Route extended from Franklin to Oil City, 9.93 miles. | \$498 50 | Mar. 1, 1871 |
| 2414 | do | From Muncy to Laporte. | H. R. McHring. | Six times a week. | 36 | 905 00 | Feb. 27, 1871 | Route extended from Laporte to Du-shore, 9 miles. | 331 00 | Mar. 1, 1871 |
| 2425 | do | From Westport to Kettle Creek. | K. C. Scripture. | Twice a week. | 30 | 720 00 | Mar. 11, 1871 | Route extended from Kettle Creek to Carrier Camp, 7 miles. | 168 00 | Apr. 1, 1871 |
| 2523 | do | From Shaver's Creek to Greenwood Furnace. | J. P. Watson. | Three times a week. | 19½ | 425 00 | Mar. 17, 1871 | Service between Shaver's Creek and McAfee's Fort increased three trips a week. | 300 00 | Apr. 1, 1871 |
| 2580 | do | From Elk Run to Valley. | R. F. Baker. | Twice a week. | 2 | 55 00 | Mar. 10, 1871 | Gray's Valley omitted and route tented to Mahanburg, 2 miles. | 55 00 | Feb. 25, 1871 |
| 2658 | do | From Forks to Laporte. | C. H. Larish. | do | 26½ | 285 00 | Mar. 23, 1871 | One additional trip a week. | 147 50 | Apr. 1, 1871 |
| 1944 | do | From Lancaster to Springs. | Duman & Ramsay. | Three times a week. | 27½ | 588 00 | Apr. 19, 1871 | Route extended to Conowingo, 2 miles. | 49 00 | May 1, 1871 |
| 1869 | do | From Towanda to shore. | Du-Sullivan and Erie Railroad Co. | Six times a week. | 20 2½ | 811 60 | Apr. 25, 1871 | Service extended to Bernice, 8 miles. | *320 00 | May 1, 1871 |
| 1884 | do | From Mansfield to Cannonsburgh. | Pittsburgh, Erie and Saint Louis Railroad Co. | do | 14 | 840 00 | May 15, 1871 | Service extended to Washington, 8 8-10 miles. | 528 00 | June 1, 1871 |
| 2025 | do | From Tremont to nisco. | C. Burger & Co. | Three times a week. | 21 | 608 00 | May 18, 1871 | Three additional trips a week. | 410 00 | June 1, 1871 |
| 2103 | do | From Ulster to brook. | Horn-C. Shaw. | do | 3½ | 300 00 | May 23, 1871 | Additional service, caused by removal of site of Hornbrook post-office, to July 1, 1870. | 18 50 | ..... |
| 2315 | do | Mail messenger service in Philadelphia. | P. Quigley. | do | ..... | 10,553 03 | June 21, 1871 | Service from Walnut street wharf increased one trip daily, except Sunday; also from Walnut Street wharf to post-office, to connect with trains on New Jersey Southern Railroad. | 75 12 | June 19, 1871 |
| 2940 | Md | From Rockville to Clarkaburgh. | R. J. Thompson. | Three times a week. | 13 | 314 00 | July 6, 1870 | Redland embraced, increasing distance 3 miles. | 79 00 | July 12, 1870 |
| 2926 | do | From Dudlin to Green. | H. A. Silver. | Once a week. | 4 | 50 00 | Aug. 16, 1870 | Site of Mill Grove changed, increasing distance half a mile. | 6 00 | July 1, 1870 |
| 3098 | do | From Lakeville to Bishop Head. | T. Kirwan. | do | 12 | 75 00 | Sept. 5, 1870 | Site of Bishop Head changed, increasing distance 1 mile. | 6 00 | Apr. 27, 1870 |
| 3044 | do | Mail messenger service in Baltimore. | Union Transfer Company. | do | | 4,554 80 | Sept. 10, 1870 | Extra trip to carry newspaper mail from post-office to Baltimore and Ohio Railroad depot to connect with the 5.08 train. | 123 20 | Sept. 10, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

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|------|--------|--|--------------------------|------|-----------|----------------|--|-----------|---------------|
| 3019 | do | From Denton to Pres. D. Smith ton. | Three times a week | 154 | 374 92 | Sept. 21, 1870 | Service between Denton and Potter's Landing, 5 miles, increased to six times a week. | 121 00 | Oct. 1, 1870 |
| 2954 | do | From Washington to W. H. Henning Georgetown. | Twenty-one times a week. | 2 | 499 00 | Sept. 26, 1870 | For additional service by new schedule. | 166 00 | Aug. 27, 1870 |
| 2925 | do | From White Hall to Gor. N. H. Bull. such Mills. | Twice a week. | 84 | 160 00 | Oct. 11, 1870 | Route extended from Gorsuch Mills to Strawbridge, increasing distance 6 miles. | 113 00 | Oct. 19, 1870 |
| 2976 | do | From Benevola to Beav. S. Faulken. er Creek. | Once a week. | 4 | 50 00 | Nov. 8, 1870 | Benevola omitted, and route to begin at Funktown, and service increased to three times a week. | 75 00 | Nov. 15, 1870 |
| 3044 | do | Mail messenger service Union Transport ation Co. in Baltimore. | | | 4, 680 00 | Dec. 7, 1870 | One additional trip to Northern Central Railroad Station, with Westminister mail. | 125 20 | Dec. 12, 1870 |
| 3020 | do | From Federalsburg to J. W. Morrow Harrison. | Once a week | 6 | 60 00 | Dec. 16, 1870 | Route to begin at Williamsburgh and extended to Crotcher's Ferry, 24 miles, and service increased to three times a week. | 195 00 | Jan. 1, 1871 |
| 2935 | do | From Dublin to West. P. Dinan Bangor. | Six times a week. | 74 | 289 06 | Dec. 13, 1870 | Route to begin at Rowlandsville, increasing distance 4 miles. | 101 00 | Dec. 16, 1870 |
| 2907 | do | From Intersection to Western Maryland Railroad Double Pipe Creek. | do | 46.3 | 2, 315 00 | Jan. 9, 1871 | Route extended from Double Pipe Creek, by Rocky Ridge and Graceland, to Mechanicsville, 84 miles. | 425 00 | Jan. 9, 1871 |
| 2957 | do | From Washington to Leonardtown. | do | 57 | 1, 883 00 | Mar. 4, 1871 | Supply of Mechanicsville, increasing distance 2 miles. | 66 00 | Dec. 1, 1870 |
| 3043 | do | Mail messenger service, G. W. Knox. Washington, D. C., to railroad depot and steamboats. | | | 5, 463 15 | Apr. 5, 1871 | Additional trips from Baltimore and Ohio Railroad depot to city post-office, connecting with 10 p. m. and 11 p. m. trains. | 406 90 | Apr. 1, 1871 |
| 3043 | do | do | do | | 5, 463 15 | Apr. 5, 1871 | Extra service for quarter ended March 31, 1871. | 107 25 | |
| 3006 | do | From Rowlandville to Dinan & Ramsay Rock Spring. | Three times a week. | 5 | 165 00 | Apr. 19, 1871 | Site of Conowingo changed, increasing distance 2 miles. | 66 00 | Apr. 1, 1871 |
| 3043 | do | Mail messenger service, George W. Knox in Washington, D. C. | | | 5, 870 05 | Apr. 23, 1871 | Service to and from the Norfolk boat. | 203 45 | May 1, 1871 |
| 4233 | W. Va. | From Harper's Ferry to Baltimore and Winchester. | Six times a week. | 32 | 3, 200 00 | July 25, 1870 | Route extended from Winchester to Strasburg, increasing distance 194 miles. | 1, 962 50 | Aug. 1, 1870 |
| 4156 | do | From Meadow Bluff to Red Sulphur Springs. | Once a week | 42 | 243 00 | July 27, 1870 | One additional trip a week between Red Sulphur Springs and Rollinsburgh, 14 miles. | 81 00 | Aug. 1, 1870 |
| 4213 | do | From Grafton to Beling-J. Miller ton. | do | 33 | 350 00 | Oct. 29, 1870 | Supply of Valley Furnace, increasing distance 3 miles. | 21 21 | May 1, 1870 |
| 4194 | do | From Webster to Bev. E. M. Hart early. | Three times a week. | 42 | 990 00 | Jan. 10, 1871 | Three additional trips a week between Webster and Phillipa. | 282 86 | Feb. 1, 1871 |
| 4678 | Va. | From Harrisonburgh to E. M. Nuckalls Waynesborough. | do | 344 | 688 67 | July 13, 1870 | Service between Harrisonburgh and Port Republic, 124 miles, increased to six times a week. | 303 25 | July 15, 1870 |

* Pay estimated.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--|--------------------|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|--|
| 4431 | Va. | From King George Ct. House to Hamstead. | W. G. S. Fitzhugh | Twice a week | 7 | \$100 00 | July 25, 1870 | In consequence of the discontinuance of the office at King George Court House the distance was increased 3 miles.* | \$41 84 | May 1 to Nov. 15, 1866; Jan. 20 to May 31, 1869 |
| 4714 | do | From Marion to Rye Valley. | N. H. Williams | Once a week | 6 | 51 58 | Sept. 14, 1870 | Route extended from Rye Valley to mouth of Wilson, 25 miles. | 214 91 | Oct. 1, 1870 |
| 4445 | do | From Saluda to Sandy Bottom. | W. C. Bristow | do | 20 | 143 00 | Oct. 28, 1870 | One additional trip a week. | 143 00 | Nov. 1, 1870 |
| 4646 | do | From Fairfax Station to Fairfax Court-House. | C. C. Roberts | Daily | 31 | 225 00 | Dec. 16, 1870 | One additional daily trip. | 75 00 | Dec. 30, 1870 |
| 4653 | do | From Waterford to Point of Rocks. | Towner & Graham | Six times a week | 9 | 234 00 | Jan. 13, 1871 | Route to begin at Clark's Gap, increasing distance 34 miles. | 91 00 | Feb. 1, 1871 |
| 5020 | N. C. | From Magnolia to Harrell's Store. | M. E. Bostick | Once a week | 18 | 240 00 | July 9, 1870 | Route extended from Harrell's Store, by Herringville, Taylor's Bridge, and Six Runs, to Magnolia, (making route circuitous) increasing distance 34 miles. | 130 00 | July 15, 1870 |
| 5040 | do | From Plymouth to Hamilton. | W. Haight | Twice a week | 35 | 850 00 | Aug. 9, 1870 | One additional trip a week | 150 00 | Aug. 15, 1870 |
| 5006 | do | From Salisbury to Bridgewater. | Western North Carolina Road Company | Six times a week | 91 | 4, 550 00 | Oct. 7, 1870 | Route extended to Marion, 11 miles | 550 00 | Aug. 4 to Sept. 30, 1870 |
| 5224 | do | From Leakaville to Penn's Store, Va. | J. H. Lytle | Once a week | 26 | 225 00 | Jan. 9, 1871 | One additional trip a week. | 225 00 | Feb. 1, 1871 |
| 5017 | do | From New Berne to Bay River. | M. Potter | do | 22 | 190 00 | Jan. 13, 1871 | Service increased to three times a week. Also extended to Vandemere, 7 miles, three times a week. | 380 00 | Mar. 1, 1871 |
| 5006 | do | From Salisbury to Marion, N. C. | West'n North Carolina R. Co. | Six times a week | 102 | 5, 100 00 | Apr. 1, 1871 | Route extended to Pleasant Retreat, 7 miles. | 330 00 | Mar. 1, 1871 |
| 5007 | do | From Wilmington to Wadesboro. | Wilmington, Charlotte and Rutherford E. R. Co. | Three times a week | 141 | 4, 920 00 | May 8, 1871 | Three additional trips a week. | 2, 630 00 | May 1, 1870 |
| 3004 | do | From Goldsboro to Charlotte. | North Carolina R. Co. | Daily | 223 | 16, 735 00 | June 3, 1871 | One additional daily through mail between Greenborough and Charlotte, 93 miles. | 4, 650 00 | Jan. 30, 1871 |
| 5635 | S. C. | From Jacksonville to Walterborough. | C. Sauls | Three times a week | 18 | 600 00 | Aug. 23, 1870 | Service increased to six times a week. | 400 00 | Sept. 1, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|------|-----|---|---|-----------------|-----------|---------------|--|----------|----------------|
| 5600 | do | From Columbia to Char. Charlotte, Columbia and Augusta Railroad Co. | Daily | 110 | 8,250 00 | June 3, 1871 | Second daily through mail, at \$50 per annum. | 5,500 00 | Jan. 30, 1871 |
| 5712 | do | From Columbia to Augusta, Ga. | do | 85 | 6,375 00 | June 3, 1871 | do | 4,250 00 | Jan. 30, 1871 |
| 6095 | do | From Americus to Pres. M. G. Brady | Twice a week | 202 | 550 00 | July 15, 1870 | Route extended to Lumpkin, 12 miles. | 463 00 | Aug. 1, 1870 |
| 6154 | do | From Thomasville to Atlantic & Gulf Railroad Company. | Three times a week | 323 | 808 00 | July 20, 1870 | Route extended, six times a week, from Camilla to Albany, 26 miles. Service between Thomasville and Camilla increased to six times a week. | 1,300 00 | July 1, 1870 |
| 6001 | do | From Augusta to At. Georgia R. R. Co. | Daily | 171½ } 15 } | 17,916 00 | Aug. 15, 1870 | Pay for service between Augusta and Atlanta, 17½ miles, increased \$25 per mile per annum. | 4,291 06 | Nov. 1, 1870 |
| 6102 | do | From Newton to Camilla J. H. Everett | Once a week | 10 | 130 00 | Aug. 19, 1870 | Service increased to three times a week | 250 00 | Sept. 1, 1870 |
| 6031 | do | From Carnesville to D. E. McCarty Harmony Grove. | do | 234 | 287 70 | Aug. 30, 1870 | Order of March 13, 1870, for supply of \$54.00 additional per annum, for 44 miles increased distance, instead of \$42.70 for 33 miles. | 12 20 | Apr. 13, 1869 |
| 6001 | do | From Augusta to At. Georgia R. R. Co. | Daily | 171½ } 15 } | 92,207 66 | Jan. 12, 1871 | Branch route extended from Mayfield to Sparta, 10 miles. Also extended from Sparta to Milledgeville, 22 miles. | 500 00 | Aug. 9, 1867 |
| 6416 | Fla | From Pinatka to Mel J. Brock | Once a week from Dec. 1 to April 30; once a week residue of year. | 125 | 2,500 00 | July 6, 1870 | Service increased to twice a week on entire route. | 1,100 00 | Apr. 24, 1868 |
| 6418 | do | From Enterprise to Port A. A. Hoyt | do | 34 | 425 00 | Aug. 15, 1870 | Supply of New Smyrna, increasing distance 8 miles. | 100 00 | Aug. 1, 1870 |
| 6458 | do | From Orlando to Mel J. Powell | do | 38 | 360 00 | Jan. 27, 1871 | Supply of Wekiva, increasing distance 2 miles. | 20 00 | Feb. 15, 1871 |
| 6611 | Ala | From Marion Junction Selma, Marion & Daily to Marion, Memphis R. R. Co. | do | 15 | 750 00 | July 22, 1870 | Route extended from Marion to Newbern, 13 miles. | 687 50 | July 1, 1870 |
| 6777 | do | From Franklin to Abbe L. J. Biggers | Once a week | 14 | 248 00 | July 27, 1870 | Service increased to six times a week. | 1,240 00 | Aug. 15, 1870 |
| 6637 | do | From Talladega to We. A. Allen | do | 48 | 550 00 | Aug. 4, 1870 | Abbehand embraced, increasing distance 9 miles. | 103 14 | Aug. 15, 1870 |
| 6777 | do | From Franklin to Abbe L. J. Biggers | Six times a week | 14 | 1,488 00 | Aug. 24, 1870 | Route extended to Fort Gaines, Ga., increasing distance one mile. | 106 28 | Oct. 1, 1870 |
| 6613 | do | From Memphis, Tenn., to Stevenson, Ala. Garrison R. R. Co. | Daily | 271½ } 144 } | 33,937 50 | Oct. 11, 1870 | Pay for service between Memphis and Stevenson, 271½ miles, increased \$25 per mile per annum. | 6,787 50 | Apr. 11, 1870 |
| 6839 | do | From Scottsborough to W. Holland Estelle Fork. | Once a week | 25 | 250 63 | Oct. 30, 1870 | Route extended to Horton 8, Tenn., 10 miles. | 92 25 | Nov. 1, 1870 |
| 6762 | do | From Bucatuma, Miss., to Bladen Springs, Ala. Dan. | Twice a week | 32 | 799 20 | Oct. 27, 1870 | Route extended to Coffeeville, 7 miles. | 199 79 | Nov. 10, 1870 |
| 6618 | do | From Basham's Gap to J. Dutton Garrison Point. | Once a week | 36 | 319 72 | Nov. 12, 1870 | Route extended to Arkadelphia, 6 miles. | 53 28 | Sept. 22, 1870 |

* This increase in distance is occasioned by contractor being compelled to get the mail from Cornor, 3 miles farther.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route | Stat. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|-----------------|-------|--|--|--------------------|-----------------------------|-----------------|--|---|--------------------------------------|-------------------------------------|
| 6825 | Ala. | From Wauatchie, Tenn., to Trenton, Ga. | Alabama & Chattanooga R.R.Co. | Daily | 12 | \$360 00 | Dec. 16, 1870 | Route extended from Trenton, Ga., to Atalla, Ala., 63 miles. | \$2,085 00 | Jan. 1, 1871 |
| 6811 | do | From Marion Junction to Newbern | Selma, Marion & Memphis R.R.Co. | do | 283 | 1,437 50 | Dec. 24, 1870 | Route extended from Newbern, to Greensborough, 84 miles. | 425 00 | Jan. 1, 1871 |
| 6830 | do | From Scottsborough to Horton's, Tenn. | W. Holland | Once a week | 35 | 382 88 | Jan. 28, 1871 | Route extended to Hunt's Station, Tenn., 5 miles. | 46 12 | Feb. 15, 1871 |
| 6825 | do | From Wauatchie, Tenn., to Atalla, Ala. | Alabama & Chattanooga R.R.Co. | Daily | 814 | 2,445 00 | Feb. 6, 1871 | Route extended from Atalla to Jonesborough, 674 miles. | 2,925 00 | Feb. 15, 1871 |
| 6706 | do | From Jasper to Jonesborough | J. J. Hinds | Once a week | 48 | 630 00 | Feb. 6, 1871 | One additional trip a week. | 630 00 | Feb. 15, 1871 |
| 6825 | do | From Wauatchie, Tenn., to Jonesborough, Ala. | Alabama & Chattanooga R.R.Co. | Daily | 149 | 4,470 00 | Feb. 14, 1871 | Route extended from Jonesborough to Tusculoo, 45 miles. | 1,350 00 | Mar. 1, 1871 |
| 6817 | do | From Montgomery to Union Springs | Montgomery and Eugene R.R.Co. | Six times a week | 40 | 2,000 00 | Feb. 21, 1871 | Route extended from Union Springs to Midway, 13 miles. | 650 00 | Mar. 1, 1871 |
| 6830 | do | From Wauatchie to Mullins | J. A. Crossland | Once a week | 45 | 618 00 | Mar. 1, 1871 | Groves Ford embraced, increasing distance 1 mile. | 13 73 | Mar. 15, 1871 |
| 6786 | do | From Bullock to Andalusia | R. Cumber | do | 27 | 394 60 | Mar. 29, 1871 | Route to begin at Henderson, increasing distance 12 miles. | 175 38 | Apr. 1, 1871 |
| 6841 | do | From Jacksonville to Jacksonville | J. J. Hinds | do | 344 | 528 00 | Mar. 30, 1871 | Bell's Mills embraced, increasing distance one mile. | 15 30 | Apr. 15, 1871 |
| 6863 | do | From Richardsville to Gayeville | G. W. Lawrence | Twice a week | 18 | 491 00 | Apr. 22, 1871 | Site of Lawingsville changed to Richardsville, increasing distance 14 miles. | 40 92 | Jan. 26, 1871 |
| 6845 | do | From Clifton to Grove Hill. | T. H. Coker | Once a week | 42 | 848 08 | May 4, 1871 | Route to begin at Prairie Bluff, increasing distance 10 miles. | 801 92 | May 15, 1871 |
| 7003 | Miss | From Vicksburgh to Meridian. | Southern Mississippi Railroad Company. | Daily | 140.7 | 10,552 00 | Aug. 1, 1870 | Twice daily service between Vicksburgh and Jackson restored. | 2,275 00 | Aug. 1, 1870 |
| 7069 | do | From Natchez to Brookhaven. | F. M. Cooley | Once a week | 77 | 1,800 00 | Aug. 26, 1870 | Service increased to three times a week, and schedule time reduced to 24 hours. | 2,100 00 | Oct. 1, 1870 |
| 7155 | do | From Dumas to Baldwin. | R. Tyson | do | 16 | 240 00 | Dec. 30, 1870 | Route extended from Dumas to begin at Ripley, increasing distance 104 miles. | 157 50 | Jan. 15, 1871 |
| 717 | do | From Mahow's Station to Winona. | Tyson & Steele | Twice a week | 77 | 1,900 00 | Jan. 6, 1871 | One additional trip a week between Mahow's Station and Starkeville. | 160 39 | Jan. 15, 1871 |
| 7014 | do | From Duraud to Artesia | G. Y. Woodward | Three times a week | 92 | 3,557 96 | Feb. 1, 1871 | Atlataville embraced, increasing distance 2 miles. | 79 30 | Feb. 15, 1871 |
| 7104 | do | From Williamsburgh to Ellenville. | C. M. Edmondson | Once a week | 35 | 448 00 | Mar. 20, 1871 | Station Creek embraced, increasing distance 14 miles. | 19 30 | Feb. 15, 1871 |
| 8008 | Ia. | From Monroe to Shreveport. | C. Chaffee | Three times a week | 130 | 5,940 00 | Nov. 21, 1870 | Service increased to six times a week | 5,940 00 | Nov. 26, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| Station | Route | Frequency | Number of Trips | Amount | Date | Description |
|-----------|---|---|-----------------|------------|---------------|---|
| 8001 | From New Orleans to Brashear. | Six times a week. | 60 | 12,400 00 | May 22, 1871 | Carrying the mails between post-office at New Orleans and depot at Algiers, 3 miles, in lieu of the separate mail messenger services heretofore employed. |
| 8530 Tex. | From San Antonio to El Paso, with branches. | Three times a week on 229 miles; twice a week on 415 miles. | 704 950 | 223,219 00 | Aug. 24, 1870 | Order of July 24, 1869, lengthening the schedule and from San Antonio to El Paso, modified so as to deduct \$22,705 per annum, instead of \$36,596 per annum. |
| 8531 | From Bonham to Mon. J. B. Hosey | Once a week. | 104 | 1,226 00 | Nov. 8, 1870 | Service between Bonham and Sherman, 32 miles, increased to three times a week. |
| 8530 | From San Antonio to El Paso. | Three times a week to Fort Concha, 229 miles; twice a week residuu. | 704 | 140,792 00 | Nov. 17, 1870 | Fort McKavett embraced, increasing distance 16 miles. |
| 8530 | From Fort Arbuckle to Fort Sill. | Twice a week. | 75 | 6,600 00 | Nov. 17, 1870 | One additional trip a week. |
| 8535 | From Clarksville to Waco. | Three times a week. | 240 | 6,670 00 | Nov. 28, 1870 | Service between McKinney and Waco, 134 miles, increased to six times a week. |
| 8654 | From Sherman to Kinney. | do. | 32 | 900 00 | Nov. 28, 1870 | Three additional trips a week. |
| 8519 | From Corpus Christi to Brownsville. | Once a week. | 160 | 2,200 00 | Jan. 26, 1871 | Service increased to three times a week, and speed to 56 hours running time. |
| 8504 | From Houston to Central Railroad Company. | Six times a week. | 130 | 13,000 00 | Jan. 27, 1871 | Route extended to Kosse, increasing distance 23 miles. |
| 8536 | From Hallsville to Shreveport. | do. | 56.6 | 4,245 00 | Feb. 7, 1871 | Route to begin at Longview, increasing distance 10 miles. |
| 8581 | From Boulau to Risher & Haill. | Three times a week to Sherman; once a week residuu. | 104 | 1,726 00 | Feb. 21, 1871 | Service between Sherman and Gainesville increased to three times a week. |
| 8536 | From Brenham by Grange, &c., to Austin. | Three times a week. | 104 | 5,000 00 | Mar. 22, 1871 | Service from Brenham, by Burton and Serbin, to Austin, 89 miles, increased to six times a week. |
| 8581 | From Bonham to Mon. J. B. Hosey. | Three times a week to Gainesville; once a week residuu. | 80 104 | 2,460 00 | May 22, 1871 | Supply of Whitesborough, increasing distance 5 miles. |
| 7590 Ark. | From Antoinette to Mur. E. M. Clark. | Once a week. | 56 | 625 00 | July 22, 1870 | One additional trip a week. |
| 7596 | From Rockport to Whitesborough. | do. | 60 | 1,200 00 | Aug. 1, 1870 | Route changed to end at Centre Point, embracing Dora and Star of the West, and omitting Royston and Murfreesborough, increasing distance 21 miles. |

* Includes side supply.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---------------------------------|--------------------|---|-----------------------------|-----------------|--|---|--------------------------------------|-------------------------------------|
| 7556 | Ark | From Clarksville to Harrison. | A. F. Davis | Once a week | 63 | \$680 00 | Aug. 16, 1870 | Order of June 9, 1868, extending route, modified so as to allow \$168 per annum for 90 miles increased distance, instead of \$151 per annum for 18 miles. | \$17 00 | July 1, 1869 |
| 7567 | do | From Fort Gilson to Sherman. | H. M. Vaile | Three times a week | 305 | 17, 148 00 | Nov. 12, 1870 | Three additional trips a week. | 17, 148 00 | Dec. 3, 1870 |
| 7672 | do | From Chambersville to Hampton. | N. F. Neel | Once a week | 16 | 200 00 | Feb. 13, 1871 | Route to begin at Princeton, and embrace Stover, increasing distance 24 miles. | 300 00 | Mar. 9, 1871 |
| 7571 | do | From Fort Smith to Washington. | F. P. Sawyer, ag't | Six times a week | 136 | 6, 800 00 | Apr. 11, 1871 | Osage Mills embraced, increasing distance 14 miles. | 102 00 | Apr. 15, 1871 |
| 7638 | do | From Reiff's Bluff to Washburn. | B. Tyson | Once a week | 70 | 999 00 | June 3, 1871 | Selma and Forest Lawn embraced, increasing distance 3 miles. | 43 00 | Oct. 26, 1868 |
| 10520 | Mo | From Glenwood to Unionville. | J. E. Kemp | Three times a week | 31 | 693 00 | June 30, 1870 | Three additional trips a week. | 693 00 | July 15, 1870 |
| 10574 | do | From Alendale to Ford. | J. G. H. Cresline | Twice a week | 17 | 294 00 | June 30, 1870 | Route extended to Marysville, 35 miles, and service increased to six times a week. | 1, 285 00 | July 15, 1870 |
| 10605 | do | From Mexico to Ford. | Frank P. Gardiner | do | 34 | 730 00 | July 1, 1870 | Garden Grove and Hartford embraced, increasing distance 8 miles. | 80 00 | July 15, 1870 |
| 10521 | do | From La Grange to Kirksville. | C. A. Clark | Three times a week | 73 | 1, 750 00 | July 2, 1870 | Service between Edina and Kirksville, 24 miles, increased to six times a week. | 575 00 | July 15, 1870 |
| 10532 | do | From Canton to Kirksville. | J. E. Kemp | do | 73 | 1, 693 00 | July 3, 1870 | Service between Memphis and Lancaster, 22 miles, increased to six times a week. | 510 00 | July 15, 1870 |
| 10549 | do | From Unionville to Ayserville. | J. Skipper | Once a week | 22½ | 200 00 | July 6, 1870 | One additional trip a week. | 200 00 | July 15, 1870 |
| 10579 | do | From Phelps City to Ryville. | J. E. Kemp | Twice a week | 45 | 1, 000 00 | July 6, 1870 | Service between Phelps City and Rockport, 6 miles, increased to six times a week. | 366 50 | July 15, 1870 |
| 10604 | do | From Cuba to Mills. | W. N. Hicks | Three times a week to Steelville; once a week residue. | 38 | 460 00 | July 7, 1870 | Service between Cuba and Steelville, 8 miles, increased to six times a week. | 304 00 | July 15, 1870 |
| 10607 | do | From Mexico to Fulton. | J. N. Bennett | Three times a week to Fulton; six times a week residue. | 45½ | 1, 000 00 | July 8, 1870 | Service between Mexico and Fulton, 27 miles, increased to six times a week. | 675 00 | July 15, 1870 |
| 10614 | do | From Greenland to Linn. | M. O. Woods | Three times a week | 29 | 575 00 | July 8, 1870 | Service between Rockport and Boonville, 10 miles, three times a week, in due connection with present service. | 198 25 | July 15, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | |
|-------|------|--|---------|------------|----------------|---|-----------|----------------|
| 10303 | ..do | From Pacific to Spring South Pacific Rail. Six times a week. | 204 1/2 | 20, 425 00 | July 11, 1870 | Service extended to Pierre City, 30 miles. | 5, 000 00 | June 16, 1870 |
| 10798 | ..do | From Princeton to Cory. W. L. Gatewood. Once a week. | 40 3/4 | 397 00 | July 13, 1870 | Service increased to three times a week. | 794 00 | Aug. 1, 1870 |
| 10915 | ..do | From Neosho to Fort A. E. Smith. Three times a week. | 130 | 6, 000 00 | July 21, 1870 | Service between Neosho and Seneca, 17 miles, increased to six times a week, and Baxter Springs, Kans., to be supplied by side mail, six times a week from Seneca, 25 miles. | 1, 546 00 | Aug. 1, 1870 |
| 10652 | ..do | From Tusculum to J. Patterson. Once a week. | 36 1/2 | 179 00 | July 26, 1870 | Route extended to Richland, increasing distance 6 miles. | 40 50 | Aug. 1, 1870 |
| 10627 | ..do | From Butler to Mona. H. M. Valle. do | 38 | 300 00 | July 26, 1870 | Route to begin at West Point, increasing distance 18 miles. | 142 00 | Aug. 1, 1870 |
| 10601 | ..do | From Harrisonville to do. do | 33 | 290 00 | July 28, 1870 | Service increased to three times a week. | 380 00 | Aug. 1, 1870 |
| 10542 | ..do | From LaCade to Milan. U. E. Fisher. Six times a week to Linneus, three times a week residue. | 34 | 653 00 | Aug. 6, 1870 | Service changed to run six times a week on whole route. | 490 00 | Aug. 15, 1870 |
| 10569 | ..do | From Rochester to Grant. C. A. Clark. Three times a week. | 48 1/2 | 1, 443 00 | Aug. 6, 1870 | Route to begin at Savannah, increasing distance 4 miles. | 119 00 | Aug. 15, 1870 |
| 10570 | ..do | From Albany to Mount M. Cunningham. Ayr, Iowa. do | 35 1/4 | 800 00 | Aug. 8, 1870 | Service increased to six times a week. | 800 00 | Aug. 15, 1870 |
| 10679 | ..do | From Clinton to Cons. Belcher & Cruce. do | 10 | 300 00 | Aug. 17, 1870 | Route extended to Osceola, 18 miles, and service increased to six times a week. | 1, 000 00 | Sept. 1, 1870 |
| 10564 | ..do | From Osborn to Gentry. S. P. Wheeler. Six times a week. | 30 | 830 00 | Aug. 19, 1870 | Route to end at Albany, increasing distance 9 miles. | 249 00 | Sept. 1, 1870 |
| 10756 | ..do | From Neosho to Benton. H. M. Valle. Once a week. | 47 | 375 00 | Aug. 23, 1870 | Service increased to three times a week. | 750 00 | Sept. 1, 1870 |
| 10744 | ..do | From Greenfield to Mt. Vernon. do | 26 | 200 00 | Aug. 23, 1870 | Route extended to Verona, 11 miles, and service increased to six times a week. | 1, 504 00 | Sept. 1, 1870 |
| 10835 | ..do | From Glasgow to Rocheport. do | 27 | 300 00 | Sept. 7, 1870 | Service increased to three times a week. | 600 00 | Sept. 15, 1870 |
| 10622 | ..do | From Carrollton to La-S. J. Reynolds. do | 35 | 377 00 | Sept. 8, 1870 | Route to end at Bedford, saving 15 miles, and on route as curtailed. | 53 83 | Sept. 15, 1870 |
| 10663 | ..do | From Linn Creek to Le-J. Ferry. do | 34 | 239 00 | Sept. 15, 1870 | Service increased to three times a week. | 578 00 | Sept. 15, 1870 |
| 10506 | ..do | From Maryville to Har-Missouri Valley Railroad Co. Six times a week. | 115 | 7, 875 00 | Sept. 13, 1870 | Route extended to Kansas City, 13 miles. | 131 25 | Oct. 1, 1870 |
| 10607 | ..do | From Dresden to Wa-H. M. Valle. Twice a week. | 44 | 800 00 | Sept. 15, 1870 | Service increased to three times a week. | 400 00 | Oct. 1, 1870 |
| 10641 | ..do | From Chamois to Lane. J. T. Berry. Once a week. | 50 | 374 00 | Sept. 23, 1870 | Route to end at Saint James, increasing distance 19 miles. | 142 00 | Oct. 1, 1870 |
| 10704 | ..do | From Kolla to Hous-L. Zervely. Twice a week. | 50 1/2 | 980 00 | Sept. 30, 1870 | Service increased to three times a week. | 490 00 | Oct. 1, 1870 |
| 10689 | ..do | From Harrisonville to Barlow and San-Fort Scott. Six times a week. | 78 | 2, 680 00 | Sept. 24, 1870 | La. Cygne, Kans., to be supplied from Butler six times a week, in due connection with present service, increasing distance 5 miles. | 859 00 | Oct. 1, 1870 |
| 10709 | ..do | From Lebanon to Boli-W. F. Orr. Three times a week. | 49 | 805 00 | Sept. 26, 1870 | Service increased to six times a week. | 805 00 | Oct. 1, 1870 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---|---|--|-----------------------------|-----------------|--|---|--------------------------------------|-------------------------------------|
| 10714 | Mo | From Hickory Spring to I. Carpenter Chapel. | I. Carpenter | Once a week. | 33 | \$205 00 | Nov. 9, 1870 | Route extended to Hartville, 23 miles. | \$173 36 | Nov. 15, 1870 |
| 10805 | do | From Greenfield to Sarcoxie, Mo. | H. M. Vaile | Twice a week. | 20 | 395 00 | Nov. 10, 1870 | Service extended from Sarcoxie to Chicago, Kans., once a week, 39 miles. | 265 60 | Nov. 15, 1870 |
| 10827 | do | From West Point to Monegan. | do | Once a week. | 56 | 442 00 | Nov. 10, 1870 | Service extended 12 miles to embrace Chalk Level and Osceola, with side supply to Taberville, 9 miles; service between Monegan and Osceola, also to Taberville, to be twice a week. | 331 50 | Nov. 15, 1870 |
| 10721 | do | From Buffalo to Sand Spring. | J. A. McCullah | do | 23 | 220 00 | Oct. 6, 1870 | Route extended to Marshfield, 8 miles. | 76 50 | Oct. 15, 1870 |
| 10652 | do | From Tusculum to Richland. | J. Patterson | do | 32½ | 219 50 | Oct. 20, 1870 | Service increased to three times a week. | 439 00 | Nov. 1, 1870 |
| 10837 | do | From Saint Louis post-office to the several railroad depots in Saint Louis and East Saint Louis. | J. E. Hagerty | Fourteen trips a day. | 98 | 4,854 50 | Oct. 20, 1870 | One additional round-trip daily, except Sunday, to depot of Saint Louis, Rockford and Rock Island Railroad. | 296 40 | July 1, 1870 |
| 10796 | do | From Fredericktown to Cape Girardeau. | A. Arnot | Twice a week. | 51 | 511 33 | Oct. 21, 1870 | Service between Jackson and Cape Girardeau, 10 miles, increased to six times a week. | 148 20 | Aug. 4, 1870 |
| 10502 (old) | do | From Saint Louis to Columbus. Branch from Blumark to Pilot Knob. Branch from Mineral Point to Potosi. | Saint Louis and Iron Mountain Railroad Company. | (Thirteen trips a week.) Six trips a week. | 197 10½ 4 | 12,757 50 | Oct. 21, 1870 | Pay re-adjusted so as to allow \$30,437 50 per annum. | 7,680 00 | Jan. 10, 1870 |
| 10524 | do | From Alexandria to Memphis. | J. D. Irish | Twice a week. | 43½ | 790 00 | Nov. 11, 1870 | Supply of Chalk City, increasing distance 2 miles. | 58 50 | July 1, 1870 |
| 10531 | do | From Clarence to Kirksville. | J. A. Jackson | do | 48 | 799 00 | Nov. 12, 1870 | Supply of Novelty, increasing distance 7 miles. | 116 50 | Nov. 15, 1870 |
| 10520 | do | From Canton to Lancaster. | J. E. Kemp | Three times a week to Memphis, six times a week residue. | 73 | 2,203 00 | Nov. 16, 1870 | Service between Canton and Memphis, 51 miles, increased to six times a week. | 1,183 00 | Oct. 1, 1870 |
| 10540 | do | From Savannah to Grant City. | C. A. Clark | Three times a week. | 52½ | 1,502 00 | Nov. 10, 1870 | Distance between Savannah and Rockport being 8 miles instead of 4 miles, contractor allowed for the additional 2 miles. | 59 50 | Aug. 15, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|-------|----|---|--|-----|-----------|----------------|---|----------|---------------|
| 10571 | do | From Albany to Alan-J. Ellis | Once a week | 12 | 95 00 | Nov. 18, 1870 | Service increased to twice a week | 95 00 | Dec. 1, 1870 |
| 10622 | do | From Groves From Carrollton to Bed. S. J. Reynolds | Twice a week | 20 | 430 85 | Nov. 19, 1870 | Distance between Carrollton and Bedford being 26 miles, contractor allowed for the 6 additional miles | 129 95 | Sept. 8, 1870 |
| 10677 | do | From Lexington to N. H. M. Vaile | Three times a week | 12 | 400 00 | Nov. 22, 1870 | Route to end at Independence, increasing distance 29 miles | 763 02 | Dec. 1, 1870 |
| 10727 | do | From Springfield to J. W. Parker | do | 52 | 696 00 | Nov. 22, 1870 | Route extended to Roscoe, 22 miles | 294 46 | Dec. 1, 1870 |
| 10743 | do | From Greenfield to H. M. Vaile | Six times a week | 37 | 1,708 00 | Dec. 6, 1870 | Route extended to Cassville, 22 miles | 1,015 56 | Dec. 15, 1870 |
| 10582 | do | From Watson to Perr, M. H. Thompson | do | 64 | 450 00 | D. c. 10, 1870 | Supply of Rich, increasing distance 2 of 4 miles | 17 00 | July 1, 1870 |
| 10775 | do | From Appleton to Wit. M. A. Welky | Twice a week | 15 | 170 00 | Dec. 10, 1870 | Supply of Frohna, increasing distance one mile | 11 33 | July 1, 1870 |
| 10555 | do | From Trenton to H. Kennedy | Once a week | 36 | 185 00 | Dec. 21, 1870 | One additional trip a week | 185 00 | Jan. 1, 1871 |
| 10830 | do | From Galena to Mount W. H. Williams | do | 30 | 270 00 | Dec. 22, 1870 | do | 270 00 | Jan. 1, 1871 |
| 10813 | do | From Windsor to Ne. A. E. Smith | Three times a week | 164 | 6,560 00 | Dec. 30, 1870 | Service between Carthage and Neosho, 30 miles, increased to six times a week | 1,200 00 | Jan. 1, 1871 |
| 10813 | do | do | do | 164 | 6,560 00 | Dec. 30, 1870 | Three additional trips a week between Carthage and Granby, 8 miles | 320 00 | Feb. 1, 1871 |
| 10649 | do | From Jefferson City to J. G. Lurton | do | 38 | 699 75 | Jan. 7, 1871 | Service increased to six times a week | 699 75 | Jan. 15, 1871 |
| 10652 | do | From Tusculum to J. Patterson | do | 35½ | 658 50 | Jan. 7, 1871 | do | 658 50 | Jan. 15, 1871 |
| 10756 | do | From Neosho to Ben. H. M. Vaile | do | 47 | 1,125 00 | Jan. 7, 1871 | do | 1,125 00 | Jan. 15, 1871 |
| 10720 | do | From Buffalo to Urbana A. Darby | Twice a week | 16 | 199 00 | Jan. 9, 1871 | Route extended to Hermitage, 12 miles | 149 25 | Jan. 15, 1871 |
| 10503 | do | From Pacific to Pierce-South Pacific R. Co. City | Daily | 25½ | 25,425 00 | Jan. 10, 1871 | Route extended to Neosho, 23 miles | 2,309 00 | Jan. 1, 1871 |
| 10830 | do | From Galena to Mount W. H. Williams | Once a week | 30 | 270 00 | Jan. 11, 1871 | Service increased to three times a week | 540 00 | Jan. 15, 1871 |
| 10590 | do | From Wentzville to J. H. Reinhert | Three times a week | 8 | 200 00 | Jan. 26, 1871 | Route extended to Cappeln, 4 miles | 100 00 | July 1, 1870 |
| 10650 | do | From Tusculum to W. Z. Benton | Twice a week | 37 | 499 75 | Jan. 26, 1871 | Service between Waynesville and Humboldt, 11 miles, increased to six times a week | 297 15 | Feb. 1, 1871 |
| 10774 | do | From Perryville to H. C. Foster | Three times a week | 30 | 680 00 | Jan. 26, 1871 | Service increased to six times a week | 420 00 | Feb. 1, 1871 |
| 10805 | do | From Greenfield to H. M. Vaile | Twice a week to Sarcoxie; once a week rest day | 66 | 660 60 | Jan. 30, 1871 | Service between Sarcoxie and Chaco increased to twice a week; distance, 39 miles | 265 60 | Feb. 1, 1871 |
| 10728 | do | From Springfield to W. F. Orr | Three times a week | 37 | 500 00 | Feb. 1, 1871 | Service increased to six times a week | 500 00 | Feb. 15, 1871 |
| 10638 | do | From Hopewell Acad. to New Haven | Once a week | 16 | 150 00 | Feb. 6, 1871 | Service increased to twice a week | 150 00 | Feb. 15, 1871 |
| 10614 | do | From Greenland to M. O. Woods | Three times a week | 26 | 773 25 | Feb. 14, 1871 | Service between Rocheport and Columbia, 14 miles, increased to six times a week | 300 71 | Mar. 1, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|----------------------------|---|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 10514 | Mo. | From Quincy to Edina. | E. M. Rannolph | Twice a week. | 63 | \$1,190 00 | Feb. 23, 1871 | One additional trip a week. | \$395 00 | Mar. 1, 1871 |
| 10549 | do | From Unionville to J. Skipper Ayersville. | J. Skipper | do | 52 | 400 00 | Mar. 2, 1871 | Route extended to Ravenna, 12 miles. | 218 18 | Mar. 15, 1871 |
| 10709 | do | From Lebanon to Boli. | W. F. Orr | Six times a week. | 50 | 1,610 00 | Mar. 16, 1871 | Expedition increased so as to run through each way in 13 hours. | 690 00 | Apr. 1, 1871 |
| 10512 | do | From Sedalia to Fort Scott. | Missouri, Kansas and Texas | do | 110½ | 3,325 00 | Mar. 20, 1871 | Route extended to Parsons, Kans., 42 miles. | 2,400 00 | Apr. 1, 1871 |
| 10813 | do | From Windsor to New Hope. | A. E. Smith | Three times a week to Carthage; six times a week residue. | 164 | 7,401 46 | Mar. 27, 1871 | Service between Lamar and Nevada, 30 miles, six times a week, in due connection with present service. | 2,400 00 | Apr. 1, 1871 |
| 10728 | do | From Springfield to Canton. | W. F. Orr | Six times a week. | 38 | 1,000 00 | Mar. 21, 1871 | Route extended to Stockton, 29 miles. | 763 00 | Apr. 1, 1871 |
| 10520 | do | From Canton to Monticello. | L. H. Funk | Three times a week. | 13 | 298 00 | Mar. 23, 1871 | Service increased to six times a week. | 298 00 | Apr. 1, 1871 |
| 10561 | do | From Bethany to Galatin. | U. E. Fisher | Once a week. | 28 | 293 00 | Mar. 31, 1871 | Service increased to three times a week. | 416 00 | Apr. 15, 1871 |
| 10703 | do | From Cadet Station to Big River Mills. | W. Hill | do | 154 | 509 00 | Apr. 7, 1871 | Supply of Hazel Run from Big River Mills, 5 miles, once a week. | 30 00 | May 1, 1871 |
| 10813 | do | From Windsor to Granby, with side supply of. | A. E. Smith | Three times a week to Carthage; six times a week to Granby. | 186 | 9,530 00 | Apr. 10, 1871 | Service between Lamar and Carthage, 29 miles, increased to six times a week. | 1,000 00 | Apr. 15, 1871 |
| 10558 | do | From Chillicothe to Bethany. | C. E. Fisher | Three times a week. | 48½ | 542 50 | Apr. 15, 1871 | Service increased to six times a week. | 542 50 | May 1, 1871 |
| 10751 | do | From Sarcoux to Washburn. | W. D. Smith | Once a week on 12 miles; three times a week residue. | 40 | 286 00 | Apr. 15, 1871 | Service between Caseville and Washburn, 8 miles, increased to six times a week. | 504 00 | May 1, 1871 |
| 105396 | do | From Kirksville to Jan. ville. | M. J. J. Brasfield | Once a week. | * 40 | 365 00 | Apr. 18, 1871 | Service increased to three times a week. | 730 00 | May 1, 1871 |
| 10584 | do | From Bigelow to Kirksville. | Mary G. B. McRoberts | Twice a week. | 32 | 575 00 | Apr. 27, 1871 | Route to and at Graham's, 17 miles, and service increased to six times a week over entire route. | 233 60 | May 1, 1871 |
| 10821 | do | From La Grange to Kirksville. | C. A. Clark | Three times a week to Edina; six times a week residue. | 73 | 2,325 00 | Apr. 23, 1871 | Service increased to six times a week over entire route. | 1,175 00 | May 15, 1871 |
| 10727 | do | From Springfield to Walnut Grove. | J. W. Parker | Three times a week. | 22 | 294 70 | Apr. 23, 1871 | Route extended to Dadesville, 10 miles. | 133 92 | May 15, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | | |
|--------------|------|--|---|-----------|-----------|----------------|--|----------|----------------|--------------|
| 10090 | ..do | From Harrisonville to Blooming Grove. | Once a week | 37 | 370 00 | May 5, 1871 | Service increased to three times a week. | 7 40 | 00 | May 15, 1871 |
| 10751 | ..do | From Sarcosie to Washburn. | Once a week to Capp's Creek, three times a week to Cassville, six times a week residue. | 40 | 1,090 00 | May 15, 1871 | Pierce City embraced, increasing distance 6 miles, and the three times a week service extended from Capp's Creek to Pierce City. | | | |
| 10503 | ..do | From Pacific to Neosho | Six times a week | 37½ | 27,725 00 | May 24, 1871 | Route extended from Neosho to Seneca, 16 miles. | 1,600 00 | Apr. 15, 1871 | |
| 10686 | ..do | From Osceola to Rondo Road Co. J. E. Phelps | Once a week | 25 | 260 00 | May 20, 1871 | Service increased to three times a week, and route changed to end at Bolivar, omitting Rondo, increasing distance 11 miles. | 863 00 | June 15, 1871 | |
| 10688 | Tenn | From Pikeville to Ormes' Store. | do | 14½ | 64 99 | July 16, 1870 | Route extended to Crossville, 17 miles. | 77 51 | Aug. 1, 1870 | |
| 10210 | ..do | From Huntsville to Jackaborough. | Twice a week | 25 | 298 00 | July 23, 1870 | Service increased to three times a week. | 149 00 | Aug. 1, 1870 | |
| 10098 | ..do | From McMinnville to Sparta. | Six times a week, with side supply twice a week to South Rock Island and Rock Island. | 28½ | 848 00 | Aug. 16, 1870 | Side supply of Rock Island increased to six times a week. | 40 00 | Sept. 1, 1870 | |
| 10155 | ..do | From Columbia to Perryville. | Once a week | 63 | 800 00 | Aug. 27, 1870 | One additional trip a week. | 800 00 | Sept. 1, 1870 | |
| 10097 | ..do | From Bono Creek to Pikeville. | do | 25 | 127 00 | Sept. 9, 1870 | Route to begin at Rock Island, increasing distance 2 miles. | 10 00 | Sept. 15, 1870 | |
| 10057 | ..do | From Coucord to Cumberbund Gap. | Twice a week | 17½ | 185 00 | Sept. 27, 1870 | Miser's Station embraced, increasing distance 1 mile. | 11 00 | Oct. 1, 1871 | |
| 10061 (old.) | ..do | From Coal Creek to Cumberbund Gap. | do | 47½ | 714 50 | Oct. 28, 1870 | Name and site of Cherry Bottom changed to Caryville, increasing distance 1 mile. | 5 12 | Mar. 1, 1870 | |
| 10066 | ..do | From Waterbury to Huntsville. | Once a week | 30 | 149 00 | Oct. 28, 1870 | Site of Montgomery changed, increasing distance 1 mile. | 4 96 | Nov. 1, 1870 | |
| 10100 | ..do | From Altamont to Tracy City. | do | 13 | 85 00 | Dec. 2, 1870 | Gruselle embraced, increasing distance 3 miles. | 19 61 | Dec. 15, 1870 | |
| 10024 | ..do | From Taylorsville to Hickory Tavern, N. C. | Twice a week | 76 | 950 00 | Dec. 13, 1870 | Service between Hickory Tavern and Lenoir, 19 miles, increased to three times a week. | 118 75 | Jan. 1, 1871 | |
| 10178 | ..do | From Paris to Athens Springs. | do | 40 | 585 00 | Jan. 25, 1871 | Name and site of Feliciana changed to Morse, increasing distance 1 mile. | 14 62 | July 1, 1870 | |
| 10083 | ..do | From Athens to Albany with branch from Bryanville to Sumville. | Three times a week | 24 | 550 00 | Feb. 9, 1871 | Service extended once a week from Sulphur Springs to Crossville, 24 miles. | 183 33 | Mar. 1, 1871 | |
| 9694 | ..do | From Nicholasville to Adamsville. | Six times a week to Somerset, three times a week residue. | 115½ 9 | 4,469 00 | July 6, 1870 | Cumberbund City embraced, increasing distance 3 miles. | 67 70 | July 15, 1870 | |
| 9759 | ..do | From Russellville to Adamsville. | Twice a week | 10 | 197 00 | July 9, 1870 | One additional trip a week. | 98 50 | July 15, 1870 | |
| 9727 | ..do | From Glasgow to Bann. | Three times a week | 55½ | 1,189 00 | July 14, 1870 | Service between Glasgow and Burkesville, 363 miles, increased to six times a week. | 784 00 | Aug. 1, 1870 | |

* Pay estimated.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--|--|-----------------------------|----------------------|-----------------------------|--|--------------------------------------|-------------------------------------|
| 9704 | Ky | From London to Russellville, Tenn. | W. Herndon | Three times a week | 98 | \$2,433 00 | July 26, 1870 | Service increased to six times a week. | \$2,433 00 | Aug. 1, 1870 |
| 9635 | do | From Owensville to Poplar Plain. | Wheeldon & Wilson. | Twice a week | 19½ | 348 00 | Sept. 8, 1870 | Route extended to Flemingburgh, 5 miles, and service between Hillsborough and Flemingburgh, 10 miles, increased to three times a week. | 178 45 | Sept. 15, 1870 |
| 9686 | do | From Richmond to Kee. | McFinley & Freeman | do | 36½ | 583 00 | Sept. 14, 1870 | Service between Richmond and Kingstons, 7½ miles, increased to three times a week. | 62 38 | Oct. 1, 1870 |
| 9689 | do | From Kingston to Berea, S. C. | F. Johnson | do | 8 | 135 00 | Sept. 14, 1870 | Service increased to three times a week. | 67 50 | Oct. 1, 1870 |
| 9614 | do | From Newport to Augusta. | A. M. Fulsöhler | Six times a week to Alexandria, three times a week to California, once a week to resident. | 47½ | 1,050 00 | Sept. 29, 1870 | Gubser's Mills embraced, increasing distance 2½ miles. | 18 60 | Oct. 15, 1870 |
| 9663 | do | From Bedford to Blair Fork. | J. H. Lane | Three times a week | 8 | 228 00 | Oct. 22, 1870 | Service increased to six times a week. | 228 00 | Nov. 1, 1870 |
| 9633 | do | From Mount Sterling to Stanton. | R. Boyd | Once a week | 26 | 298 00 | Oct. 25, 1870 | Supply of Levee, increasing distance 3 miles. | 24 00 | Aug. 1, 1870 |
| 9668 | do | From Owenton to Franklinton. | A. P. Jacobs | Twice a week | 25 | 430 00 | Oct. 25, 1870 | Route extended to Pleasureville, 8 miles. | 137 60 | Nov. 1, 1870 |
| 9729 | do | From Glasgow to Fountain River. | Finley & Freeman | Once a week | 22 | 187 00 | Oct. 25, 1870 | Service increased to twice a week. | 187 00 | Nov. 1, 1870 |
| 9618 | do | From Williamstown to Stateley's Run. | W. H. Beverley | do | 17 | 129 00 | Oct. 27, 1870 | Supply of New Eagle Mills, increasing distance 2 miles. | 15 18 | Aug. 1, 1870 |
| 9669 | do | From Owenton to Terry. | Mon-R. Boyd | do | 11½ | 117 00 | Dec. 9, 1870 | Service increased to twice a week. | 117 00 | Dec. 15, 1870 |
| 9613 | do | From Newport to Cincinnati, Ohio. | Cin-S. Tilberthon | Seven times a week | 2 | 400 00 | Dec. 20, 1870 | Service between Covington and Cincinnati increased one trip daily. | 140 00 | Oct. 1, 1870 |
| 9632 | do | From Mount Sterling to Hazel Green. | A. T. Day | Once a week | 40½ | 338 00 | Jan. 11, 1871 | Service increased to twice a week. | 338 00 | Jan. 15, 1871 |
| 9705 | do | From London to White Court House. | Finley & Freeman | do | 30 | 191 00 | Jan. 27, 1871 | do | 191 00 | Feb. 1, 1871 |
| 9610 | do | From Lebanon Junction to Mount Vernon with branch to Richmond. | Louville and Nashville Rail Road Company. | Six times a week | { 99.3 40.8 } | { 6,655 00 40.8 } | Jan. 30, 1871 | Route extended to Fish Point, 10.6 miles | 530 00 | Jan. 30, 1871 |
| 9671 | do | From Owenton to Eagle Hill. | Finley & Freeman | Once a week | 15 | 123 00 | Feb. 18, 1871 | Route extended to Glencoe, 4 miles. | 32 80 | Mar. 1, 1871 |
| 9738 | do | From Elizabethtown to Caneyville. | Elizabethtown & Paducah Rail Road Company. | Seven times a week | 43½ | 1,305 00 | Mar. 20, 1871 | Route extended to Horse Branch, 13 miles. | 300 00 | Apr. 1, 1871 |

| | | | | | | | | | | |
|------|------|---|---|--|-------|----------|----------------|---|----------|----------------|
| 9737 | do | From Elizabethtown to Mount Sherman. | S. M. Gibbons | Three times a week | 29 | 740 00 | Mar. 21, 1871 | Service between Elizabethtown and Houdensville, 1½ miles, increased to six times a week. | 299 22 | Apr. 1, 1871 |
| 9704 | do | From London to Morris town, Tenn. | W. Herndon | Six times a week | 96 | 4,766 69 | Apr. 20, 1871 | Supply of marshal, increasing distance 1½ mile. | 74 48 | May 1, 1871 |
| 9738 | do | From Ferguson Station to Gordonville. | J. D. Cleaverger | Twice a week | 5 | 72 00 | May 9, 1871 | Service increased to three times a week. | 36 00 | June 1, 1871 |
| 9288 | Ohio | From Beaverton to Kingston Centre. | L. Sheeler | do | 10 | 104 00 | July 23, 1870 | do | 52 00 | Aug. 1, 1870 |
| 9040 | do | From Columbus to Nelsonville. | Columbus and Hooking Valley Railroad Co. | Six times a week | 63.07 | 3,153 50 | Aug. 6, 1870 | Route extended to Athens, 1,443 miles, and service increased six trips a week. | 721 50 | Aug. 16, 1870 |
| 9028 | do | From Hamilton to Indianapolis, with branch from Connersville to Muncie. | In. Cincinnati and Indianapolis Junction Railroad Co. | do | 1424 | 7,125 00 | Sept. 9, 1870 | Service on branch extended from Muncie to Hurdton, increasing distance 40.51 miles. | 2,025 50 | Sept. 16, 1870 |
| 9135 | do | From Warren to Sharon. | R. Haywood | Three times a week | 17 | 490 00 | Sept. 21, 1870 | Service between Warren and Vienna, 9 miles, increased to six times a week. | 260 00 | Oct. 1, 1870 |
| 9135 | do | do | do | Six times a week real- due. | 17 | 750 00 | Oct. 29, 1870 | Service between Vienna and Sharon, 2 miles, increased to six times a week. | 231 00 | Oct. 20, 1870 |
| 9055 | do | From Barnesville to Woodfield. | Edson & Spear | Six times a week | 224 | 674 00 | Oct. 20, 1870 | Contractor allowed for tolls for quarter ended September 30, 1870. | 39 00 | ..... |
| 9128 | do | From Mantus Station to South Newbury. | C. G. Hayes | do | 11 | 355 00 | Oct. 29, 1870 | Route extended to Burton, 5 miles. | 161 00 | Nov. 17, 1870 |
| 9284 | do | From Delaware to Hiron. | M. D. Bates | Twice a week | 20 | 285 00 | Nov. 17, 1870 | Service increased to three times a week. | 142 50 | Dec. 1, 1870 |
| 9053 | do | From Ironton to Gallipolis. | C. G. Pearce | Three times a week | 60 | 1,940 00 | Nov. 29, 1870 | Route to begin at Portsmouth, increasing distance 30 miles. | 970 00 | Jan. 1, 1871 |
| 9104 | do | From New Philadelphia to Urbicksaville. | S. Grim | Six times a week | 10 | 19 75 | Dec. 17, 1870 | Route to end at Dennison, omitting Urbicksaville, increasing distance 1 ½ mile. | 1 00 | Jan. 1, 1871 |
| 9101 | do | From New Philadelphia to Dennison. | do | do | 104 | 20 75 | Jan. 3, 1871 | Urbicksaville embraced, increasing distance 1 mile. | 2 00 | Jan. 11, 1871 |
| 9304 | do | From Logan to Masonville. | J. Wilson | Twice a week to Masonville, once a week residue. | 154 | 229 00 | Jan. 3, 1871 | Route extended to New Straitsville, increasing distance 1½ mile. | 15 00 | Jan. 16, 1871 |
| 9073 | do | From Hanoverton to New Lisbon. | J. M. Shaw | Twice a week | 13 | 168 00 | Jan. 11, 1871 | One additional trip a week. | 84 00 | Feb. 1, 1871 |
| 9363 | do | From Hamersville to Higginsport. | J. Early | Three times a week | 104 | 233 00 | Jan. 23, 1871 | Maple embraced, increasing distance 2 miles. | 45 00 | ..... |
| 9469 | do | From West Union to Mineral Springs. | W. J. Miller | Once a week | 244 | 154 00 | Jan. 27, 1871 | Extra service performed under order of Department from July 1 to September 30, 1870. | 45 50 | ..... |
| 9040 | do | From Columbus to Athens. | Columbus and Hooking Valley Railroad Co. | Twelve times a week | 774 | 3,975 00 | Feb. 10, 1871 | Additional mail messenger service in connection with running of second daily train from Columbus to Athens. Transportation of mails on branch from Logan by Gro to New Straitsville, 13 miles and back six times a week, or as often as trains may run. | 200 00 | Aug. 16, 1870 |
| 9143 | do | From North Ridgeville to Acon. | C. A. Fitch | Three times a week | 5 | 87 50 | Feb. 13, 1871 | Three additional trips a week. | 650 00 | Feb. 15, 1871 |
| | | | | | | | | | 87 50 | Feb. 15, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--------------------|---------------------|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 9392 | Ohio | From Georgetown to Ripley. | R. Fulton | Three times a week. | 10 | \$150 00 | Feb. 21, 1871 | Three additional trips a week. | \$150 00 | Mar. 1, 1871 |
| 9057 | do | From East Liverpool to Causton's Mills. | P. March | do | 6 | 170 00 | Feb. 23, 1871 | Route extended from Cannon's Mills to New Waterford, 14 miles. | 397 00 | Mar. 1, 1871 |
| 9392 | do | From Gallon to Corsica. | D. A. Baker, jr. | Twice a week. | 5½ | 110 00 | Feb. 25, 1871 | Route extended to Steam Corner's, 4½ miles. | 90 00 | Apr. 1, 1871 |
| 9089 | do | From Jolly to Cow Run. | G. W. Futtis | Once a week. | 30 | 267 00 | Mar. 13, 1871 | Supply of Binard's Mills, increasing distance 4 miles. | 36 00 | Oct. 1, 1868 |
| 9385 | do | From Republic to Belle-G. W. Reahn vac. | G. W. Reahn | Three times a week. | 17 | 375 67 | Mar. 28, 1871 | Service between Bellevue and Flat Rock, 2½ miles, increased to six times a week. | 72 00 | Apr. 16, 1871 |
| 9272 | do | From Columbus to Washington Court House. | J. A. Hawkes | do | 43 | 783 00 | Apr. 7, 1871 | Service between Columbus and Mount Sterling, 82 miles, increased to six times a week. | 401 00 | Apr. 16, 1871 |
| 9349 | do | From McConnellsville to Beverly. | J. Harper | Once a week. | 12½ | 160 00 | Apr. 10, 1871 | Two additional trips a week. | 320 00 | May 1, 1871 |
| 9056 | do | From Barrasville to Woodsted. | Eaton & Spear. | Six times a week. | 23½ | 674 00 | Apr. 11, 1871 | Contractors allowed for tolls for quarter ended March 31, 1871. | 39 00 | ..... |
| 9096 | do | From Cumberland to McConnellsville. | Parish & Robison. | Once a week. | 39½ | 384 00 | Apr. 14, 1871 | One additional trip a week between Sharon and McConnellsville, 27½ miles. | 267 00 | May 1, 1871 |
| 9351 | do | From McConnellsville to Trimble. | D. Gallentine | do | 23½ | 142 00 | Apr. 14, 1871 | One additional trip a week. | 142 00 | May 1, 1871 |
| 9469 | do | From West Union to Mineral Springs. | W. J. Miller | do | 24½ | 154 00 | May 15, 1871 | Two additional trips a week. | 308 00 | June 1, 1871 |
| 19152 | Ind. | From Rising Sun to Conners Square. | R. H. McCleave | Twice a week. | 21 | 405 15 | July 2, 1870 | Route extended to Vevey, 8 miles. | 154 33 | Aug. 1, 1870 |
| 19285 | do | From Gooshen to mouth. | C. F. Butterfield. | Once a week. | 34 | 275 00 | July 12, 1870 | Service between Bremen and Plymouth increased to twice a week. | 105 00 | Aug. 1, 1870 |
| 19329 | do | From Albion to Chert. | D. A. Baker, jr. | Twice a week. | 19 | 298 00 | July 12, 1870 | Green Centre embraced, increasing distance 9 miles. | 141 00 | Aug. 1, 1870 |
| 19056 | do | From Linton to WORTH. | T. Mason | Three times a week. | 23 | 450 00 | July 15, 1870 | Route to end at Bloomfield, saving 9 miles, and service increased to six times a week on route as curtailed. | 98 00 | Aug. 1, 1870 |
| 19226 | do | From Kokomo to Clarkburgh. | W. O. Dean | Once a week. | 13 | 110 75 | July 19, 1870 | Route extended to West Liberty, 3½ miles. | 30 00 | July 1, 1870 |
| 19194 | do | From Greensburgh to Mill-T. Stewart | D. A. Baker, jr. | Twice a week. | 12 | 349 00 | July 21, 1870 | Service increased to six times a week. | 64 00 | Aug. 1, 1870 |
| 19179 | do | From Kuuville to Roy. | M. L. Stewart | Six times a week. | 8 | 150 00 | July 22, 1870 | Route extended to Richland, 4 miles. | 75 00 | Aug. 1, 1870 |

| | | | | | | | | | |
|-------|----|---|--------------------|--------|--------|----------------|---|--------|----------------|
| 12025 | do | From Shoals to Jasper. A. Steinhauer | Once a week | 22 | 170 00 | July 22, 1870 | Two additional trips a week | 340 00 | Aug. 1, 1870 |
| 12138 | do | From Edwardsville to J. H. Turner Marengo. | do | 26 1/2 | 235 00 | Aug. 16, 1870 | Edwardsville omitted and route to begin at New Albany, increasing distance 6 miles. | 51 00 | Sept. 1, 1870 |
| 12114 | do | From Derby to Oil J. Home | Twice a week | 10 1/2 | 110 00 | Aug. 17, 1870 | Route extended, once a week, to Celina, 4 miles. | 20 00 | Sept. 1, 1870 |
| 12186 | do | From New Point to J. Ritner Clarksburgh. | Once a week | 13 | 125 00 | Aug. 17, 1870 | Once additional trip a week. | 125 00 | Sept. 1, 1870 |
| 12100 | do | From Evansville to D. A. Baker, Jr. Wheatonville. | do | 18 | 164 00 | Sept. 6, 1870 | Elberfield embraced, increasing distance 4 miles. | 36 45 | Sept. 16, 1870 |
| 12106 | do | From Jasper to Rock J. Urich | Twice a week | 4 | 439 00 | Sept. 6, 1870 | Once additional trip a week | 219 50 | Oct. 1, 1870 |
| 12116 | do | From Leavenworth to J. Ott Birdseye. | Once a week | 26 | 307 25 | Sept. 8, 1870 | Route extended to Celestine, 8 miles. | 63 77 | Sept. 16, 1870 |
| 12190 | do | From Carthage to Beech N. Weesner Grove. | Six times a week | 7 | 350 00 | Sept. 12, 1870 | Route to begin at Knightstown, increasing distance 5 miles. | 250 00 | Oct. 1, 1870 |
| 12144 | do | From Otisco to Bethle. N. W. and J. M. Smith | Twice a week | 15 1/2 | 181 50 | Dec. 2, 1870 | Once additional trip a week | 90 75 | Dec. 16, 1870 |
| 12281 | do | From Fort Wayne to G. Phillips Hicksville. | Once a week | 27 | 300 00 | Dec. 10, 1870 | Two additional trips a week | 400 00 | Jan. 1, 1871 |
| 12258 | do | From Kokomo to West W. O. Dean Liberty. | do | 16 1/2 | 140 75 | Dec. 20, 1870 | Once additional trip a week | 140 75 | Jan. 1, 1871 |
| 12073 | do | From Brownstown to I. Crumb Tampico. | do | 7 1/2 | 62 50 | Jan. 5, 1871 | do | 62 50 | Jan. 16, 1871 |
| 12275 | do | From Fremont to J. B. Grover Crooked Creek. | Three times a week | 5 | 136 00 | Jan. 7, 1871 | Route extended to Cold Water, 14 1/2 miles. | 396 00 | Jan. 16, 1871 |
| 12216 | do | From Bear Creek to E. Sheldon Linn Grove. | Once a week | 10 1/2 | 118 00 | Jan. 11, 1871 | Once additional trip a week. | 118 00 | Feb. 1, 1871 |
| 12267 | do | From Columbia City to J. Sleaman Cromwell. | do | 23 | 289 00 | Jan. 17, 1871 | Route extended to Ligonias, 5 miles | 30 00 | Feb. 1, 1871 |
| 12247 | do | From Wabash to Amc. E. T. Maples rica. | Twice a week | 12 | 205 00 | Jan. 18, 1871 | Once additional trip a week | 102 00 | Feb. 1, 1871 |
| 12185 | do | From Westport to Brew. S. Grayson ensville. | do | 10 | 200 00 | Jan. 25, 1871 | Route to begin at Greensburgh, increasing distance 15 miles. | 300 00 | Feb. 1, 1871 |
| 12191 | do | From Greenfield to War. E. B. Grose rington. | Once a week | 26 1/2 | 210 00 | Jan. 27, 1871 | Once additional trip a week | 210 00 | Mar. 1, 1871 |
| 12293 | do | From Plymouth to Mar. E. Morris mont. | do | 16 | 130 00 | Feb. 16, 1871 | do | 130 00 | Mar. 1, 1871 |
| 12109 | do | From Jasper to Leogoo. A. Steinhauer ton. | Three times a week | 23 | 100 00 | Feb. 21, 1871 | Three additional trips a week. | 100 00 | Mar. 1, 1871 |
| 12294 | do | From Cicero to Boxley. F. Smith From Kokomo to Poplar E. McCracken Grove. | Twice a week | 13 | 145 00 | Feb. 25, 1871 | Route extended to Sheridan, 5 miles | 56 00 | Mar. 16, 1871 |
| 12267 | do | From Stockdale to War. E. Jones | Once a week | 16 1/2 | 130 00 | Mar. 3, 1871 | Once additional trip a week | 130 00 | Mar. 16, 1871 |
| 12243 | do | From Stockdale to War. E. Jones saw | Twice a week | 25 1/2 | 440 00 | Mar. 4, 1871 | Supply of New Harrisburgh, increasing distance 2 miles. | 34 50 | Feb. 16, 1871 |
| 12048 | do | From Bowling Green to N. S. Bunn Catawba. | Once a week | 16 1/2 | 168 00 | Mar. 11, 1871 | Route extended to Gosport, 12 miles | 115 00 | Apr. 1, 1871 |
| 12101 | do | From Boonville to E. A. Miles Lynnville. | Twice a week | 10 | 130 00 | Mar. 11, 1871 | Ely embraced, increasing distance 2 1/2 miles. | 32 50 | Apr. 1, 1871 |
| 12175 | do | From Null's Mills to W. C. Smith Orange. | do | 8 1/2 | 149 00 | Mar. 15, 1871 | Route extended to Steele's, 3 miles, and service increased to three times a week. | 154 00 | Apr. 1, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order for additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---------------------------------------|--|---|-----------------------------|-----------------|---|--|--------------------------------------|-------------------------------------|
| 12104 | Ind | From Grand View to Ferdinand. | S. F. Webb | Once a week | 38 | \$248 00 | Mar. 22, 1871 | Supply of Saint Henry, increasing distance 1 mile. | \$9 00 | Nov. 15, 1870 |
| 12105 | do | From Jasper to Petersburg. | A. Steinhauser | do | 22 | 303 00 | Apr. 19, 1871 | One additional trip a week | 303 00 | May 1, 1871 |
| 12136 | do | From New Albany to Paoli. | J. Cox | Twice a week | 44 | 440 00 | Apr. 21, 1871 | do | 220 00 | May 1, 1871 |
| 11528 | Ill | From Galva to Toulon. | D. A. Baxter, Jr. | Six times a week | 13 | 448 00 | July 8, 1870 | Route to end at Wyoming, increasing distance 7 miles. | 241 23 | July 15, 1870 |
| 11754 | do | From Jamestown to Cahontas. | R. S. Ellegood | Twice a week | 84 | 200 00 | July 9, 1870 | One additional trip a week | 100 00 | Aug. 1, 1870 |
| 11722 | do | From Mills Prairie to Parkersburgh. | F. Hinkle | do | 9 | 130 00 | July 11, 1870 | Service between West Salem and Parkersburgh, 6 miles, increased to six times a week. | 173 33 | Aug. 1, 1870 |
| 11678 | do | From Lick Creek to Anna. | G. T. McGinnis | Once a week | 114 | 73 00 | July 12, 1870 | Route changed to embrace Ferninger on the return trips instead of Western Saratoga, increasing distance 2 miles. | 12 70 | Aug. 1, 1870 |
| 11570 | do | From Alton to Inu. | Buck O. Tuller | do | 3 | 39 00 | Aug. 3, 1870 | Route extended to Elsal, 10 miles, and service increased to three times a week. | 361 00 | Aug. 1, 1870 |
| 11723 | do | From Mills Prairie to Parkersburgh. | F. Hinkle | Twice a week to West Salem, six times a week residue. | 9 | 303 33 | Aug. 13, 1870 | Twice a week service to begin at Bone Gap, increasing distance 4 miles. | 53 00 | Sept. 1, 1870 |
| 11678 | do | From Lick Creek to Anna. | G. T. McGinnis | Once a week | 134 | 85 70 | Aug. 19, 1870 | Route changed to embrace Western Saratoga on return trips, and Ferninger on the outgoing trips, so as to apply to both offices both ways, increasing distance 3 miles. | 19 00 | Sept. 1, 1870 |
| 11822 | do | From Beardtown to Alton Junction. | Rockford, Island and Saint Louis Railroad Company. | Six times a week | 87.5 | 2,016 00 | Aug. 19, 1870 | Route to begin at Rushville, increasing distance 43.3 miles. | 4,290 00 | Sept. 1, 1870 |
| 11679 | do | From Mount Pleasant to Lincoln Green. | A. Bishop | Once a week | 12 | 95 00 | Sept. 7, 1870 | Route to begin at Elvira, increasing distance 6 miles. | 47 50 | Oct. 1, 1870 |
| 11654 | do | From Mount Vernon to Benton. | A. D. Hay | Twice a week | 26 | 480 00 | Sept. 9, 1870 | Route to begin at Salem, embracing Bacon and Dix, increasing distance 24 miles. | 290 00 | July 1, 1870 |
| 11506 | do | From Rock Island to Aledo. | D. A. Baker, Jr. | Six times a week to Eding, from three times a week residue. | 39 | 1,297 00 | Sept. 20, 1870 | Service between Edington and Aledo, 154 miles, increased to six times a week. | 914 00 | Oct. 1, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|-------|----|--|---------------------|-------------|-----------|---------------|---|-----------|---------------|
| 11445 | do | From Saint Charles to C. Calkins Genoa. | Three times a week | 24 | 449 00 | Oct. 11, 1870 | Site of East Burlington changed, increasing distance 1/2 mile. | 27 00 | Oct. 1, 1870 |
| 11446 | do | From Courtland Station Sycamore and Courtland Rail road Company. | Six times a week | 5 | 250 00 | Nov. 14, 1870 | Six additional trips a week, and contractors allowed for extra mail messenger service. | 120 00 | July 1, 1870 |
| 11523 | do | From La Prairie to Elm W. P. Brooks Grove. | Twice a week | 4 | 65 00 | Oct. 15, 1871 | Site of La Prairie changed, increasing distance 1/2 of a mile. | 12 00 | July 1, 1870 |
| 11523 | do | From Pekin to Danville Indiana polls, Bloomington & Western Rail road Company. | Six times a week | 120.25 | 6, 072 50 | Oct. 13, 1871 | Service extended to Crawfordville, 41.3 miles. | 2, 065 00 | Oct. 15, 1870 |
| 11557 | do | From Petersburg to P. S. Scott, Virginia. | Twice a week | 33 | 730 00 | Nov. 26, 1871 | Supply of Garner increasing distance 1/2 miles. | 29 00 | Dec. 1, 1870 |
| 11492 | do | From East Saint Louis Saint Louis, Alton and Terre Haute Railroad Co. | Twelve times a week | 38 | 2, 850 00 | Nov. 29, 1871 | Route extended to Duquoin, 32.80 miles. | 2, 460 00 | Dec. 5, 1870 |
| 11562 | do | From Monmouth to Al. Rockford, Island and Saint Louis Railroad Company. | Six times a week | 116.2 | 8, 715 00 | Dec. 13, 1871 | Route extended to begin at Rock Island, 56.4 miles. | 4, 230 00 | Dec. 1, 1870 |
| 11470 | do | From Dakota to Dun. J. Furey cannon. | Three times a week | 10 | 230 00 | Dec. 14, 1871 | Route changed so as to run by Fountain Creek on return trips, omitting Rock Grove on those trips, increasing distance 1 mile. | 21 00 | Dec. 30, 1870 |
| 11509 | do | From Edington to Mus. D. A. Baker, jr. catine. | Once a week | 17 | 168 00 | Dec. 27, 1870 | One additional trip a week. | 168 00 | Jan. 1, 1871 |
| 11772 | do | From Ashmore to Oak. E. H. Ketcham land. | Three times a week | 94 | 171 60 | Dec. 27, 1870 | Three additional trips a week. | 171 60 | Jan. 1, 1871 |
| 11793 | do | From Mount Carmel to A. Milner. Grayville. | Twice a week | 19 | 368 00 | Dec. 31, 1870 | Service increased to six times a week. | 368 00 | Jan. 1, 1871 |
| 11468 | do | From Freeport to Free. W. J. Snyder port. | Three times a week | equal to 13 | 297 00 | Jan. 13, 1871 | One additional trip per week, between Freeport and Cedarville, 6 miles. | 44 00 | Jan. 1, 1871 |
| 11405 | do | From Chicago to Burlington and Quincy Rail road Company. | Twelve times a week | 307.70 | 44737 50 | Jan. 13, 1871 | Sunday service between Chicago and Omaha in each direction the trains to leave Chicago and Omaha and arrive at either place in due connection with the mails from and for the East and West, this object being to secure continuous daily mail service each way, with exception of Sundays, between the Atlantic and Pacific Coast. | 25000 00 | Jan. 22, 1871 |
| 11601 | do | From Kankakee to Kan. J. Fleming Lake. | Twice a week | equal to 23 | 319 00 | Feb. 3, 1871 | Supply of Kinross, increasing distance 3/8 miles. | 34 00 | Aug. 1, 1870 |
| 11788 | do | From Ridge Farm to E. Brady. New port. | Once a week | 16 | 135 00 | Feb. 14, 1871 | One additional trip a week. | 135 00 | Feb. 20, 1871 |
| 11521 | do | From Sarville to Wil. M. B. Kellogg low Creek. | Three times a week | 16 | 373 00 | Feb. 14, 1871 | Site of La Chair changed, increasing distance 1/4 mile. | 11 00 | Jan. 20, 1870 |

* Pay estimated. † This increase is allowed jointly to the Chicago, Burlington and Quincy Railroad Company and Missouri River Railroad Company.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|-----------------------------------|--|---|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 11433 | Ill | From Springfield to Shawneetown. | Springfield and Illinois South-eastern Railroad Company. | Six times a week. | 140.10 | \$7,005 00 | Feb. 20, 1871 | Route to begin at Ashland, increasing distance 20.7 miles. | \$1,035 00 | Mar. 1, 1871 |
| 11405 | do | From Chicago to Burlington. | Chicago, Burlington and Quincy Railroad Company. | Eighteen times a week. | 207.70 | | | Service on the Galva branch extended to Keokuk, 6.5 miles. | 425 00 | Jan. 1, 1871 |
| 11406 | do | From Aurora to Turner. | Chicago, Burlington and Quincy Railroad Company. | Six times a week. | 13 | 44727 50 | Mar. 23, 1871 | | | |
| 11407 | do | From Galva to New Boston. | Chicago, Burlington and Quincy Railroad Company. | do | 50.75 | | | | | |
| 11441 | do | From Leyden to Des Moines. | F. Koize | Twice a week. | 10 | 200 00 | Mar. 24, 1871 | Supply of Leaden Centre at its new site, increasing distance 4 miles. | 90 00 | Oct. 1, 1870 |
| 11557 | do | From Plainfield to Virginia. | P. S. Scott | do | 33 1/2 | 759 00 | Mar. 24, 1871 | Contractor allowed for 1/4 mile increased distance, not included in order of Nov. 26, 1870, to supply garnet. | 11 00 | Dec. 1, 1870 |
| 11421 | do | From Wenona Station to Dwight. | Chicago and Alton Railroad Company. | Twelve times a week. | 34.95 | 1,747 50 | Mar. 25, 1871 | Route to begin at Washington, increasing distance \$3.26 miles, with a branch from Vienna to Leacon, 10.66 miles. | 1,793 00 | Apr. 1, 1871 |
| 11796 | do | From Pittsfield to El Dara. | L. F. Jones | Twice a week. | 11 | 147 00 | Mar. 27, 1871 | One additional trip a week. | 74 00 | Apr. 1, 1871 |
| 11570 | do | From Alton to Elmhurst. | O. Tuller | Three times a week. | 13 | 400 60 | Mar. 30, 1871 | Service increased to six times a week. | 300 00 | Apr. 1, 1871 |
| 11654 | do | From Salem to Benton. | A. D. Hay | Twice a week. | 50 | 860 00 | Apr. 15, 1871 | Service between Mount Vernon and Benton, 30 miles, increased to three times a week. | 250 00 | May 1, 1871 |
| 11731 | do | From Carmi to Benton. | J. M. Blades | Six times a week to McLeansborough; three times a week residue. | 48 | 1,012 62 | Apr. 15, 1871 | Service between McLeansborough and Benton, 24 miles, increased to six times a week. | 537 00 | May 1, 1871 |
| 11666 | do | From Vienna to Harrisburg. | W. W. Prebels | Once a week. | 40 | 961 00 | Apr. 25, 1871 | One additional trip a week. | 261 00 | May 1, 1871 |
| 11795 | do | From Pittsfield to Bedford. | W. Arnold | Twice a week. | 17 | 387 00 | Apr. 27, 1871 | do | 148 00 | May 10, 1871 |
| 11433 | do | From Ashland to Shawneetown. | Springfield and Illinois South-eastern Railroad Co. | II. Six times a week. | 160.6 | 8,040 00 | Apr. 29, 1871 | Route to begin at Virginia, increasing distance 11.9 miles. | 565 00 | May 10, 1871 |
| 11406 | do | From Chicago to East Saint Louis. | Chicago and Alton Railroad Co. | Twelve times a week. | 283 | 42,450 00 | May 2, 1871 | Pay re-adjusted, under report of weight of mail, at rate of \$30 per mille per annum. | 14,150 00 | Jan. 1, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

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|-------|------|----------------------------------|--|---|-----|----|----------|----------------|---|----------|----------------|
| 11424 | do | From Winona to Dwight | do | do | 34 | 95 | 1,298 00 | May 2, 1871 | Pay re-adjusted, under report of weight of mails, at rate of \$60 per mile per annum. | 749 50 | Jan. 1, 1871 |
| 11577 | do | From Monmouth to Pre-emption | N. B. Beelden | Twice a week | 31 | | 530 00 | May 2, 1871 | Route extended to Milan, 19 miles. | 130 00 | May 10, 1871 |
| 11499 | do | From Mason ville | C. Huston | Once a week | 231 | | 148 00 | May 13, 1871 | Route extended to Streator, 10 miles | 63 00 | May 20, 1871 |
| 11569 | do | From Hardin to Jersey ville | D. A. Baker, jr. | Twice a week | 19 | | 379 00 | May 23, 1871 | One additional trip a week. | 149 50 | June 1, 1871 |
| 11761 | do | From Chester to Tilden | J. M. McCutcheon | Six times a week to Sparta, twelve times a week to Tilden | 28 | | 768 00 | May 23, 1871 | Expedited schedule so as to arrive at Chester by 6 p. m. | 432 00 | June 1, 1871 |
| 12740 | Mich | From Westphalia to Dallas | E. Newman | Three times a week | 9 | | 150 00 | July 2, 1870 | Three additional trips a week. | 150 00 | July 12, 1870 |
| 12704 | do | From Holland to Saugatuck | H. Doone | do | 14 | | 299 00 | July 14, 1870 | do | 299 00 | Aug. 1, 1870 |
| 12579 | do | From Howell to Detroit | A. Burell | do | 511 | | 1,363 00 | July 16, 1870 | Service between Farmington and Detroit, 19 1/2 miles, increased to six times a week. | 518 60 | July 1, 1870 |
| 13652 | do | From East Saginaw to Saint Louis | A. W. Gates | do | 34 | | 287 00 | Aug. 4, 1870 | Service between Brighton and Farmington, 311 miles, increased to six times a week. | 578 40 | Aug. 1, 1870 |
| 13627 | do | From Fort Sanilac to Port Austin | J. L. Jenks | Twice a week | 59 | | 1,000 00 | Aug. 5, 1870 | Service increased to six times a week | 297 00 | Aug. 15, 1870 |
| 13686 | do | From Niles to Saint Joseph | E. Coffinger | Three times a week | 28 | | 700 00 | Aug. 8, 1870 | Berrien Springs embraced, increasing distance 3 miles, and service improved to six times a week. | 1,500 00 | Aug. 1, 1870 |
| 13671 | do | From Galesburgh to Mendon | E. Hodges | Once a week | 21 | | 190 00 | Aug. 8, 1870 | Route curtailed to end at Pavilion, making distance 9 miles, and service increased to three times a week. | 34 00 | Aug. 29, 1870 |
| 12996 | do | From Lawrence to Haven | W. Graves | Six times a week | 25 | | 1,000 00 | Aug. 10, 1870 | Route changed to begin at Lake Mills, omitting Lawrence and Arlington, and embracing Bloomingdale and Bear Lake Mills, increasing distance 4 miles. | 160 00 | July 1, 1870 |
| 12517 | do | From Lansing to Ionia | Ionia and Lansing Railroad Company | do | 28 | | 240 00 | Aug. 26, 1870 | Route extended to Ionia, 9.6 miles. | 228 00 | July 1, 1870 |
| 12553 | do | From Dannee toburgh | J. Parker | Three times a week | 5 | | 100 00 | Sept. 14, 1870 | Route extended from Ionia to Greenville, 50.2 miles. | 606 00 | Sept. 12, 1870 |
| 12728 | do | From Danby to lotte | Char. C. Ingalls | Once a week | 18 | | 140 00 | Nov. 8, 1870 | Three additional trips a week. | 100 00 | Sept. 15, 1870 |
| 12625 | do | From Port Innon to Minden | P. Jarrette | Twice a week | 64 | | 1,220 00 | Nov. 10, 1870 | Route to begin at Fortland, increasing distance 6 miles. | 47 00 | Nov. 17, 1870 |
| 12509 | do | From Jackson to Angola | Fort Wayne, Jackson and Saginaw Railroad Co. | Six times a week | 56 | | 2,800 00 | Dec. 2, 1870 | Service between Fort Huron and Davisville, 28 miles, increased to three times a week. | 270 00 | Nov. 28, 1870 |
| | | | | | | | | | Route extended from Angola to Fort Wayne, 40.3 miles. | 2,015 00 | Dec. 12, 1870 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--|---|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 12813 | Mich | From Montague to Hart J. Roddy. | Roddy. | Six times a week from November 15 to April 15 in each year, three times a week residue of year. | 21 | \$999 00 | Dec. 7, 1870 | Service from November 15 to April 15, in each year, extended from Hart to Pent Water, 9 miles. | \$163 00 | July 1, 1870 |
| 12817 | do | From Cambridge to Tr. F. A. Dewey. | Dewey. | Twice a week. | 15 | 1 90 00 | Dec. 23, 1870 | Route extended from Cambridge to Brooklyn, 4 miles, and service increased to three times a week. | 162 00 | Jan. 1, 1871 |
| 12779 | do | From Stanton to Ionia. | M. J. French. | Three times a week. | 23 | 195 00 | Dec. 23, 1870 | Three additional trips a week. | 195 00 | Jan. 9, 1871 |
| 12787 | do | From Big Rapids to B. E. Hutchinson. | Hutchinson. | do | 14 | 400 00 | Dec. 23, 1870 | Route to begin at Paris, saving 5 miles, and service increased to six times a week. | 114 00 | Jan. 1, 1871 |
| 12816 | do | From Benona to Pent T. J. Earber. | Earber. | Twice a week. | 18 1/2 | 475 00 | Dec. 23, 1870 | Service increased to three times a week from January 15 to April 15, 1871. | 59 38 | ..... |
| 12616 | do | From Alhauont to Le. N. B. Wells. | Wells. | do | 35 1/2 | 370 00 | Dec. 27, 1870 | Site of Lamette changed, increasing distance 1 1/2 miles. | 18 24 | ..... |
| 12826 | do | From Manistee to Tur. H. D. Campbell. | Campbell. | Once a week, from November 1 to April 30 in each year. | 15 | 1 18 00 | Dec. 22, 1870 | Service increased to twice a week from January 15 to April 30, 1871, and increased to twice a week from November 1 to April 30 in each year. | 86 00 | ..... |
| 12827 | do | From Frankfort to Tur. C. Savoux. | Savoux. | do | 15 | 130 00 | Dec. 28, 1870 | Service increased to twice a week from January 15 to April 30, 1871, and increased to twice a week from November 1 to April 30, 1871. | 148 00 | July 1, 1871 |
| 12792 | do | From Allegan to Sauga. | N. R. Gordon. | Three times a week. | 27 | 750 00 | Jan. 3, 1871 | Supply of Douglas, increasing distance 1 mile. | 76 00 | ..... |
| 12551 | do | From Tecumseh to Lake H. J. Snell. | Snell. | do | 8 | 234 00 | Jan. 19, 1871 | Service between Tecumseh and Ridge way, 4 miles, increased to six times a week. | 130 00 | July 1, 1871 |
| 12221 | do | From New Buffalo to Chicago and Michigan Lake Shore Railroad Co. | Chicago and Michigan Lake Shore Railroad Co. | Twelve times a week. | 27 1/2 | 1, 375 00 | Jan. 30, 1871 | Route extended from Saint Joseph to Broadsville, 30 miles. | 131 64 | Jan. 30, 1871 |
| 12638 | do | From Watertown to Thompson & Hinkley. | Thompson & Hinkley. | Once a week. | 20 | 200 00 | Feb. 8, 1871 | One additional trip a week. | 200 00 | Feb. 20, 1871 |
| 12823 | do | From Traverse City to Campbell & Hitch. | Campbell & Hitch. | Three times a week to Elk Rapids; twice a week to Little Traverse. | 60 1/2 | 1, 082 00 | Feb. 14, 1871 | Service between Elk Rapids and Charlevoix, 33 miles, increased to three times a week. | 308 00 | Mar. 13, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|-------|-----|---|--|-----------------|-----------|---------------|--|-----------|---------------|
| 12764 | do | From Patterson's Mills J. B. Vincent to Kiddville. | Three times a week. | 3 | 75 00 | Feb. 15, 1871 | Route to begin at Otisco, increasing distance 2 miles, and service improved to six times a week. | 175 00 | Feb. 27, 1871 |
| 12775 | do | From Greenville to Stan-J. Shearer to do. | do | 18 | 225 00 | Feb. 15, 1871 | Three additional trips a week. | 225 00 | Mar. 6, 1871 |
| 12780 | do | From Stanton to Mill A. Sprague. | Once a week. | 19 | 145 00 | Feb. 15, 1871 | One additional trip a week. | 145 00 | Mar. 13, 1871 |
| 12819 | do | From Kalamazoo to Lake Michigan Central Railroad Co. Mills. | Six times a week. | 18.6 | 930 00 | Mar. 15, 1871 | Route extended from Lake Mills to South Haven, 21 miles. | 1, 050 00 | Apr. 1, 1871 |
| 12820 | do | From Lansing to Battle Peninsula Rail Road Company. | Twelve times a week. | 46.32 | 2, 316 00 | Mar. 16, 1871 | Route extended to Climax Prairie, 10.18 miles. | 509 00 | Jan. 23, 1871 |
| 12767 | do | From Lowell to Otisco. W. Gardner. | Six times a week. | 14 | 426 00 | Mar. 30, 1871 | Route to begin at Greenville, increasing distance 6 1/2 miles. | 197 00 | Apr. 10, 1871 |
| 12879 | do | From Constantine to S. K. Merritt. Cassopolis. | Once a week. | 23 | 202 00 | Apr. 1, 1871 | Service between Williamsville and Cassopolis, 11 miles, increased to twice a week. | 96 60 | Apr. 16, 1871 |
| 12880 | do | From Williamsville to do. | Twice a week. | 15 | 198 00 | Apr. 1, 1871 | Service between Union and Bristol, 7 miles, increased to three times a week. | 46 20 | Apr. 17, 1871 |
| 12736 | do | From Waconata to In-D. B. Bateman. Jagersoll's Station. | Six times a week. | 34 | 240 00 | Apr. 21, 1871 | Order of Apr. 3, 1871, to end route at Jagersoll's Station without change in pay, modified so as to allow for 1 mile increase in distance. | 68 56 | Mar. 28, 1871 |
| 12726 | do | From Charlotte to Char. S. R. Johnson. lotte. | Twice a week. | { equal to 25 } | 240 00 | Apr. 24, 1871 | Service changed to run from Kalamo, by Carlisle, to Charlotte, 10 miles and back, three times a week, supplying Elmira on Saturday on the return trip to Kalamo, equal to 2 1/2 miles and back, once a week. | 72 00 | May 15, 1871 |
| 12798 | do | From Coopersville to H. J. Hildreth. Bridge-ton. | do | 27 | 500 00 | Apr. 24, 1871 | One additional trip a week. | 250 00 | May 15, 1871 |
| 12860 | do | From Williamsville to S. K. Merritt. Bristol, Ind. | Twice a week to Union; three times a week rest of week. | 15 | 244 20 | May 19, 1871 | Service between Union and Williamsville, 8 miles, increased to three times a week. | 52 20 | June 1, 1871 |
| 12679 | do | From Constantine to do. Cassopolis. | Once a week to Williamsville; twice a week rest of week. | 23 | 298 60 | May 20, 1871 | Route to begin at Shave Head, saving 7 miles, and \$61.47 per annum; increase service between Williamsville and Cassopolis, 11 miles, one trip a week, at \$96.60 additional per annum. | 35 13 | June 1, 1871 |
| 12769 | do | From Alton to Lowell. W. Church. | Twice a week. | 11 | 108 00 | May 20, 1871 | Pay reduced \$44.18 per annum, by discontinuance of Virginia post-office, Alton to Grattan, 6 1/2 miles, and service increased one trip per week, at \$123.96 additional per annum. | 79 76 | June 1, 1871 |
| 12822 | do | From Benzonia to Glen Campbell & Hitchcock. Arbor. | Once a week. | 25 | 248 00 | May 22, 1871 | Supply of Glen Haven, increasing distance 1/2 a mile. | 5 00 | June 7, 1871 |
| 13104 | Wis | From Bailey's Harbor to T. W. McCullough. Sturgeon. | do | 22 | 195 00 | July 12, 1870 | One additional trip a week. | 174 00 | Aug. 1, 1870 |
| 13226 | do | From Platteville to Ga. W. P. Burroughs. Iena, Ill. | Three times a week. | 27 | 395 00 | July 13, 1870 | Service between Hazel Green and Galena 10 miles, increased to six times a week. | 146 00 | Aug. 1, 1870 |

Ordered January 14, 1871; modified March 16, 1871.

* February 28, 1871, rescinded. (See Curtailments.)

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--|---|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 13333 | Wis | From Ellsworth to Prescott | H. R. Preston | Twice a week | 19 | \$192 40 | July 15, 1870 | One additional trip a week | \$96 20 | Aug. 1, 1870 |
| 13134 | do | From Nekama to Oshkosh | T. J. Barton | Once a week | 84 | 104 00 | Aug. 1, 1870 | do | 71 00 | Aug. 15, 1870 |
| 13014 | do | From Tomah to Black River Falls | Milwaukee and Saint Paul Railroad Company. | Six times a week | 33, 33 | 1, 666 50 | Aug. 12, 1870 | Route extended from Black River Falls to Aug. st., 32.67 miles. Route extended from Augusta to Eau Claire, 293 miles. | 1, 633 50 | July 1, 1870 |
| 13316 | do | From Chippewa Falls to Menomonee. | E. F. Warren | Once a week | 45 | 470 00 | Aug. 22, 1870 | Services between Chippewa Falls and Yearville, 15 miles, increased to twice a week. | 157 00 | Sept. 5, 1870 |
| 13015 | do | From Calamine to Platteville. | Mineral Point Railroad Co. | Six times a week | 10 | 500 00 | Aug. 27, 1870 | Distance increased 8.7 miles by order of July 1, 1870, to extend route from Beloit to Platteville. | 435 00 | July 21, 1870 |
| 13283 | do | From Union Centre to Waukegon. | V. Wink | Once a week | 4 | 24 96 | Aug. 29, 1870 | do | 24 96 | Oct. 1, 1870 |
| 13296 | do | From Black River Falls to Core City. | J. F. Smith | do | 29 | 150 00 | Aug. 29, 1870 | do | 150 00 | Sept. 19, 1870 |
| 13307 | do | From Galesville to Pelican. | J. W. Webber | Six times a week | 6 | 345 00 | Aug. 29, 1870 | Scotia embraced on three alternate trips each week, increasing distance 1 mile. | 29 00 | Sept. 12, 1870 |
| 13053 | do | From Golden Lake to Waukesha. | W. P. Burroughs | Three times a week | 17 | 351 00 | Oct. 10, 1870 | Route changed to end at Oconomowoc, omitting Waukesha and embracing Summit, making distance 14 miles, and increase service to six times a week. | 240 00 | Oct. 24, 1870 |
| 13048 | do | From Hartland to North Lake, Stone Bank supplied by side mail. | A. D. Weeks | Twice a week | 13 } 4 } | 249 00 | Nov. 17, 1870 | Route changed to run from North Lake, by Monches and Merrion, to Hartland, 14 miles, applying Stone Bank from North Lake, 31 miles, twice a week. | 51 00 | Nov. 29, 1870 |
| 13289 | do | From Black River Falls to Staffordville. | L. R. Stafford | Three times a week | 28 | 73 00 | Nov. 30, 1870 | Service increased to six times a week. | 73 00 | Dec. 12, 1870 |
| 13243 | do | From Bayfield to Superior. | Chapman & Cooper. | Twice a week from Nov. 15 to April 30 in each year. | 40 | 1, 500 00 | Dec. 10, 1870 | Service increased to three times a week from Jan. 15 to April 30, 1871. Service increased to three times a week from Nov. 15 to April 30 in each year. | 500 00 | ..... |
| 13266 | do | From La Crosse to River Falls. | Black J. Bennett | Twice a week | 50 | 590 00 | Jan. 3, 1871 | One additional trip a week. | 750 00 | July 1, 1871 |
| 13218 | do | From Alma to Durand | H. Ash | do | 30 | 492 00 | Jan. 13, 1871 | do | 246 00 | Feb. 6, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|-------|------|---|--|----------|----------|---------------|---|----------|---------------|
| 13092 | ..do | From Wrightstown to L. E. Burnell..... | Once a week..... | 23 | 270 00 | Jan. 24, 1871 | Supply of Maple Grove, increasing distance 1 mile. | 10 00 | Feb. 1, 1871 |
| 13120 | ..do | From Weyanwaga to T. L. Sherman..... | ..do..... | 5 | 45 00 | Feb. 3, 1871 | One additional trip a week..... | 45 00 | Feb. 15, 1871 |
| 13014 | ..do | From Tomah to Eau Claire & St. Paul Mail-rd Co. | Six times a week..... | 88.5 | 4,425 00 | Mar. 13, 1871 | Route extended from Eau Claire to Montrose, 25.30 miles. | 1,365 00 | Apr. 1, 1871 |
| 13111 | ..do | From Appleton to Lime H. R. Corning..... | Once a week..... | 21 | 145 00 | Mar. 17, 1871 | Route extended from Lime Rock to Seymour, 5 miles. | 34 52 | Apr. 1, 1871 |
| 13115 | ..do | From Shiocton to Ap-J. Green..... | Twice a week..... | 22 | 313 00 | Mar. 18, 1871 | One additional trip a week..... | 1.56 50 | Apr. 10, 1871 |
| 13117 | ..do | From Shawanaw to Shi-C. R. Kiebsattel..... | Once a week..... | 28 | 325 00 | Mar. 18, 1871 | Service increased to three times a week | 315 00 | Apr. 10, 1871 |
| 13308 | ..do | From Home to Arvadia. H. W. Dewey..... | ..do..... | 6 | 64 00 | Mar. 27, 1871 | Site of Home changed, increasing distance 1 mile. | 11 32 | July 14, 1870 |
| 13191 | ..do | From North Windsor to J. E. Powers..... | Three times a week..... | 19 | 304 00 | Apr. 5, 1871 | Site of Leets changed, increasing distance 1/2 mile. | 8 00 | Oct. 12, 1870 |
| 13060 | ..do | From Alderly to Ashippun, a p. (plied by side mail from Alderly, New Glarus, Shawanaw.) | { ..do..... Twice a week..... | 104 4 | 372 00 | Apr. 10, 1871 | { Supply of Ashippun from Alderly increased to three times a week. } | 32 00 | Apr. 24, 1871 |
| 13217 | ..do | From New London to E. V. Kirby..... | Once a week..... | 40 | 322 00 | May 4, 1871 | One additional trip a week..... | 275 00 | May 29, 1871 |
| 13118 | ..do | From Honey Creek to E. C. Benson..... | Twice a week..... | 34 | 400 00 | May 24, 1871 | ..do..... | 300 00 | June 1, 1871 |
| 11317 | Iowa | From Webster City to Haskell & Cheney..... | Once a week..... | 8 | 55 00 | May 29, 1871 | Service increased to six times a week. | 110 00 | June 10, 1871 |
| 11085 | ..do | From Charlton to Leon. D. S. Parks..... | Three times a week..... | 35 | 290 00 | July 6, 1870 | One additional trip a week..... | 290 00 | July 15, 1870 |
| 11089 | ..do | From Leon to Elk..... | { Three times a week..... Twice a week..... | 11 | 580 00 | July 13, 1870 | Three additional trips a week..... | 590 00 | Aug. 1, 1870 |
| 11129 | ..do | From Platteville to Bed-Y. N. Sutton..... | Twice a week..... | 10 | 225 00 | July 13, 1870 | Service between Leon and Decatur, 5 miles, increased to six times a week. | 100 00 | Aug. 1, 1870 |
| 11178 | ..do | From Springfield to H. Spencer..... | Once a week..... | 35 | 130 00 | July 13, 1870 | One additional trip a week..... | 60 00 | Aug. 1, 1870 |
| 11307 | ..do | From Rockford to G. Wyatt..... | Six times a week to Marble Rock, twice a week residue. | 28 | 245 00 | July 14, 1870 | Two additional trips a week, What Cheer, Coal Creek, and Deep River embraced. | 490 00 | Aug. 1, 1870 |
| 11228 | ..do | From Buckingham to La W. G. Baker..... | Once a week..... | 12 | 900 00 | July 14, 1870 | Six times a week service extended, to begin at Rutd, 7 miles. | 393 00 | July 1, 1870 |
| 11130 | ..do | From Portia City to Villisca J. Banker..... | ..do..... | 6 | 209 00 | July 19, 1870 | Wolf Creek embraced, increasing distance 3 miles. | 35 00 | Aug. 1, 1870 |
| 11265 | ..do | From Mitchell to Adams M. V. Nichols..... | ..do..... | 25 | 75 00 | July 21, 1870 | One additional trip a week..... | 75 00 | Aug. 1, 1870 |
| 11311 | ..do | From Newburgh to Bris-A. B. McKinley..... | Three times a week..... | 35 | 250 00 | July 27, 1870 | Route to begin at Stackyville, saving 14 miles, and service increased to three times a week. | 80 00 | July 19, 1870 |
| | | From Newburgh to Bris-A. B. McKinley..... | Three times a week..... | 35 | 700 00 | July 27, 1870 | Route to begin at St. Ansgar, increasing distance 1 1/2 miles. Service between St. Ansgar and Northwood, 17 1/2 miles, increased to six times a week. | 30 00 | Aug. 1, 1870 |
| | | | | | | | | 350 00 | Aug. 1, 1870 |

No. 4.—*Report of additional allowances made to contractors, &c.—Continued.*

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--------------------|---|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 11256 | Iowa | From Elkader to Fay-G. A. Smith ette. | G. A. Smith | Twice a week. | 27 | \$519 00 | July 28, 1870 | Service between El Kader and Volga City, 10 miles, increased to three times a week. | \$26 00 | Aug. 1, 1870 |
| 11039 | do | From Keosauqua to N. Torresson | N. Torresson | Once a week. | 24 | 235 00 | Aug. 12, 1870 | One additional trip a week. | 235 90 | Sept. 1, 1870 |
| 11220 | do | From Nevada to Lakin's Grove. | do | Twice a week. | 24½ | 490 00 | Aug. 15, 1870 | Supply of Roland, increasing distance 2 miles. | 40 00 | July 1, 1870 |
| 11025 | do | From West Point to H. Hall | H. Hall | Three times a week. | 17½ | 360 00 | Aug. 18, 1870 | Cannackville embraced, increasing distance 2 miles. | 40 00 | Sept. 1, 1870 |
| 11103 | do | From Quincy to Bedford R. J. Henry | R. J. Henry | Once a week. | 30 | 245 00 | Aug. 20, 1870 | Route to begin at Corning, and service increased to six times a week. | 500 00 | Aug. 1, 1870 |
| 11331 | do | From Clear Lake to W. Alarich Forest City. | W. Alarich | Three times a week. | 20 | 449 00 | Aug. 27, 1870 | Route to begin at Concord, omitting Clear Lake and Ellington, saving 21 miles and \$190 per annum. Service increased to six times a week, at \$250 additional per annum. Ellington to be embraced, twice a week, increasing distance, 2 miles and pay \$25 per annum. | 342 00 | Sept. 15, 1870 |
| 11227 | do | From Cresco to Mitchell M. V. Nichols | M. V. Nichols | Twice a week. | 43 | 793 00 | Aug. 31, 1870 | | 396 50 | Sept. 15, 1870 |
| 11224 | do | From Decorah to Rush-W. P. Sanford | W. P. Sanford | do | 44 | 517 25 | Sept. 3, 1870 | do | 238 71 | Sept. 15, 1870 |
| 11055 | do | From Ottumwa to Sig-D. Hodge | D. Hodge | Once a week. | 25 | 598 00 | Sept. 14, 1870 | Two additional trips a week. | 416 00 | Sept. 20, 1870 |
| 11251 | do | From Manchester to A. Blake | A. Blake | Three times a week. | 17 | 295 00 | Sept. 14, 1870 | Three additional trips a week. | 295 00 | Oct. 1, 1870 |
| 11312 | do | From Forest City to H. J. Rowland | H. J. Rowland | Once a week. | 40 | 300 00 | Sept. 20, 1870 | One additional trip a week. | 300 00 | Oct. 1, 1870 |
| 11346 | do | From Boonsborough to W. B. Montgomery | W. B. Montgomery | Twelve times a week. | 1½ | 175 00 | Sept. 20, 1870 | Six additional trips a week. | 88 00 | Oct. 1, 1870 |
| 11256 | do | From Elkader to Fay-G. A. Smith ette. | G. A. Smith | Three times a week to Volga City, twice a week residue. | 27 | 615 00 | Sept. 26, 1870 | Service between Volga City and Fayette, 17 miles, increased to three times a week. | 164 00 | Oct. 1, 1870 |
| 11225 | do | From Tama City to W. G. Baker Brooklyn. | W. G. Baker | Once a week. | 19 | 198 00 | Sept. 30, 1870 | One additional trip a week. | 198 00 | Oct. 15, 1870 |
| 11091 | do | From Decorah to Alton I. A. Fletcher | I. A. Fletcher | Twice a week. | 37 | 650 00 | Oct. 11, 1870 | Route to end at Murray, saving 9 miles and \$128 per annum, and service increased between Hopeville and Murray, 8 miles, to six times a week, at \$281 additional per annum. | 123 00 | Oct. 30, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | |
|-------|------|---|--------------|-----------|----------------|--|-----------|----------------|
| 11012 | ..do | From Burlington to Co. Burlington, Cedar Rapids, & Minn. Rapids, & Minn. nesota Railroad Company. | 41.7 | 2,025 00 | Oct. 21, 1870 | Route extended to West Liberty, 21 miles. | *1,050 00 | Nov. 1, 1870 |
| 11120 | ..do | From Lyons to Maquo-J. Prefter keta. | 33 | 700 00 | Oct. 23, 1870 | Contractor allowed at rate of \$100 additional per annum, from July 1 to Oct. 31, 1870, the same being in accordance with his bid for the service as performed by him. | 133 42 | July 1, 1870 |
| 11023 | ..do | From Croton to Warren L. Stone | 6½ | 115 00 | Oct. 27, 1870 | Site of Warren changed, increasing distance 1 mile. | 17 00 | Oct. 1, 1870 |
| 11160 | ..do | From Davenport to Mus-J. D. Fowler | 29½ | 900 00 | Oct. 28, 1870 | Supply of Buffalo, increasing distance 5 miles. | 153 00 | Nov. 1, 1870 |
| 11115 | ..do | From Adel to Waukeo-C. A. Ferguson | 6 | 149 00 | Oct. 31, 1870 | Three additional trips a week | 51 00 | Oct. 1, 1870 |
| 11021 | ..do | From Iowa Falls to Al-M. V. Nichols | 80 | 783 00 | Nov. 15, 1870 | Route extended to Spencer, 55 miles. | 338 00 | Dec. 1, 1870 |
| 11296 | ..do | From Williamstown to J. Harvey Lawler | 15 | 390 00 | Nov. 17, 1870 | Order of Aug. 31, 1870, to "embrace Viava and omit Owl Lake, without change of pay," so as to insert instead, "increasing distance 4 miles." | 40 00 | Sept. 15, 1870 |
| 11186 | ..do | From State Centre to M. Kelly | 44 | 800 00 | Nov. 18, 1870 | Route to begin at Bradford, increasing distance 9 miles. | 234 00 | Dec. 1, 1870 |
| 11319 | ..do | From Earler Plains to P. S. Porter | 10 | 100 00 | Nov. 22, 1870 | Site of Cottage changed, increasing distance 3 miles. | 55 00 | Oct. 1, 1870 |
| 11046 | ..do | From Fairfield to Glas-J. Turner | 19½ | 225 00 | Nov. 30, 1870 | One additional trip a week | 100 00 | Dec. 1, 1870 |
| 11358 | ..do | From Sac City to New-B. E. Ppher | 14 | 300 00 | Nov. 30, 1870 | Route extended to Vega, 3½ miles | 63 00 | Dec. 10, 1870 |
| 11324 | ..do | From Fort Dodge to H. Hayden | 81 | 594 00 | Dec. 9, 1870 | Three additional trips a week | 225 00 | Dec. 10, 1870 |
| 11082 | ..do | From Corydon to Prince-N. O. Elson | 38 | 412 00 | Dec. 15, 1870 | Service between Fort Dodge and Clarion, 39 miles, increased to twice a week. Service between Corydon and Grand River, 22 miles, increased to three times a week. | 286 00 | Dec. 20, 1870 |
| 11039 | ..do | From Keosauqua to J. D. Irish | 27 | 470 00 | Dec. 19, 1870 | Site of Memphis changed, increasing distance 1½ miles. | 119 00 | Jan. 1, 1871 |
| 11011 | ..do | From Missouri Valley to Sioux City & Pacific Railroad Company. | 76 5, 700 00 | 5, 700 00 | } Jan. 7, 1871 | } Service on branch extended to West Point, 4 miles. | 200 00 | Jan. 15, 1871 |
| B'ch | | | 32 | 1,600 00 | | | | |
| 11065 | ..do | From Knoxville to In-L. D. Reynolds | 28 | 530 00 | Jan. 12, 1871 | One additional trip a week | 265 00 | Jan. 30, 1871 |
| 11068 | ..do | From Lucas to Smyrna | 14 | 138 00 | Jan. 13, 1871 | | 138 00 | Jan. 30, 1871 |
| 11031 | ..do | From Morning Sun to N. Powell | 30½ | 423 00 | Jan. 24, 1871 | | 212 00 | Feb. 1, 1871 |
| 11108 | ..do | From Des Moines to W. G. Baker Lynn. | 17 | 197 00 | Feb. 8, 1871 | Two additional trips a week | 394 00 | Feb. 15, 1871 |

† For the period.

* Pay estimated.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|---------|--------------------------------------|-------------------------|---------------------|-----------------------------|-----------------|--|---|--------------------------------------|-------------------------------------|
| 11349 | Iowa... | From Dyersville to Postville. | N. J. Leyton | Three times a week. | 57½ | \$1,240 00 | Feb. 10, 1871 | Service between Dyersville and Elkader, 26 miles, increased to six times a week. | \$776 00 | Feb. 15, 1871 |
| 11356 | do | From Dennison to Pilot Rock. | M. Cunroy | Twice a week. | 62 | 936 00 | Feb. 14, 1871 | Route extended to Anrella, omitting Pilot Rock, and increasing distance 10 miles, and service improved to three times a week. | 435 00 | Mar. 1, 1871 |
| 11397 | do | From Monmouth to Garrettsville. | R. G. Dye | Once a week. | 18 | 200 00 | Feb. 16, 1871 | Route extended to McIlwray, 6 miles. | 67 00 | Feb. 20, 1871 |
| 11365 | do | From West Union to Lawler. | L. J. McGoon | Three times a week. | 24 | 540 00 | Feb. 17, 1871 | Route extended to Jacksonville, 4 miles. | 90 00 | Mar. 1, 1871 |
| 11325 | do | From Tama City to Brooklyn. | W. G. Baker | Twice a week. | 19 | 396 00 | Feb. 23, 1871 | Route extended to West Brooklyn, 1 mile. | 21 00 | Mar. 1, 1871 |
| 11044 | do | From Clay to Ioka. | H. Morgan | Once a week. | 12 | 63 00 | Feb. 28, 1871 | Route to begin at Brighton, 6 miles farther, and service increased to twice a week. | 136 00 | Mar. 15, 1870 |
| 11368 | do | From West Union to Bethel. | L. A. Chamberlin | do | 14 | 99 50 | Mar. 2, 1871 | Route extended to Lawler, 10 miles. | 68 50 | Mar. 10, 1871 |
| 11345 | do | From Sioux City to Sioux Falls City. | C. E. and D. F. Heiges. | do | 100 | 900 00 | Mar. 13, 1871 | Irene embraced, increasing distance 7 miles. | 63 00 | April 1, 1871 |
| 11258 | do | From Independence to Putnam. | T. H. Osborn | do | 23 | 175 00 | Mar. 16, 1871 | Service between Independence and Buffalo Grove, 16 miles, increased to twice a week. | 50 00 | April 1, 1871 |
| 11344 | do | From Cherokee to Ravin. | H. S. Bailey | do | 84 | 576 00 | Apr. 4, 1871 | Service increased to three times a week. | 1,152 00 | Apr. 20, 1871 |
| 11055 | do | From Ottumwa to Pavia. | Mo. J. W. Calvin | Three times a week. | 26½ | 540 00 | May 3, 1871 | A. G. Finley, late contractor, allowed for supply of Christiansburgh, increasing distance 3 miles. | 51 00 | Mar. 18, 1871 |
| 11067 | do | From Knoxville to Charlton. | R. W. Thompson | do | 29½ | 600 00 | May 6, 1871 | Beryurus embraced, increasing distance 6 miles. | 21 00 | May 15, 1871 |
| 11321 | do | From Iowa Falls to Spencer. | M. V. Nichols | Once a week. | 135 | 1,321 00 | June 2, 1871 | Route to begin at Clarion, saving 31 miles and service between Algona and Spencer, 51 miles, increased to three times a week. | 773 00 | June 10, 1871 |
| 11069 | do | From Moravia to Lun. | G. W. Merrick | Three times a week. | 8 | 137 50 | June 7, 1871 | Route extended to Milledgeville, 5½ miles. | 88 50 | June 10, 1871 |
| 13063 | Minn... | From Du Luth to Flor. | Supe-J. R. Carey | do | 8 | 311 00 | July 14, 1870 | Three additional trips a week. | 311 00 | Aug. 11, 1871 |
| 13025 | do | From Wabashaw to Obster. | Ro. H. Ash | do | 45 | 373 00 | July 15, 1870 | Service between Wabashaw and Plain View, 29 miles, increased to six times a week. | 161 00 | Aug. 1, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | |
|-------|----|---|---|------|-----------|----------------|--|-----------|----------------|
| 13702 | do | From Princeton to Wy. J. Shiner | Once a week | 45 | 450 00 | July 16, 1870 | Service between North Branch and Wyoming, 13 miles, increased to twice a week. | 130 00 | Aug. 1, 1870 |
| 13666 | do | From Jackson to Made. E. H. Smith | do | 514 | 242 00 | July 25, 1870 | Service increased to three times a week. | 464 00 | Aug. 15, 1870 |
| 13681 | do | From Banks to Winnebago City. A. B. Davis | Twice a week | 25 | 350 00 | Sept. 20, 1870 | Route to begin at Baker, saving 15 miles, and service increased to six times a week. | 70 00 | Sept. 5, 1870 |
| 13770 | do | From Lake Harold to I. Jackson | Once a week | 6 | 33 80 | Oct. 8, 1870 | One additional trip a week | 33 80 | Nov. 1, 1870 |
| 13549 | do | From Chatfield to Rush. B. Gates | do | 26 | 285 00 | Nov. 17, 1870 | Service increased to twice a week | 285 00 | Dec. 1, 1870 |
| 13505 | do | From Saint Paul to Lake Crystal. Saint Paul and Sioux City Rail Road Company. | Twelve times a week to Mankato, six times a week residue. | 1003 | 7, 206 25 | Dec. 1, 1870 | Route extended from Lake Crystal to Madella, 104 miles. | 525 00 | Sept. 15, 1870 |
| 13506 | do | From Saint Paul to Willmar. Saint Paul and Pacific Railroad Company. | Twelve times a week to Minneapolis, six times a week residue. | 1061 | 5, 325 00 | Dec. 1, 1870 | Route extended from Willmar to Benson, 30 miles. | 1, 500 00 | Dec. 13, 1870 |
| 13612 | do | From Elm to Fort A. Knight. | Twice a week | 17 | 220 00 | Dec. 12, 1870 | One additional trip a week | 110 00 | Jan. 1, 1871 |
| 13607 | do | From Saint Peter to B. Bradley | Three times a week | 30 | 500 00 | Dec. 15, 1870 | Three additional trips a week | 500 00 | Jan. 1, 1871 |
| 13501 | do | From La Crosse, Wis. to Lancaster, Minn. Southern Minnesota Railroad Company. | Six times a week | 514 | 2, 575 00 | Jan. 7, 1871 | Route extended from Lancaster to Winnebago City, 119 miles. | 5, 950 00 | Jan. 16, 1871 |
| 13546 | do | From Preston to Roches. M. V. Nichols | Three times a week | 361 | 735 00 | Jan. 7, 1871 | Service between Preston and Chatfield, 16 miles, increased to six times a week. | 326 68 | Jan. 16, 1871 |
| 13707 | do | From Minneapolis to I. L. Elias | Once a week | 42 | 340 00 | Jan. 7, 1871 | One additional trip a week | 340 00 | Jan. 23, 1871 |
| 13505 | do | From Saint Paul to Monticello. Saint Paul and River Station. | Twelve times a week to Mankato, six times a week residue. | 111 | 7, 731 25 | Jan. 19, 1871 | Six times a week, service extended from Madella to Saint James, 12 miles. | 600 00 | Jan. 30, 1871 |
| 13656 | do | From Waterville to F. Waters. | Twice a week | 17 | 223 00 | Jan. 23, 1871 | Service increased to six times a week | 433 00 | Dec. 12, 1871 |
| 13697 | do | From Anoka to Bruns. J. Galligin | Once a week | 50 | 449 00 | Feb. 16, 1871 | One additional trip a week | 449 00 | Mar. 13, 1871 |
| 13701 | do | From Princeton to Elk H. P. Burrell | Three times a week | 20 | 195 00 | Feb. 16, 1871 | Three additional trips a week | 195 00 | Mar. 1, 1871 |
| 13593 | do | From Winona to Jamesville. Winona and Saint Peter Railroad Company. | Six times a week | 1168 | 9, 902 50 | Feb. 24, 1871 | Route extended from Jamesville to Mankato, 19,10 miles. | 1, 623 50 | Aug. 19, 1870 |
| 13578 | do | From Northwood, Iowa, to Albert Lee, Minn. J. A. Abbey | Once a week | 201 | 148 00 | Feb. 24, 1871 | Two additional trips a week | 296 00 | Mar. 13, 1871 |
| 13638 | do | From Forest City to Hutchinson. A. F. Heath | do | 29 | 169 00 | Feb. 27, 1871 | Supply of Darwin at its new site, increasing distance 3 miles. | 20 00 | Sept. 1, 1869 |
| 13569 | do | From Winnebago City to Fairmount. J. Huntington | Three times a week | 201 | 277 00 | Mar. 1, 1871 | Three additional trips a week | 223 00 | Mar. 13, 1871 |
| 13525 | do | From Hokah to Newburgh. M. V. Nichols | do | 35 | 973 00 | Mar. 16, 1871 | Service between Hokah and Caledonia, 15 miles, increased to six times a week. | 417 00 | Apr. 10, 1871 |
| 13638 | do | From Othello to Mantorville. B. T. Bentley | Once a week | 7 | 48 00 | Mar. 24, 1871 | One additional trip a week | 48 00 | Apr. 11, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|--|--|-----------------------------|-----------------|-----------------------------|---|--------------------------------------|-------------------------------------|
| 13733 | Minn. | From Otter Tail City to Brandon. | Blakely & Carpen, ter. | Twice a week. | 40 | \$690 00 | April 6, 1871 | One additional trip a week. | \$445 00 | Mar. 1, 1871 |
| 14692 | do | From Du Luth to Pigeon River. | A. Wieland | Twice a month. | 134 | 1,080 00 | Apr. 10, 1871 | Service between Du Luth and Beaver Bay, 50 miles, increased to once a week. | 394 00 | May 1, 1871 |
| 13782 | do | From Saint Cloud to Crow Wing. | Blakely & Carpen, ter. | Six times a week. | 57 | 3,033 00 | Apr. 11, 1871 | Route extended from Crow Wing to Brainerd, 10 miles. | 532 00 | May 1, 1871 |
| 13503 | do | From Winona to Mankato. | Winona and Saint Peter Railroad Company. | do | 135.6 | 11,596 00 | Apr. 25, 1871 | Mankato admitted from main route, and extend from Mankato Junction to Saint Peter Station, making distance 139.83 miles, with branch service from Mankato Junction to Mankato, 4 miles. | 735 50 | Sept. 1, 1870 |
| 13615 | do | From Redwood Falls to Lynal. | O. Houghton | Once a week. | 50 | 475 00 | Apr. 28, 1871 | One additional trip a week. | 475 00 | June 1, 1871 |
| 13598 | do | From Winnebago City to Jackson. | S. S. Foster | do | 50 | 260 00 | May 13, 1871 | do | 260 00 | June 5, 1871 |
| 13561 | do | From Rochester to Spring Valley. | S. Phillips | Three times a week. | 314 | 1,085 00 | May 16, 1871 | Marion embraced, increasing distance 4 miles. | 155 00 | May 29, 1871 |
| 13716 | do | From Monticello to Maple Lake. | Brookins & Gallon | Once a week. | 10 | 130 00 | May 16, 1871 | Route extended from Maple Lake to Kingston, 24 miles. | 319 00 | May 31, 1871 |
| 13503 | do | From Winona to Saint Peter, junction with branch to Mankato. | Winona and Saint Peter Railroad Company. | Six times a week. | 170.10 | 12,248 50 | May 18, 1871 | Route extended to Saint Peter, 14 miles. | 127 50 | May 1, 1871 |
| 14421 | Neb. | From Ashland to Columbus. | L. P. Wheeler | Once a week. | 75 | 833 00 | July 25, 1870 | One additional trip a week. | 833 00 | Aug. 1, 1870 |
| 14406 | do | From Plattsmouth to Milford. | E. Lonsbury | Once a week on 25 miles, three times a week on 50 miles. | 86 | 1,549 00 | July 27, 1870 | Service between Lincoln and Milford, 25 miles, increased one trip a week. | 190 00 | Aug. 1, 1870 |
| 14439 | do | From Lincoln to Fadden's. | S. P. Wheeler | Once a week. | 45 | 320 00 | July 27, 1870 | One additional trip a week. | 320 00 | Aug. 1, 1870 |
| 14440 | do | From Lincoln to Madison. | do | do | 37 | 226 00 | July 27, 1870 | Service between Lincoln and Camden, 30 miles, increased to twice a week. | 160 00 | Aug. 1, 1870 |
| 14446 | do | From Columbus to Madison. | J. H. Needham | do | 40 | 395 00 | Aug. 2, 1870 | Route extended from Madison to Norfolk, 15 miles. | 148 00 | Aug. 8, 1870 |
| 14415 | do | From Nemaha City to Humboldt. | S. P. Wheeler | do | 31 | 980 00 | Aug. 19, 1870 | Route to begin at Brownville and end at Table Rock, omitting Nemaha City and Humboldt, and embracing Local Grove and Stratton, increasing distance 6 miles. | 54 00 | Sept. 1, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | | |
|-------------|----|----------------------------------|--|---------------------------------|-----|----------|----------------|---|----------|----------------|
| 14429 | do | From Lincoln to Ulysses | do | Twice a week | 45 | 640 00 | Aug. 23, 1870 | Route extended once a week from Ulysses to Atkins Mills, 39 miles. | 277 00 | Oct. 1, 1870 |
| 14431 | do | From Plattsmouth to Ashland | Burlington and Missouri River Railroad Co. | Six times a week | 31 | 1,350 00 | Sept. 3, 1870 | Route extended from Ashland to Lincolnville, 24 miles. | 1,200 00 | July 27, 1870 |
| 14434 | do | From Lincoln to Albany | S. P. Wheeler | Three times a week | 100 | 1,900 00 | Sept. 5, 1870 | Parsons to be embraced, increasing distance 2 miles. | 36 00 | Sept. 16, 1870 |
| 14433 | do | From Arago to Troy | do | do | 40 | 1,470 00 | Sept. 16, 1870 | Route to be from Saint Derwin, embracing Williamsville, increasing distance 14 miles. | 420 00 | Oct. 1, 1870 |
| 14402 | do | From Omaha to Nebraska City | do | do | 50 | 1,500 00 | Sept. 16, 1870 | Route extended from Nebraska City to Brownville, 30 miles. | 900 00 | Oct. 1, 1870 |
| 14403 | do | From Omaha to Brownville | do | do | 80 | 2,400 00 | Sept. 20, 1870 | Factoryville embraced, increasing distance 7 miles. | 210 00 | Sept. 5, 1870 |
| 14411 | do | From Nebraska City to Marysville | M. V. Nichols | do | 104 | 2,877 00 | Sept. 17, 1870 | Service between Nebraska City and Beatrice, 70 miles, increased to six times a week. | 1,864 00 | Aug. 16, 1870 |
| 14414 | do | From Brownville to Beatrice | H. S. Wheeler | do | 65 | 1,490 00 | Sept. 17, 1870 | Three additional trips a week | 1,490 00 | Aug. 16, 1870 |
| 14417 | do | From Arago to Craig Station | D. Van Valkenburg | Six times a week | 5 | 280 00 | Sept. 17, 1870 | Route to begin at Falls City, increasing distance 10 miles. | 560 00 | Oct. 1, 1870 |
| 14446 | do | From Columbus to folk | Nor. J. H. Needham | Once a week | 55 | 543 00 | Sept. 30, 1870 | Route extended from Norfolk to Pierce, 12 miles. | 148 00 | Nov. 1, 1870 |
| 14441 | do | From Beatrice to Adrian | Meri. S. P. Wheeler | do | 46 | 200 00 | Oct. 6, 1870 | One additional trip a week | 300 00 | Nov. 15, 1870 |
| 14434 | do | From Fremont to colon | Lin. J. Stephenson | Three times a week | 45 | 1,095 00 | Nov. 10, 1870 | Phoca and Cedar Bluff embraced, increasing distance 5 miles. | 122 00 | July 1, 1870 |
| 14470 (old) | do | From Ashland to Jumbas | Co. R. Decker | Once a week | 79 | 1,024 00 | Nov. 29, 1870 | Supply of Easton, increasing distance 4 miles. | 32 00 | May 1, 1870 |
| 14431 | do | From West Point to Catar | De. S. P. Wheeler | Twice a week | 30 | 490 00 | Dec. 3, 1870 | For ferrage from December 1, 1869, to June 30, 1870. | 37 50 | ..... |
| 14443 | do | From Fairburch to Creek | Rose. C. Andrews | Once a week | 15 | 108 00 | Dec. 3, 1870 | Lyons embraced, increasing distance 5 miles. | 82 00 | July 1, 1870 |
| 14436 | do | From Lincoln to triole | Bea. A. J. Wheeler | Three times a week | 48 | 570 00 | Dec. 6, 1870 | Route extended from Rose Creek to Dryden, 8 miles. | 57 00 | Jan. 1, 1871 |
| 14411 | do | From Nebraska City to Marysville | M. V. Nichols | Six times a week | 108 | 4,741 00 | Dec. 7, 1870 | Raden omitted, and service increased to six times a week. | 570 00 | Jan. 1, 1871 |
| 14416 | do | From Falls City to Agency | Otoc. S. P. Wheeler | Six times a week on 43 residue. | 90 | 1,600 00 | Dec. 10, 1870 | Expedition between Nebraska City and Beatrice, increased from thirty-six hours to sixteen hours each way. | 1,491 00 | Dec. 16, 1870 |
| 14414 | do | From Brownville to lumbas | Be. H. S. Wheeler | Six times a week | 65 | 2,980 00 | Dec. 20, 1870 | Expedition increased from thirty-six hours to sixteen hours each way. | 1,192 00 | Jan. 1, 1871 |
| 14421 | do | From Ashland to lumbas | Co. S. P. Wheeler | Twice a week | 75 | 1,668 00 | Dec. 20, 1870 | Platteville embraced, increasing distance 13 miles. | 33 00 | Jan. 1, 1871 |
| 14434 | do | From Beatrice to King's Mills | Jon. D. C. Jenkins | do | 25 | 500 00 | Dec. 20, 1870 | One additional trip a week | 250 00 | Jan. 1, 1871 |
| 14442 | do | From Beatrice to bury | Fair. C. P. Andrews | Once a week | 35 | 287 40 | Dec. 22, 1870 | do | 257 40 | Jan. 1, 1871 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|-----------------|--------|------------------------------------|--|---|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 14452 | Neb | From Saint Dervin to Troy. | S. P. Wheeler | Three times a week | 63 | \$1,800 00 | Jan. 13, 1871 | Service between Troy and Highland, 12 miles, increased to six times a week. | \$360 00 | Jan. 18, 1871 |
| 14462 | do | From Columbus to folk. | Nor-J. H. Needham | Once a week | 40 | 395 00 | Mar. 20, 1871 | Supply of Madison, increasing distance 15 miles, from December 16, 1869, to June 30, 1870. | 75 00 | ..... |
| 14436 | do | From Lincoln to Albany | S. P. Wheeler | Three times a week | 102 | 1,836 00 | Mar. 20, 1871 | Route extended from Albany to Sabetha, 2 miles. | 36 00 | Dec. 1, 1870 |
| 14411 | do | From Nebraska City to Maryville. | M. V. Nichols | Six times a week to Sabetha, three times a week | 106 | 6,332 00 | Mar. 24, 1871 | Service between Sabetha and Maryville, 38 miles, increased to six times a week. | 1,013 00 | Apr. 1, 1871 |
| 14444 | do | From Swan City to folk. | Mill-W. Remington | Once a week | 38 | 229 00 | Apr. 14, 1871 | Supply of Enysville, increasing distance 4 miles. | 32 00 | May 1, 1871 |
| 14440 | do | From Lincoln to Lincoln S. | McFad S. P. Wheeler | Twice a week on 20 miles once a week on 17 miles | 37 | 456 00 | May 18, 1871 | Pleasant Dale, Milford, and Yeldon omitted, increasing distance 5 miles between and Camden and West Mills added to Verona 24 miles, at \$192 additional per annum. | 272 00 | June 1, 1871 |
| 14451 | do | From Plattsmouth to Lincoln. | Burlington and Missouri River Railroad Co. | Six times a week | 55 | 2,750 00 | June 12, 1871 | Route extended from Lincoln to Crete, 20 miles. | 1,000 00 | June 12, 1871 |
| 14008 | Kans | From Neosho Falls to Fort Lincoln. | S. N. Moon | Six times a week on 10 miles; twice a week on 46 miles. | 54 | 1,000 00 | June 4, 1870 | Route extended from Fort Lincoln to Osage, 3 miles. | 38 00 | July 1, 1870 |
| 14118 | do | From Cottonwood Falls to Wichita. | J. A. Hawks | Once a week | 65 | 598 00 | June 30, 1870 | Route to begin at Council Grove, increasing distance 21 miles, and service between Council Grove and El Dorado, 69 miles, increased to twice a week. | 1,118 00 | July 10, 1870 |
| 14100 | do | From Manhattan to Lake Stibley. | R. Marrs | do | 78 | 700 00 | July 5, 1870 | One additional trip a week | 700 00 | July 16, 1870 |
| 11135 | do | From Emporia to reka. | Eu-J. A. Hawks | do | 50 | 185 00 | July 8, 1870 | Two additional trips a week | 370 00 | ..... |
| 11126 | do | From Oswego to ita. | Wich-J. H. Vickroy | do | 125 | 900 00 | July 8, 1870 | Route to begin at Columbus, increasing distance 16 miles, embracing Neola, Platon, Mound Valley, and Elk Falls, and omitting Salt Spring and Elk River. | 115 00 | Aug. 1, 1870 |

* For the period.

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | | |
|-------|----|--|------------------|---|-----|----------|----------------|---|----------|---------------|
| 14008 | do | From Chetoph Baxter's Springs. | to A. Blair | Three times a week | 19 | 397 00 | July 8, 1870 | Columbus embraced, increasing distance 8 miles, and service between Chetoph and Columbus, 16 miles, increased to six times a week. | 375 00 | July 16, 1870 |
| 14093 | do | From Wameca Council Grove. | to H. A. Sillers | Once a week | 45 | 248 00 | July 21, 1870 | Wauabunse and Alma embraced, and route made to end at Alma, saving 27 miles, and service increased to six times a week. | 316 00 | Aug. 1, 1870 |
| 14102 | do | From Emporia to Cot- tontown Falls. | to H. O. Meigs | Twice a week | 20½ | 97 00 | July 23, 1870 | Service increased to six times a week | 194 00 | Aug. 1, 1870 |
| 14132 | do | From Solomon City to Delphos. | to H. Tisdale | Once a week | 60½ | 395 00 | July 26, 1870 | Route extended from Delphos to Caw- ker City, 40 miles, and service be- tween Solomon City and Lindsay in- creased to twice a week. | 624 00 | Aug. 1, 1870 |
| 14115 | do | From Council Grove to Cottonwood Falls. | to J. A. Hawks | Twice a week | 41 | 687 00 | July 30, 1870 | Route to end at Marion Centre instead of Cottonwood Falls, distance 35 miles, and supply Cottonwood Falls from Dromont Springs, by Union, 25 miles, once a week by side mail. | 110 00 | July 10, 1870 |
| 14065 | do | From Osage Mission to Crawfordsburgh. | do | Once a week | 16 | 16 00 | Aug. 9, 1870 | Route to end at Girard, increasing dis- tance 3 miles, and service increased to six times a week over whole route. | 82 00 | Aug. 15, 1870 |
| 14098 | do | From Mission Creek to Emporia | to J. W. McComb | do | 20 | 199 00 | Sept. 20, 1870 | Route to begin at Topeka and embrace Dover, increasing distance 20 miles. | 199 00 | Oct. 1, 1870 |
| 14135 | do | From Emporia to Euro- ka. | to J. A. Hawkes | Three times a week | 50 | 555 00 | Oct. 10, 1870 | Three additional trips a week | 555 00 | Aug. 1, 1870 |
| 14064 | do | From Osage Mission to Big Hill. | to H. Tisdale | Once a week | 30 | 280 00 | Oct. 11, 1870 | Service between Osage, Mission and La- dors, 13 miles, increased to six times a week | 607 00 | Nov. 1, 1870 |
| 14117 | do | From Cottonwood Falls to Marion Centre. | do | do | 37 | 345 00 | Oct. 11, 1870 | One additional trip a week | 345 00 | Nov. 1, 1870 |
| 14018 | do | From Clinton to Peas- ant Hill. | to P. Williamson | do | 36 | 290 00 | Oct. 13, 1870 | do | 290 00 | Nov. 1, 1870 |
| 14136 | do | From Columbia to Wichita. | to G. H. Vickroy | do | 141 | 1,015 00 | Oct. 14, 1870 | Service between Columbus and Indepen- dence, 50 miles, increased to three times a week. | 720 00 | Aug. 1, 1870 |
| 14074 | do | From James Crossings to Westmoreland. | to J. A. Butts | do | 28 | 395 00 | Oct. 25, 1870 | Supply of Leghorn, increasing distance 3 miles | 35 00 | Aug. 1, 1870 |
| 14101 | do | From Emporia to Que- bec. | to T. P. Jackson | do | 42 | 375 00 | Oct. 26, 1870 | Supply of Olivet, Avonia and Melvern, increasing distance 6 miles. | 54 00 | July 1, 1870 |
| 14111 | do | From Junction City to New Scandinavia. | to J. K. Wright | do | 85 | 749 00 | Oct. 26, 1870 | Service increased to three times a week | 1,498 00 | Nov. 15, 1870 |
| 14109 | do | From Manhattan Lake Sibley. | to R. Marrs | Twice a week | 78 | 1,400 00 | Nov. 4, 1870 | One additional trip a week | 700 00 | Nov. 15, 1870 |
| 14070 | do | From Seneca to Jenkins Mills. | to S. B. McKay | Once a week | 60 | 571 00 | Nov. 12, 1870 | Site of Ash Point changed to Clea n Creek, and Saint Bridget embraced, increasing distance 7 miles. | 67 00 | Oct. 1, 1870 |
| 14019 | do | From Atchison to Troy | to J. H. Finch | Six times a week on 16 miles; twice a week on 16 miles. | 3½ | 1,000 00 | Nov. 14, 1870 | Service between Doniphan and Wathena increased one trip a week. | 250 00 | Nov. 14, 1870 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route | State | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of service. |
|-----------------|-------|------------------------------------|---|--|-----------------------------|-----------------|--|---|--|--------------------------|
| 14091 | Kans | From Coeyville to Verdli. | J. A. Hawkes | Once a week | 23 | \$202 00 | Nov. 14, 1870 | Coyville and Greystone omitted, saving 14 miles, service to be performed from Guilford by Altoona and Verdli to Neodesha, 14 miles, and back, three times a week. | \$167 00 | Dec. 1, 1870 |
| 14136 | do | From Columbus to Wichita. | G. H. Vickroy | Three times a week on 15 miles; once a week on 91 miles. | 141 | 1,735 00 | Nov. 14, 1870 | Service between Columbus and Independence increased three trips a week. | 1,080 00 | Nov. 16, 1870 |
| 14036 | do | From Padonia to Nema-ha City. | D. Dorrington | Once a week | 30 | 253 00 | Nov. 15, 1870 | Route to begin at Hiawatha, increasing distance 5 miles, and service between Hiawatha and Falls City, 16 miles, increased to six times a week. | 734 00 | Dec. 1, 1870 |
| 14132 | do | From Solomon City to Cawker City. | H. Thiesdale | Twice a week to Lindsay, once a week residue. | 80½ | 1,019 00 | Nov. 15, 1870 | Service between Solomon City and Delphos, 40 miles, increased to three times a week. | 548 00 | Dec. 1, 1870 |
| 14001 | do | (From Kansas City to Kit Carson.) | Kansas Pacific Railroad Co. | Seven times a week | 467 | 25,000 00 | Nov. 17, 1870 | Route extended from Kit Carson to Lake Station, 60½ miles. | 6,050 00 | July 16, 1870 |
| Br'h | do | (From Leavenworth to Lawrence.) | | do | 33 | | 19,750 00 | Aug. 16, 1870 | Route extended from Lake Station to Cheyenne, 17½ miles. | |
| 14029 | do | From Dayton to Turkey Creek. | D. F. Coon | Once a week | 12 | 190 00 | Nov. 17, 1870 | Route to begin at Oage and embrace Glendale, increasing distance 1½ miles. | 182 00 | Dec. 1, 1870 |
| 14050 | do | From Burlington to Eureka. | S. B. Palmer | Twice a week | 43 | 550 00 | Nov. 26, 1870 | Supply of Homer Creek, increasing distance one mile. | 13 00 | May 1, 1869 |
| 14112 | do | From Junction City to Clay Centre. | W. W. Taylor | do | 39½ | 634 00 | Nov. 28, 1870 | One additional trip a week | 317 00 | Jan. 1, 1871 |
| 14121 | do | From Junction City to Clay Centre. | J. C. Kennett | do | 35½ | 686 00 | Nov. 29, 1870 | Supply of Vinton, increasing distance 4 miles. | 77 00 | June 15, 1870 |
| 14107 | do | From Verdigris Falls to Toronto. | J. A. Hawkes | Once a week | 184 | 118 00 | Dec. 1, 1870 | Route to begin at Line and embrace Madison, increasing distance 17 miles, and extend from Toronto to Coeyville, 10 miles. | 172 00 | Dec. 15, 1870 |
| 14128 | do | From El Dorado to Kansas City. | A. H. Thiesdale | Three times a week | 60 | 1,706 00 | Dec. 3, 1870 | Supply of Lone Tree, increasing distance 1 mile. | 28 00 | Oct. 1, 1870 |
| 14132 | do | From Solomon City to Cawker City. | do | Three times a week to Delphos, once a week residue. | 80½ | 1,567 00 | Dec. 6, 1870 | Order of July 26 and November 23, 1870, modified so as to allow for error in previous calculation. | 2 00 | Dec. 1, 1870 |
| 14143 | do | From North Topeka to Oage City. | A. H. Thiesdale and Santa Fe Railroad Co. | Twelve times a week | 36 | 3,600 00 | Dec. 8, 1870 | Route extended from Oage City to Emporia, 2.63 miles. | 2,630 00 | Aug. 1, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

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|-------|----|--|---|--------|-----------|---------------|---|-----------|---------------|
| 14132 | do | From Solomon City to H. Tisdale..... | Three times a week to Delphos, once a week residue. | 80 1/2 | 1, 575 00 | Dec. 13, 1870 | Service between Delphos and Cawker City, 40 miles, increased to twice a week. | 390 00 | Jan. 1, 1871 |
| 14051 | do | From Lawrence to Gen. J. E. Kemp..... | Three times a week. | 22 1/2 | 547 00 | Jan. 3, 1871 | Supply of Marion, increasing distance 3 miles. | 73 00 | Jan. 16, 1871 |
| 14092 | do | From Waterville to Big S. P. Wheeler Sandy. | Twice a week. | 60 | 1, 400 00 | Jan. 6, 1871 | Service extended once a week from Meridian, by Hebron and Kiowa, to Liberty Farm, 49 miles. | 572 00 | Feb. 1, 1871 |
| 14037 | do | From Padonia to Wet.....do | Once a week to Capiona, three times a week residue. | 25 | 403 00 | Jan. 11, 1871 | Onit Padonia and Hamlin, begin at Hiawatha, embrace Fairview, and increase service between Hiawatha and Capiona, 14 miles, one trip a week. | 138 00 | Feb. 1, 1871 |
| 14003 | do | From Lawrence to Gar. Leavenworth and Galveston Railroad Co. | Twelve times a week. | 54 1/2 | 4, 352 00 | Jan. 16, 1871 | Route extended from Garnett to Iola, 27 miles. | 2, 160 00 | Oct. 16, 1870 |
| 14217 | do | From Clatsopah to Ca. Parker & Tisdale. noy. | Six times a week on 30 miles, once a week residue. | 60 | 2, 042 00 | Jan. 18, 1871 | Extended to Humboldt, 7.7 miles. Extended to New Chicago, 8.2 miles. Extended to Thayer, 14 miles. | 616 00 | Nov. 7, 1870 |
| 14091 | do | From Gullford to Neo-J. A. Hawkes..... | Three times a week. | 14 | 369 00 | Jan. 27, 1871 | Route extended from Needlesha to Thayer, 12 miles. | 656 00 | Nov. 27, 1870 |
| 14218 | do | From Humboldt to Par. Parker & Tisdale. kvr. | do | 65 | 1, 875 00 | Feb. 11, 1871 | Route to begin at Thayer, saving 22 miles, and service on balance of route increased to six times a week. | 605 00 | Feb. 18, 1871 |
| 14069 | do | From Humboldt to Lit. J. A. Hawkes. do Walnut. | Once a week. | 108 | 408 00 | Mar. 1, 1871 | Route to end at El Dorado, saving 19 miles, and service increased to three times a week on route as curtailed. | 600 00 | July 1, 1870 |
| 14063 | do | From Humboldt to El Dorado. | Three times a week. | 89 | 1, 008 00 | Mar. 2, 1871 | Three additional trips a week. | 1, 008 00 | Mar. 1, 1871 |
| 14105 | do | From Eureka to Howard. | Once a week. | 25 | 298 00 | Mar. 3, 1871 | Two additional trips a week between Eureka and Howard, and route extended from Howard to Arkansas City, 57 miles, and back, once a week. | 1, 275 00 | Mar. 16, 1871 |
| 14092 | do | From Waterville to Lib. S. P. Wheeler. city Furn. | Twice a week on 60 miles, once a week residue. | 109 | 1, 972 00 | Mar. 16, 1871 | Elm Grove embraced, and route extended from Liberty Farm to Spring Ranch, 10 miles. | 117 00 | April 1, 1871 |
| 14145 | do | From North Topeka to Atchison, Topeka and Santa Fe Railroad Co. Emporia. | Twelve times a week. | 02 3 | 6, 290 00 | Mar. 16, 1871 | Route extended from Emporia to Cottonwood Falls, 19.8 miles. | 1, 960 00 | April 1, 1871 |
| 14037 | do | From Hiawatha to Wet. S. P. Wheeler. more. | Twice a week on 14 miles, three times a week residue. | 25 | 601 00 | April 3, 1871 | Contractor allowed for 8 miles increased distance in supplying Fair View, and commencing at Hiawatha, twice a week. | 158 00 | Feb. 1, 1871 |
| 14061 | do | From Humboldt to New J. A. Hawkes. Albany. | Three times a week. | 46 1/2 | 894 00 | Apr. 25, 1871 | Route extended from New Albany to Elk Falls, 20 miles, three times a week. | 384 00 | May 16, 1871 |
| 14128 | do | From El Dorado to Ar. H. Tisdale. Kansas City. | do | 61 | 1, 734 00 | May 9, 1871 | Three additional trips a week. | 1, 734 00 | May 16, 1871 |

No. 4.—*Report of additional allowances made to contractors, &c.—Continued.*

| Number of route | State. | Termini of route. | Contractor's name. | Original service. | Original distance, in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|-----------------|--------|---|----------------------------------|--|------------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 14115 | Kans. | From Council Grove to Cottonwood Falls. | J. A. Hawkes. | Twice a week. | 41 | \$687 00 | May 11, 1871 | Route to end at Marion Centre, 43 miles, and Diamond Springs supplied from Cottonwood Falls, via Union, 25 miles, and back, once a week. | \$227 00 | July 10, 1870 |
| 14143 | do | From North Topeka to Cottonwood Falls. | Topeka and Santa Fe Railroad Co. | Twelve times a week. | 82.1 | 8,210 00 | May 16, 1871 | Route extended from Cottonwood Falls to Florence, 25 miles. | 2,500 00 | May 22, 1871 |
| 14111 | do | From Junction City to Scandinavia. | J. K. Wright. | Six times a week to Concordia, three times a week residue. | 100 | 3,955 00 | June 14, 1871 | Supply of Wakefield, increasing distance 1 mile. | 45 00 | July 1, 1871 |
| 16401 | Neva | From Reno to Susanville. | J. D. Carr. | Once a week. | 98 | 1,200 00 | Aug. 22, 1870 | One additional trip a week. | 1,200 00 | July 1, 1870 |
| 16447 | do | From Carlin to Eureka. | J. M. Woodworth. | do | 90 | 2,500 00 | Aug. 25, 1870 | Route to begin at Fallside, omitting Carlin, and service increased to seven times a week. | 5,000 00 | Sept. 3, 1870 |
| 16425 | do | From Belmont to Hamblinton. | Flager & Stein. | do | 140 | 3,000 00 | Sept. 30, 1870 | Reveille embraced, increasing distance 45 miles. | 964 00 | Aug. 8, 1870 |
| 16409 | do | From Austin to Belmont. | Bel. O. Fuller. | Three times a week. | 90 | 8,000 00 | Oct. 7, 1870 | Three additional trips a week. | 8,000 00 | Nov. 1, 1870 |
| 16401 | do | From Reno to Susanville. | J. D. Carr. | Twice a week. | 98 | 2,400 00 | Oct. 13, 1870 | One additional trip a week. | 1,200 00 | July 1, 1870 |
| 16432 | do | From Hamilton to Joseph. | Travis Brothers. | Once a week. | 330 | 4,400 00 | Feb. 1, 1871 | Route to end at Hiko, decreasing distance 85 miles, and service between Hamilton and Pioche, 175 miles, increased to three times a week. | 3,535 00 | Feb. 1, 1871 |
| 16409 | do | From Austin to Belmont. | Bel. O. Fuller. | Six times a week. | 90 | 16,000 00 | Feb. 24, 1871 | Schedule time expedited from 36 hours to 16 hours. | 4,166 00 | Mar. 1, 1871 |
| 16422 | do | From Austin to Gusta. | do | do | 100 | 4,500 00 | Apr. 14, 1871 | One additional trip a week, and schedule time expedited from 36 hours to 18 hours. | 4,500 00 | May 1, 1871 |
| 14805 | Cal | From Stockton to Jertson. | L. H. Silman. | Once a week. | 115 | 2,400 00 | July 1, 1870 | Union embraced, and route extended from Millerton to Visalia, increasing distance 70 miles. | 1,460 00 | July 16, 1870 |
| 14747 | do | From Folsom City to Gunn Valley. | J. T. Pinkham. | Three times a week. | 16 | 669 00 | Aug. 22, 1870 | Route extended from Gunn Valley to Coloma, 19 miles. | 501 00 | Sept. 1, 1870 |
| 14763 | do | From Nevada City to Moore's Flat. | L. H. Wells. | do | 20 | 1,000 00 | Sept. 5, 1870 | Route extended from Moore's Flat to Graniteville, 10 miles. | 500 00 | Oct. 1, 1870 |
| 14814 | do | From Red Bluffs to Yreka. | J. B. Montgomery. | Once a week. | 147 | 2,475 00 | Sept. 10, 1870 | Millville and Battle Creek embraced, increasing distance 6 miles. | 101 00 | Oct. 1, 1870 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | |
|-------|-------|---|--------|------------|---------------|---|----------|----------------|
| 14612 | do | From Cabo to Round C. H. Eberle Valley. | 25 | 5c-2 00 | Oct. 8, 1870 | Route to begin at Ukiah, omitting Cahito, increasing distance 47 miles. | 1,094 00 | Nov. 1, 1870 |
| 14732 | do | Smith's Ranch to Pun-L. W. Miller in Arenas. | 65 | 8 00 00 | Oct. 10, 1870 | Route extended from Punta Arenas to Navarro Ridge, 23 miles. | 1,366 00 | Nov. 1, 1870 |
| 14733 | do | From Cloverdale to J. D. Carr. Mendocino. | 68 | 1,500 00 | Oct. 11, 1870 | One additional trip a week. | 750 00 | July 1, 1870 |
| 14635 | do | From Trinity Centre to Sawyer's Bar. | 70 | 1,900 00 | Oct. 13, 1870 | Service increased to once a week for term of contract. | 290 00 | July 1, 1870 |
| 14805 | do | From Stockton to Visa-L. H. Sillman lia. | 155 | 3,860 00 | Nov. 2, 1870 | One additional trip a week. | 1,930 00 | Nov. 15, 1870 |
| 14822 | do | From Bridgeport to J. N. Duddleston. Sweet Water. | 18 | 1,660 00 | Nov. 10, 1870 | Route to begin at Monkton, increasing distance 12 miles; service between Monkton and Bridgeport to be performed once a week. | 533 00 | Dec. 1, 1870 |
| 14744 | do | From Grafton to Prince-G. J. Taggart lia. | 63 | 1,500 00 | Nov. 28, 1870 | Two additional trips a week. | 1,500 00 | Nov. 26, 1870 |
| 14725 | do | From Gilroy to Visalia. A. O. Thoms. | 160 | 5,400 00 | Dec. 10, 1870 | Three additional trips a week. | 5,400 00 | Jan. 1, 1871 |
| 14776 | do | From Orville to Susan-C. C. Woolworth. ville. | 110 | 3,496 00 | Jan. 1, 1871 | Service between Orville and Cherokee, 11 miles, increased to three times a week. | 700 00 | Feb. 1, 1871 |
| 14720 | do | From San José to Santa S. McFarland Cruz. | 35 | 440 00 | Jan. 27, 1871 | One additional trip a week. | 230 00 | Feb. 16, 1871 |
| 14761 | do | From Shasta to Weav. Grant & Taggart. ersville. | 47 1/2 | 1,500 00 | Feb. 10, 1871 | Schedule time expedited from 14 hours to 9 hours. | 1,000 00 | Feb. 20, 1871 |
| 14773 | do | From Orville to Port-B. Barlow. land. | 566 | 134,000 00 | May 3, 1871 | Route to begin at Tehama, saving 50 miles and \$11,937 per annum; service between Red Bluff and Shasta, 40 miles, reduced one trip a week and pay \$1,353 per annum; service between Callahan's Ranch and Shasta, 75 miles, reduced six trips a week and pay \$15,219 per annum, and one trip a week between Callahan's Ranch and Yreka, 40 miles, and pay \$1,353 per annum. Battle Creek Parkville, Millville, Still Water, Portuguese, Berryvale, Edgewood, and Gazelle embraced, increasing distance 153 miles and pay \$36,223 per annum; \$2,400 additional pay per annum allowed for six times a week service between Orville and Chico, 94 miles. | 8,561 00 | May 8, 1871 |
| 14734 | do | From Los Angeles to W. N. Ballard, by San Bernardino Contractors. | 66 | 995 00 | May 5, 1871 | One additional trip a week. | 497 50 | June 1, 1871 |
| 13107 | Orig. | F. Hill Satein to Pleasant J. Colhoun. Hill. | 28 | 1,395 00 | Aug. 11, 1870 | Sublimity embraced, increasing distance 5 miles. | 79 00 | July 1, 1870 |
| 13108 | do | From Salem to Wheat-J. Michael land. | 27 | 295 00 | Aug. 20, 1870 | Redner embraced, increasing distance 7 miles. | 76 00 | Sept. 10, 1870 |
| 15110 | do | From Portland to Cor-J. D. Carr. vallis. | 110 | 10,800 00 | Oct. 13, 1870 | Service increased to seven times a week. | 1,800 00 | July 1, 1870 |

* Ordered June 30, 1870. Modified May 11, 1871.

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|--|---------------------|-------------------|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 15111 | Oreg. | From Lafayette to Tillamook | W. Grimes | Once a week | 60 | \$400 00 | Dec. 1, 1870 | Route extended from Tillamook to Netart's, 14 miles. | \$83 00 | Jan. 1, 1871 |
| 15128 | do | From Centreville to Forest Grove. | A. E. Brown | do | 5 | 98 00 | Jan. 7, 1871 | Route extended to Glence, 5½ miles. Greenville to be supplied from Centreville, 5 miles, by slide mail. | 206 00 | Feb. 1, 1871 |
| 15126 | do | From Glence to Forest Grove, with slide supply to Greenville. | do | do | 15½ | 304 00 | Apr. 1, 1871 | One additional trip a week over whole route. | 304 00 | June 1, 1871 |
| 15422 (old) | Wash. | From Walla-Walla to Missoula. | L. H. Hernalsheld | do | 413 | 23, 000 00 | July 1, 1870 | Supply of Tukamnon three times a week. Increasing distance 10 miles, from June 17, 1868, to October 31, 1868. Also from November 1, 1869, to June 30, 1870, once a week. | 1, 574 00 | ..... |
| 15414 | do | From Walla-Walla to Missoula, with slide supply to Stevensville. | C. C. Huntley | do | 453 | 23, 900 00 | July 29, 1870 | One additional trip a week on slide supply from Missoula to Stevensville, 40 miles. | 2, 022 00 | Aug. 16, 1870 |
| 15414 | do | From Walla-Walla to Missoula, with slide supply to Stevensville twice a week. | do | do | 453 | 34, 923 03 | Aug. 23, 1870 | Service on slide supply extended from Stevensville to Girl's Creek, 45 miles. | 4, 550 00 | Sept. 16, 1870 |
| 15415 | do | From Walla-Walla to Pierce City. | do | do | 216 | 4, 900 00 | Oct. 13, 1870 | Service between Walla-Walla and Lewistown, 106 miles, to three times a week. | 4, 980 00 | July 1, 1870 |
| 15414 | do | From Walla-Walla to Missoula, with slide supply to Stevensville, Fort Owen, and Girl's Creek twice a week. | do | do | 498 | 29, 473 00 | Dec. 22, 1870 | Two additional trips a week between Walla-Walla and Missoula, 413 miles. | 41, 754 00 | Jan. 1, 1871 |
| 15410 | do | From Helena to Bozeman, with slide supply to Franklin. | H. Light | do | 16½ | 959 48 | Mar. 30, 1871 | Route extended from Franklin to Elhi, 8 miles. | 126 00 | July 1, 1871 |
| 16011 | Mont. | From Helena to Bozeman, with slide supply to Saint Louis. | C. C. Huntley | do | 120 | 2, 038 00 | July 25, 1870 | Two additional trips a week, including slide supply. | 4, 073 00 | July 20, 1870 |
| 16003 | do | From Helena to Dismal. | Durridge & Carrick | do | 40 | 600 00 | July 26, 1870 | Two additional trips a week | 1, 200 00 | July 1, 1870 |
| 16001 | do | From Helena to Benton. | Fort Gilmer & Salla | do | 144 | 3, 000 00 | Aug. 5, 1870 | do | 6, 000 00 | July 1, 1870 |
| 16007 | do | From Virginia City to Hannack. | do | do | 73 | 930 00 | Aug. 5, 1870 | do | 1, 900 00 | July 1, 1870 |

| | | | | | | | | | |
|-------|------|---|---|-----|-----------|---------------|---|-----------|----------------|
| 16009 | do | From Helena to George-C. C. Huntley | do | 40 | 980 00 | Aug. 5, 1870 | Route extended from Georgetown to Lincoln, 80 miles. | 1,485 00 | Aug. 1, 1870 |
| 16226 | do | From Missoula to Gilmer & Sallis | do | 20 | 550 00 | Aug. 5, 1870 | Two additional trips a week | 1,100 00 | July 22, 1870 |
| 16227 | do | From Frenchtown to do | do | 60 | 2,000 00 | Aug. 5, 1870 | do | 4,000 00 | July 22, 1870 |
| 16206 | do | From Helena to Missoula | Three times a week | 150 | 5,400 00 | Aug. 23, 1870 | Schedule time expedited from 72 hours to 36 hours. | 3,600 00 | Aug. 1, 1870 |
| 16009 | do | From Helena to Lincoln C. C. Huntley | Once a week | 100 | 2,475 00 | Aug. 23, 1870 | Two additional trips a week | 4,950 00 | Aug. 24, 1870 |
| 16020 | do | From Virginia City to Gilmer & Sallis | Three times a week | 220 | 15,900 00 | Nov. 14, 1870 | Branch service from Deer Lodge City, by German Gulch, to French Gulch 45 miles, twice a week. | 2,074 00 | Aug. 8, 1870 |
| 16027 | do | From Frenchtown to do | do | 60 | 6,000 00 | Jan. 6, 1871 | Route extended from Louisville to Forest City, 7 miles. | 700 00 | Feb. 1, 1870 |
| 16014 | do | From Virginia City to J. F. Forman | Twice a week | 75 | 3,348 00 | Feb. 23, 1871 | Order of March 18, 1870, modifying order of December 18, 1869, to end route at Bozeman, modified so as to increase distance 20 miles instead of 15 miles, and pay \$432 per annum instead of \$324 per annum, and \$1,732, in lieu of \$1,624, for the additional trips. Contractor allowed for tolls paid by him on Madison Bridge from January 1, 1870, to June 30, 1870, and on Sterling toll-road from February 1, 1870, to June 30, 1870. | 216 00 | Jan. 1, 1870 |
| 13906 | Dak | From Fort Abercrombie Blakely & Carpenter | do | 190 | 6,619 00 | Apr. 6, 1871 | One additional trip a week | 3,309 50 | May 1, 1871 |
| 13903 | do | From Elk Point to Sioux C. K. Howard | Once a week | 80 | 600 00 | May 22, 1871 | do | 600 00 | June 8, 1871 |
| 16301 | Wyo. | From Bryan to South L. D. Beary | do | 100 | 2,000 00 | July 15, 1870 | Route extended to Miner's Delight, 6 miles, and service increased to three times a week over whole route. | 4,450 00 | July 25, 1870 |
| 16630 | Utah | From Corinne to He. Gilmer & Sallis | Seven times a week | 445 | 33,250 00 | Aug. 23, 1870 | Schedule time expedited so as to make it 24 days in summer instead of 5 days, and 24 days in winter instead of 8 days. | 14,250 00 | Aug. 1, 1870 |
| 16601 | do | From Salt Lake City to H. White | Six times a week to Provo City, three times a week residue. | 150 | 5,500 00 | Aug. 23, 1870 | Six times a week service extended from Provo City to Fillmore City, making six times a week service over the whole route. | 2,750 00 | Aug. 1, 1870 |
| 16611 | do | From Fillmore City to do | Twice a week | 125 | 2,900 00 | Aug. 23, 1870 | One additional trip a week | 1,450 00 | Aug. 1, 1870 |
| 16624 | do | From Pinto to Panaca | do | 62 | 1,223 00 | Aug. 23, 1870 | Route extended from Panaca, through Meadow Valley, to Pioche, Nev., 25 miles, and service increased to twice a week over the whole route. | 3,603 00 | Aug. 1, 1870 |
| 16624 | do | From Pinto to Pioche | Twice a week | 97 | 3,896 00 | Aug. 23, 1870 | Route to begin at Cedar City, increasing distance 30 miles. | 1,184 00 | Sept. 12, 1870 |
| 16625 | do | From Provo City to do | Once a week | 85 | 1,363 00 | Aug. 27, 1870 | do | 1,363 00 | Sept. 1, 1870 |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|-----------------|--------|---------------------------------------|--------------------|---|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 16610 | Utah | From Salt Creek to Gunnison. | J. G. Wheeler | Once a week. | 87 | \$2,200 00 | Sept. 30, 1870 | One additional trip a week | \$1,100 00 | Oct. 16, 1870 |
| 16629 | do | From Salt Lake City to Fillmore City. | H. White | Six times a week. | 150 | 8,250 00 | Nov. 3, 1870 | Route extended from Fillmore City to Cedar City, 125 miles, and back, three times a week. Also extended from Cedar City to Saint George, 70 miles, and back, twice a week. | 4,350 00 | Nov. 1, 1870 |
| 16601 | do | From Salt Lake City to Saint George. | do | Six times a week on 130 miles, three times a week on 125 miles, and twice a week on 70 miles. | 345 | 25,000 00 | Nov. 3, 1870 | Running time decreased on whole route, from Salt Lake City to Saint George, to 44 days, and allow for increased expense and employment of additional stock rendered necessary to carry order into execution. | 1,237 00 | Nov. 10, 1870 |
| 16602 | do | From Cedar City to Ploche. | do | Twice a week. | 127 | 5,010 00 | Nov. 3, 1870 | Services between Cedar City and Saint George, 70 miles, increased to three times a week. | 2,305 00 | Nov. 10, 1870 |
| 16629 | do | From Salt Lake City to Stockton. | L. D. Young | do | 40 | 987 50 | Dec. 2, 1870 | One additional trip a week | 346 00 | Jan. 1, 1871 |
| 16617 | do | From Logan to Oxford. | J. D. M. Crock. | Once a week. | 25 | 550 00 | Jan. 3, 1871 | Route extended from Stockton to Ophir, 14 miles. | 330 00 | Nov. 15, 1870 |
| 16604 | do | From Ogden City to Huntsville. | J. D. M. Crock. | Twice a week. | 18 | 495 00 | Jan. 6, 1871 | Supply of Newton, Western, and Clinton, increasing distance 15 miles. | 53 00 | Feb. 1, 1871 |
| 16610 | do | From Salt Creek to Gunnison. | J. G. Wheeler | Three times a week. | 87 | 3,300 00 | Jan. 14, 1871 | Route extended from Gunnison to Bolton City, 50 miles, and back, once a week. | 1,011 00 | Mar. 1, 1871 |
| 16603 | do | From Brigham City to Franklin. | S. Howe | Twice a week. | 55 | 1,500 00 | Mar. 17, 1871 | One additional trip a week. | 750 00 | Apr. 1, 1871 |
| 16617 | do | From Logan to Oxford. | J. D. M. Crock. | Once a week. | 40 | 880 00 | Mar. 18, 1871 | do | 840 00 | Apr. 1, 1871 |
| 16601 | do | From Salt Lake City to Saint George. | H. White | Six times a week on 150 miles, three times a week on 130 miles. | 345 | 26,237 00 | Mar. 20, 1871 | Lavan embraced, increasing distance 3 miles. | 318 00 | Apr. 16, 1871 |
| 16621 | do | From Beaver to Minersville. | J. Low | Once a week. | 20 | 600 00 | Mar. 22, 1871 | Two additional weekly trips | 1,000 00 | Apr. 1, 1871 |

ALLOWANCES MADE TO CONTRACTORS.

| | | | | | | | | | | |
|-------|-----|--------------------------------------|---------------------|--|-----|-----------|----------------|--|-----------|---------------|
| 16624 | do | From Cedar City to Ploche. | H. White | Three times a week | 227 | 7,515 00 | Mar. 22, 1871 | Route to begin at Minersville, embracing Eagle Valley, and omitting Cedar City, Iron City, and Pinto, without change of distance or pay. Running time decreased from 48 hours to 34 hours, and contractor allowed for increased expedition and employment of additional stock necessary to carry out this order. | 338 00 | Apr. 1, 1871 |
| 16614 | do | From Pinto to Saint George. | Chatterly & Walker. | Once a week | 534 | 602 00 | Mar. 23, 1871 | Route to begin at Cedar City, and embrace Iron City, increasing distance 30 miles. | 147 00 | Jan. 1, 1871 |
| 16614 | do | From Cedar City to Saint George. | do | do | 834 | 940 00 | Apr. 8, 1871 | Route extended from Pinto to Clover Valley, 13 miles. Fine Valley to be supplied from Pinto, 15 miles, by side road. | 3,444 00 | May 1, 1871 |
| 16601 | do | From Salt Lake City to Saint George. | H. White | Six times a week on 150 miles, three times a week residic. | 345 | 26,555 00 | Apr. 28, 1871 | Three additional trips a week between Fillmore City and Beaver, 65 miles. | 2,400 00 | May 1, 1871 |
| 16621 | do | From Beaver to Minersville. | J. Low | Three times a week | 20 | 2,400 00 | Apr. 28, 1871 | Three additional trips a week | 9,600 00 | May 1, 1871 |
| 16624 | do | From Minersville to Ploche. | H. White | do | 127 | 9,600 00 | Apr. 28, 1871 | do | 297 00 | Aug. 1, 1870 |
| 17028 | Col | From Franktown to Fort Bonita. | J. F. Bennett | Once a week | 22 | 475 00 | July 6, 1870 | Route to begin at Glen Grove, and embrace Huntville, increasing distance 29 miles. | 429 00 | Aug. 1, 1870 |
| 17006 | do | From Boulder to Sugar Loaf. | J. Hughes | do | 23 | 380 00 | Aug. 5, 1870 | Vannote and Whitney, embraced between Boulder and Burlington, increasing distance 6 miles, and service increased to twice a week over that part of the route, 30 miles. | 1,200 00 | Sept. 1, 1870 |
| 17003 | do | From Denver to Burkshire. | Oakes & Godfrey | Twice a week | 100 | 2,400 00 | Sept. 22, 1870 | One additional trip a week | 1,300 00 | Jan. 1, 1870 |
| 17001 | do | From Denver to Pueblo. | L. Barnum | Three times a week | 126 | 1,700 00 | Dec. 28, 1870 | Route extended from Pueblo to Trinidad, 100 miles. | 800 00 | Feb. 15, 1871 |
| 17036 | do | From Evans to La Porte. | J. Shinn | Once a week | 40 | 1,000 00 | Feb. 8, 1871 | Route to begin at Greeley, omitting Evans, and service increased to twice a week on route as changed. | 2,615 00 | Apr. 1, 1871 |
| 17015 | do | From Pueblo to Santa Fe. | H. G. Weibling | do | 244 | 2,704 00 | Mar. 20, 1871 | Service between Pueblo and San Louis, 118 miles, increased to three times a week. | 900 00 | Apr. 1, 1871 |
| 17006 | do | From Central City to Georgetown. | Colorado Stage Co. | Three times a week | 18 | 1,100 00 | Mar. 25, 1871 | Three additional trips a week, and schedule time expedited from 63 hours to 48 hours. | 3,000 00 | Apr. 16, 1871 |
| 17001 | do | From Denver to Trinidad. | L. Barnum | do | 226 | 3,000 00 | Mar. 31, 1871 | Three additional trips a week | 15,833 00 | Apr. 16, 1871 |
| 17032 | do | From Kit Carson to Ta Fe. | R. Barlow | Six times a week | 450 | 95,000 00 | Apr. 5, 1871 | One additional trip a week | 1,000 00 | May 1, 1871 |
| 17000 | do | From Denver to Fair Play. | Oakes & Godfrey | Three times a week | 93 | 3,432 00 | May. 4, 1871 | Schedule time expedited from 48 hours to 34 hours, from May 1 to Nov. 1, one half the year. | | |

No. 4.—Report of additional allowances made to contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of additional allowance. | The additional service required. | Additional allowance made per annum. | Commencement of additional service. |
|------------------|--------|---|-------------------------|--|-----------------------------|-----------------|--|--|--------------------------------------|-------------------------------------|
| 17006 Col. | | From Boulder to Burlington. | Bur. J. Hingbee..... | Twice a week on 20 miles; once a week residue. | 20 | \$609 00 | May 5, 1871. | Erie embraced and service increased four additional trips a week between Boulder, Valmont, and Erie. | \$383 00 | May 16, 1871 |
| 17466 N. Mex. | | From Santa Fé to Abiqui. | J. P. Gallijos..... | Once a week..... | 60 | 590 00 | Oct. 8, 1870 | Route extended from Abiqui to Tierra Amarilla, supplying any intermediate offices that may be established, increasing distance 45 miles. | 443 50 | Dec. 1, 1870 |
| 17406 do | | From Santa Fé to Tierra Amarilla, with branch to El Rito. | do | do | 105 15 | 1,179 50 | Mar. 16, 1871 | Services on branch extended from El Rito to Ojo Caliente, 19 miles. | 187 00 | May 1, 1871 |
| 17401 do | | From Santa Fé to El Paso. | Barlow, Sanderson & Co. | Three times a week..... | 356 | 39,000 00 | Apr. 5, 1871 | Four additional trips a week..... | 53,000 00 | Apr. 16, 1871 |

No. 5.

Report of curtailments made in service and pay of contractors during the fiscal year ended June 30, 1871.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|-----------------------------------|-------------------------|---|-----------------------------|-----------------|--|---|-----------------------------|---|
| 162 | Me | From Sedgwick Green's Landing. | to J. Weed | Three times a week | 16½ | \$442 81 | July 14, 1870 | Order of April 25, 1870, for supply of Sargentville, rescinded. | \$6 81 | May 10, 1870 |
| 40 | do | From Exeter to Sargentville. | East J. W. Fowler | do | 19½ | 349 00 | Aug. 2, 1870 | Route to begin at Foxcroft, saving 14½ miles. | 262 84 | Aug. 20, 1870 |
| 53 | do | From Kunduskoog to Dexter. | F. J. Littlefield | do | 24 | 343 00 | Aug. 2, 1870 | Route to end at Corinth, saving 17½ miles and \$250 per annum, and service increased to six times a week over route as curtailed, at \$93 additional per annum. | 137 00 | Aug. 20, 1870 |
| 134 | do | From Lebanon to Lebanon. | West J. J. Wentworth | Twice a week | 8½ | 85 00 | Aug. 24, 1870 | Route to end at Centre Lebanon, saving 3 miles and \$30 90 per annum, and service increased to three times a week over route as curtailed, at \$27.05 additional per annum. | 3 85 | Sept. 1, 1870 |
| 40 | do | From Foxcroft to Sargentville. | East J. W. Fowler | Three times a week | 48 | 56 12 | Oct. 13, 1870 | Service discontinued and contract annulled. | 86 12 | Oct. 24, 1870 |
| 163 | do | From Mechanics Falls to Hartford. | H. Perkins | Six times a week | 22 | 1,200 00 | Nov. 30, 1870 | do | 1,200 00 | Dec. 31, 1870 |
| 128 | do | From Biddleford to | Ossi: F. J. Littlefield | Three times a week | 49 | 424 00 | Dec. 13, 1870 | Route to begin at Waterborough Centre, saving 18 miles and \$155.75 per annum, and service between Waterborough Centre and Limerick, 7 miles, increased to six times a week, at \$60.57 additional per annum. | 95 18 | Jan. 1, 1870 |
| 130 | do | From Well's Depot to Cornish. | J. W. Fowler | Six times a week to Springvale, three times a week residue. | 41½ | 537 00 | Dec. 31, 1870 | Route to end at Alfred, saving 25 miles. | 253 30 | Dec. 31, 1870 |
| 118 | do | From Portland to Bridgton. | S. G. Chadborn | Six times a week | 41 | 791 00 | Dec. 31, 1870 | Route to begin at South Windham, saving 11 miles. | 209 66 | Dec. 31, 1870 |
| 99 | do | From Belfast to Brooks. | F. J. Higgins | Three times a week | 16 | 180 00 | Dec. 31, 1870 | Route to begin at Brooke, saving 13 miles | 135 00 | Dec. 31, 1870 |
| 165 | do | From Brooks to Unity. | Jones & Staples | Once a week | 12½ | 85 00 | Dec. 31, 1870 | Service discontinued and contract annulled. | 85 00 | Dec. 31, 1870 |
| 189 | do | From Barnham Village to Unity. | S. G. Chadborn | Six times a week | 9 | 150 00 | Dec. 31, 1870 | do | 150 00 | Dec. 31, 1870 |

* Contractor never compiled with order.

No. 5.—*Report of curtailments made in service and pay of contractors, &c.*—Continued.

| Number of route | State | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|-----------------|-------|--|---|--|-----------------------------|-----------------|--|---|-----------------------------|---|
| 127 | Me | From Biddeford to Le-J. W. Fowler vill. | | Three times a week. | 54 | \$424 00 | Jan. 7, 1871 | Route to begin at East Baldwin, saving 27 miles. | \$212 00 | Jan. 10, 1871 |
| 130 | do | From Well's Depot to Alfred. | do | Six times a week on 14 miles; three times a week residue. | 164 | 283 75 | Jan. 13, 1871 | Route to end at Springdale, saving 5 miles. | 52 53 | Jan. 19, 1871 |
| 123 | do | From Gorham to Con. C. C. Clark | | Twelve times a week on 154 miles; six times a week residue. | 514 | 770 00 | Feb. 25, 1871 | Route to begin at West Baldwin, saving 24 miles. | 430 95 | Mar. 1, 1871 |
| 126 | do | From Biddeford to Lim-S. Davis | | Six times a week to West Buxton; three times a week residue. | 28 | 433 00 | May 9, 1871 | Route to end at West Buxton, saving 11 miles. | 86 60 | May 15, 1871 |
| 10 | do | Branch to Lemington. From Vassalborough to Bangor. | H. Purnell | Six times a week. | 10 594 | 1,750 00 | June 2, 1871 | Service between China and Unity, 13 miles discontinued. | 353 96 | June 15, 1871 |
| 313 | N. H. | From Pittsfield to Alton. | J. H. Plummer | Three times a week. | 29 | 340 00 | Nov. 11, 1870 | Route to begin at Centre Barnstead, saving 3 miles. | 85 00 | Nov. 19, 1870 |
| 332 | do | From Littleton to Guyveton. | S. Allard | Six times a week; three of the weekly trips to run via Whitefield. | 32 | 409 00 | Dec. 6, 1870 | The three times a week supply of Whitefield omitted, saving 19 miles. | 152 91 | Dec. 9, 1870 |
| 287 | do | From Jeffrey to Win-chendon. | W. G. Jones | Six times a week. | 124 | 224 00 | Jan. 24, 1871 | Service discontinued and contract annulled. | 224 00 | Jan. 31, 1871 |
| 441 | Vt. | From Saint Johnsbury to Lancaster. | H. Hill | Six times a week to Lunenburg; three times a week residue. | 304 | 547 00 | Dec. 29, 1870 | Route to end at Lunenburg, 7 miles; and services between West Concord and Lunenburg, 14 miles, reduced to three times a week. | 227 30 | Dec. 31, 1870 |
| 722 | Mass | From Pittsfield to Wilmamstown. | E. L. Day | Six times a week to Lunenburg; three times a week residue. | 29 | 549 00 | July 22, 1870 | Route to end at New Ashford, saving 8 miles. | 175 06 | July 31, 1870 |
| 723 | do | From Hancock to Pittsfield. | R. Grant | Three times a week. | 14 | 200 00 | July 22, 1870 | Service discontinued and contract annulled. | 200 00 | July 31, 1870 |
| 633 | do | From Lexington Depot to Bedford. | Lexington and Arlington Railroad Company. | Twelve times a week. | 4 | 167 00 | July 23, 1870 | do | 105 00 | June 30, 1870 |
| 697 | do | From Palmer to Ware. | W. W. Bacon | Six times a week. | 11 | 419 00 | July 29, 1870 | do | 449 00 | July 31, 1870 |
| 653 | do | From Foxborough Depot to Foxborough. | Williams & Sumner. | Twelve times a week to Foxborough; six times a week residue. | 54 | 390 00 | Oct. 8, 1870 | Route to begin at Foxborough, saving 3 miles. | 375 29 | Oct. 19, 1870 |

| | | | | | | | | | | |
|------|-------|-------------------------------------|---------------------------|---|-----|----------|----------------|---|--------|----------------|
| 695 | do | From West Brookfield to Hardwick. | W. W. Bacon | Six times a week. | 12 | 497 00 | Oct. 8, 1870 | Route to end at Braintree, saving 6 miles. | 248 50 | Oct. 14, 1870 |
| 689 | do | From Orleans to Vincentown. | Pro-S. Knowles | do | 304 | 300 00 | Jan. 17, 1871 | Route to begin at Wellfleet, saving 13 miles. | 127 86 | Jan. 31, 1871 |
| 901 | Conn | From Hartford to Haven. | W. E. Boise | Six times a week, with six additional trips a week between Middletown and Cromwell. | 44 | 1,488 00 | Nov. 3, 1870 | Route to end at Middletown, saving 20 miles. | 918 00 | Nov. 14, 1870 |
| 935 | do | From Middle Haddam to East Hampton. | S. Bailey | Six times a week. | 4 | 295 00 | Dec. 10, 1870 | Route to begin at Cobalt, saving 302 rods. | 69 60 | Jan. 1, 1871 |
| 1399 | N. Y. | From Groton City to Groton. | W. Bruce | do | 6 | 112 50 | July 18, 1870 | Service between Groton City and Groton, reduced to three times a week. | 56 25 | July 28, 1870 |
| 1196 | do | From Troy to Hancock Lake. | G. E. V. D. Cook | Six times a week to Sand Lake; three times a week residue. | 27 | 598 00 | July 22, 1870 | Route to end at West Stephentown, saving 9 miles. | 136 25 | July 31, 1870 |
| 1227 | do | From Casville to Iton. | Mor. J. E. Kemp | Six times a week. | 32 | 1,344 00 | July 22, 1870 | Route to end at Bridgewater, saving 51 miles. | 241 50 | July 31, 1870 |
| 1223 | do | From Iton to Winfield. | do | do | 134 | 497 00 | Aug. 4, 1870 | Service discontinued and contract annulled. | 497 00 | Aug. 15, 1870 |
| 1064 | do | From Piermont to Tompkin's Cove. | G. W. Phelps | do | 214 | 1,050 00 | Aug. 17, 1870 | Route to end at Nyack, saving 34 miles. | 172 94 | Aug. 30, 1870 |
| 1418 | do | From Mount Sidney Plains. | G. G. Palmer | do | 94 | 312 75 | Sept. 19, 1870 | Service discontinued and contract annulled. | 312 75 | Sept. 30, 1870 |
| 1420 | do | From New Mount. | Berlin | do | 16 | 495 00 | Sept. 19, 1870 | do | 495 00 | Sept. 30, 1870 |
| 1241 | do | From Cabanota to Hamilton. | D. D. Searle | do | 23 | 643 03 | Sept. 29, 1870 | Supply of Hamilton omitted, saving 3 miles. | 183 45 | Oct. 1, 1870 |
| 1422 | do | From Norwich to rls. | Mor. S. Babcock | do | 16 | 675 00 | Oct. 14, 1870 | Service discontinued and contract annulled. | 675 00 | Sept. 20, 1870 |
| 1328 | do | From East Arcade. | Aurora to Spencer & Davis | do | 234 | 498 00 | Nov. 18, 1870 | Route to begin at South Wales, saving 44 miles. | 96 42 | Sept. 17, 1870 |
| 1260 | do | From Pulaaki to field. | O. E. Dwight | Three times a week. | 94 | 323 00 | Dec. 10, 1870 | Route to end at Port Ontario, saving 53 miles, and \$196.71 per annum. | 68 42 | Jan. 1, 1871 |
| 1205 | do | From Fonda to Kingsborough. | May. J. Dunn, jr. | Twelve times a week to Kingsborough; six times a week residue. | 13 | 1,000 00 | Dec. 20, 1870 | Route to begin at Gloverville, saving 7 miles. | 666 66 | Dec. 3, 1870 |
| 1242 | do | From Chittenango to De Ruyter. | Sta. H. H. Judd | Twelve times a week to Cazenovia; six times a week residue. | 26 | 514 00 | Dec. 29, 1870 | Route to begin at Cazenovia, saving 12 miles. | 384 63 | Jan. 15, 1871 |
| 1243 | do | From Chittenango to Erieville. | R. Wallace | Three times a week. | 17 | 315 00 | Dec. 29, 1870 | Route to begin at Cazenovia, and service increased to six times a week on route as curtailed. | 15 00 | Jan. 15, 1871 |
| 1085 | do | From Foughkeepsie to Burgall. | W. M. Wait | do | 19 | 491 89 | Jan. 7, 1871 | Service discontinued and contract annulled. | 491 89 | Jan. 7, 1871 |
| 1148 | do | From Elizabethtown to Vergennes. | C. D. Pratt | Six times a week to Westport, and six times a week during suspension of navigation on residue of route. | 194 | 125 00 | Jan. 9, 1871 | Route to end at Westport, omitting services between Westport and Vergennes during suspension of navigation on Lake Champlain. | 20 40 | Jan. 12, 1871 |

No. 5.—*Report of curtailments made in service and pay of contractors, &c.*—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | (Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|---|--------------------|--|-----------------------------|-----------------|--|---|-----------------------------|---|
| 132 | N. Y. | From South Wales to Spencer & Davis Arcade. | Spencer & Davis | Six times a week. | 183 | \$401 78 | Feb. 1, 1871 | Route to begin at Holland, saving 5 miles. | \$107 14 | Feb. 14, 1871 |
| 144 | do | From Monticello to Granville. | S. W. Royce | Twice a week. | 23½ | 375 00 | Feb. 10, 1871 | Route to begin at Thompsonville, saving 3½ miles. | 55 85 | Feb. 24, 1871 |
| 144 | do | From Wurtsborough to S. Allen. | S. Allen | Six times a week. | 12½ | 282 00 | Feb. 10, 1871 | Service discontinued and contract annulled. | 282 00 | Feb. 24, 1871 |
| 1447 | do | From Middletown to . . . do | do | do | 25 | 471 00 | Feb. 10, 1871 | do | 471 00 | Feb. 24, 1871 |
| 143 | do | From Monticello to . . . do | do | do | 23½ | 738 00 | Mar. 3, 1871 | Service between Fosterdale and Bethel, 5 miles, omitted; also three of the weekly trips between Fosterdale and Coecheon, 6 miles. | 268 36 | Mar. 10, 1871 |
| 1089 | do | From Pine Plains to G. Loucks. | G. Loucks | do | 9 | 295 00 | Mar. 6, 1871 | Service discontinued and contract annulled. | 295 00 | Mar. 11, 1871 |
| 143 | do | From Monticello to S. W. Royce. | S. W. Royce | Six times a week to Liberty; three times a week residue. | 16 | 535 00 | Mar. 8, 1871 | do | 535 00 | Mar. 19, 1871 |
| 1084 | do | From Poughkeepsie to G. Chamberlain. | G. Chamberlain | Six times a week. | 32½ | 990 00 | Mar. 9, 1871 | Route to begin at Clinton Corners, omitting Poughkeepsie and Pleasant Valley, and embracing Hibernia, saving 2½ miles. | 238 92 | Mar. 20, 1871 |
| 1087 | do | From Washington Hol. to W. M. Wait. | W. M. Wait | do | 11½ | 481 00 | Mar. 10, 1871 | Route to begin at Millbrook, saving 1½ miles. | 73 19 | Mar. 15, 1871 |
| 1444 | do | From Thompsonville to S. W. Royce. | S. W. Royce | Twice a week. | 20 | 319 15 | Mar. 14, 1871 | Route to begin at Woodbourne, saving 6 miles. | 95 74 | Mar. 20, 1871 |
| 1146 | do | From Ellenville to J. D. Walker. | J. D. Walker | do | 21½ | 311 00 | Mar. 14, 1871 | Route to end at Woodbourne, saving 9 miles. | 130 18 | Mar. 20, 1871 |
| 1415 | do | From Walton to Otego. | A. Truesdell | Six times a week. | 18 | 684 00 | Mar. 15, 1871 | Service between Walton and Franklin, 14 miles, reduced to twice a week. | 354 66 | Mar. 31, 1871 |
| 1450 | do | From Monticello to D. Couch. | D. Couch | Once a week. | 7½ | 120 83 | Mar. 23, 1871 | Route to begin at Bridgeville, saving 4½ miles. | 70 83 | Mar. 31, 1871 |
| 1113 | do | From West Sand Lake to D. Lappens. | D. Lappens | Three times a week. | 10 | 308 00 | Apr. 3, 1871 | Route to end at East Nassau, saving 3 miles. | 38 00 | Apr. 10, 1871 |
| 1441 | do | From Callicoon Depot to J. D. Watkins. | J. D. Watkins | Twice a week. | 19½ | 311 00 | Apr. 14, 1871 | Route to end at Callicoon, saving 9½ miles. | 137 09 | May 1, 1871 |
| 1309 | do | From Addison to Rex-J. Little. | Rex-J. Little | Six times a week on 18 miles; twice a week residue. | 28½ | 540 00 | Apr. 11, 1871 | Route to end at Jasper, saving 10½ miles. | 86 14 | Dec. 10, 1870 |

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|------|-------|---|--|-----------------|----------|----------------|--|--------|----------------|
| 1442 | do | From Harryville to S. Means. | do | 28 | 430 00 | Apr. 21, 1871 | Route to end at Hartwood, saving 4 1/2 miles and \$67.68 per annum, and service between Hartwood and Fortsburgh, 4 1/2 miles, increased to three times a week, at \$33.95 per annum. | 33 94 | May 1, 1871 |
| 1642 | N. J. | From Belvidere to Shomes & Shuler, Newton. | do | 25 | 574 00 | July 16, 1870 | Service discontinued and contract annulled. | 574 00 | July 31, 1870 |
| 1650 | do | From Newton to Deck. O. B. Pellett. | Six times a week | 15 | 440 00 | Sept. 14, 1870 | do | 440 00 | Sept. 25, 1870 |
| 1631 | do | From Newton to Mil. A. Little. | Six times a week to Branchville; three times a week residue. | 21 1/2 | 480 00 | Sept. 14, 1870 | Route to begin at Branchville, saving 6 1/2 miles. | 223 88 | Sept. 25, 1870 |
| 1662 | do | From New York to Northern Railroad Company of New Jersey. | Six times a week. | 30 | 2,256 00 | Sept. 17, 1870 | Pasack, Wetwood, and Spring Valley omitted from route, saving 9 miles. | 391 00 | Oct. 1, 1870 |
| 1624 | do | From Dover to Ham. R. Maboe. | Twice a week. | 22 1/2 | 370 00 | Oct. 7, 1870 | Route to end at Sparta, saving 10 miles. | 164 44 | Oct. 12, 1870 |
| 1633 | do | From Lafayette to H. Burrows. | Once a week to Ham. R. Maboe; six times a week residue. | 20 1/2 | 700 00 | Nov. 3, 1870 | Route to begin at Hamburg, saving 9 1/2 miles. | 71 12 | Nov. 10, 1870 |
| 1623 | do | From Denville to H. P. Bird. | Twelve times a week. | 5 | 500 00 | Jan. 21, 1871 | Service discontinued and contract annulled. | 500 00 | Jan. 31, 1871 |
| 1690 | do | From Pemberton to B. Bishop. | Six times a week to New Lisbon; twice a week residue. | 6 | 213 00 | Feb. 8, 1871 | do | 213 00 | Feb. 20, 1871 |
| 2230 | Pa. | From Mann's Choice to W. H. Holler. | Three times a week. | 28 | 730 00 | Aug. 16, 1870 | Service on branch from New Bridgeport to Cumberland Valley, 3 miles, discontinued. | 78 00 | Aug. 20, 1870 |
| 2006 | do | From Wyalusing to J. Montgomery. | do | 17 1/2 | 495 00 | Sept. 16, 1870 | Route to begin at Lacyville, saving 2 1/2 miles. | 56 00 | Sept. 30, 1870 |
| 1901 | do | From Oxford to Peter's H. C. Cummings. | Six times a week. | 18 | 359 00 | Sept. 22, 1870 | Supply of Goshen omitted, saving 2 miles. | 40 00 | Oct. 1, 1870 |
| 2256 | do | From Carlinville to R. Porter. | do | 11 | 110 00 | Sept. 23, 1870 | Service discontinued and contract annulled. | 110 00 | Oct. 14, 1870 |
| 2444 | do | From Brookville to R. H. McCleave. | Twice a week on 14 1/2 miles; once a week residue. | 25 1/2 | 450 00 | Oct. 26, 1870 | Service between Arroyo and Ridge way, 11 miles, discontinued. | 124 00 | Nov. 12, 1870 |
| 2001 | do | From Carlisle to York E. Johns, Jr. | Six times a week. | 14 1/2 | 490 00 | Nov. 22, 1870 | Supply of Carlisle omitted, saving 5 1/2 miles. | 186 00 | Dec. 31, 1870 |
| 1866 | do | From Coatesville to Dinan & Ramsey. | do | Equal to 11 1/2 | 537 00 | Dec. 13, 1870 | Services to be performed from Coatesville, by Ercildoune and Gum Tree, to Deep Run, 9 miles, and back, six times a week. | 117 00 | Jan. 1, 1871 |
| 1961 | do | From Chestnut Level to W. Chandler. | do | 10 | 460 25 | Dec. 13, 1870 | Route to end at Goshen, saving 2 miles. | 92 00 | Jan. 1, 1871 |
| 1962 | do | From West Chester to F. Conway. | Three times a week. | 32 1/2 | 772 00 | Dec. 14, 1870 | Morganstown, Geiger's Mills, Scarlett Mills, and Birdsborough omitted, saving 12 miles. | 283 00 | Jan. 1, 1871 |

* Side service

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|---------------------------------------|-------------------------|--|-----------------------------|-----------------|--|--|-----------------------------|---|
| 1911 | Pa. | From Norristown to C. Scripture. | to C. Scripture. | Three times a week. | 10½ | \$450 00 | Dec. 29, 1870 | Service discontinued and contract annulled. | \$450 00 | Jan. 15, 1871 |
| 1921 | do | From Norristown to P. H. H. Heilman. | do | do | 23 | 739 00 | Dec. 29, 1870 | do | 739 00 | Jan. 15, 1871 |
| 2342 | do | From Pittsburgh to S. Hare. | to S. Hare. | Six times a week. | 27½ | 293 00 | Jan. 9, 1871 | Route to begin at Cannonsburgh, saving 304 miles. | 218 00 | Jan. 14, 1871 |
| 1913 | do | From Pottsdam to G. E. Bilen. | to G. E. Bilen. | Three times a week. | 24 | 390 00 | Jan. 17, 1871 | Route to begin at Colebrookdale, saving 13 miles. | 380 00 | Jan. 31, 1871 |
| 1920 | do | From Long Swamp to F. Beane. | to F. Beane. | Once a week. | 8½ | 124 00 | Jan. 19, 1871 | Service discontinued and contract annulled. | 124 00 | Jan. 31, 1871 |
| 2469 | do | From Mercedith to P. A. W. Keith. | to P. A. W. Keith. | Twelve times a week on 2½ miles; six times a week residue. | 7 | 400 00 | Jan. 23, 1871 | Route to begin at Shamburgh, saving 4½ miles. | 190 00 | Jan. 31, 1871 |
| 2525 | do | From Fannettsburgh to R. H. McCleave. | to R. H. McCleave. | Once a week. | 12 | 199 00 | Feb. 8, 1871 | Service discontinued and contract annulled. | 199 00 | Feb. 28, 1871 |
| 1971 | do | From Lebanon to Mon. J. H. Heilman. | to Mon. J. H. Heilman. | Six times a week on 10 miles; three times a week residue. | 14 | 350 00 | Feb. 9, 1871 | Route to begin at Jonestown, saving 7 miles. | 204 00 | Mar. 1, 1871 |
| 2102 | do | From Towanda to La. Allen & Bronson. | to La. Allen & Bronson. | Six times a week. | 29½ | 697 00 | Feb. 10, 1871 | All the service except that between Du-shore and Laporte discontinued, saving 20 miles. | 472 00 | Mar. 1, 1871 |
| 2140 | do | From Damascus to Gal. D. Shudiff. | to Gal. D. Shudiff. | Once a week. | 5 | 50 00 | Feb. 13, 1871 | Service discontinued and contract annulled. | 50 00 | Feb. 6, 1871 |
| 2141 | do | From Equinunk to M. Mogridgo. | to M. Mogridgo. | do | 4 | 35 00 | Feb. 13, 1871 | do | 35 00 | Feb. 9, 1871 |
| 2102 | do | From Dushore to La. Allen & Bronson. | to La. Allen & Bronson. | Six times a week. | 9½ | 225 00 | Feb. 23, 1871 | do | 225 00 | Feb. 28, 1871 |
| 2280 | do | From Freeport to Butler D. G. Walker. | to Butler D. G. Walker. | do | 19 | 380 00 | Feb. 25, 1871 | do | 380 00 | Feb. 28, 1870 |
| 2385 | do | From Gaines to Carter A. T. Lossy. | to Carter A. T. Lossy. | Twice a week. | 17 | 249 00 | Mar. 11, 1871 | Route to end at Germania, saving 5 miles. | 73 00 | Apr. 1, 1871 |
| 2400 | do | From Condersport to S. Ross. | to S. Ross. | do | 30 | 440 00 | Mar. 11, 1871 | Kettle Creek omitted, saving 7 miles, and route extended from Carter Camp to Germania, 5 miles; net saving, 2 miles. | 29 00 | Apr. 1, 1871 |
| 225 | do | From Titusville to Mor. S. Carroll. | to Mor. S. Carroll. | Once a week. | 7 | 78 00 | Mar. 28, 1871 | Service discontinued and contract annulled. | 78 00 | May 30, 1871 |
| 1971 | do | From Jonestown to J. H. Heilman. | to J. H. Heilman. | Six times a week on 3 miles; three times a week residue. | 7 | 146 00 | Apr. 6, 1871 | do | 146 00 | Apr. 8, 1871 |

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|------|-------|---|--|-----|------------|----------------|--|-----------|----------------|
| 2250 | do | From Elk Run to R. S. Baker Mainesburgh. | Twice a week. | 4 | 110 00 | Apr. 7, 1871 | do | 110 00 | Mar. 31, 1871 |
| 2312 | do | From Cannonsburgh to J. Hare Washington. | Six times a week. | 7 | 75 00 | May 15, 1871 | do | 75 00 | May 31, 1871 |
| 2906 | Del | From Wilmington to E. Strong Centreville. | do | 7 | 300 00 | Dec. 27, 1870 | do | 300 00 | Dec. 31, 1870 |
| 2936 | Md | From Frederick to Lit. J. H. Spaulding tlesdown. | Three times a week. | 36 | 847 00 | Sept. 2, 1870 | Double Pipe Creek omitted and York Road Station embraced, saving 24 miles. | 59 00 | Sept. 10, 1870 |
| 3002 | do | From Frederick to (ret. D. Agnew tysburgh. | do | 34½ | 1, 034 00 | Jan. 9, 1871 | Frederick, Utica Mills, Cveagersdown, and Graceham omitted, saving 16½ miles. | 490 00 | Jan. 16, 1871 |
| 3026 | do | From Church Creek to W. B. Crockett Cedar Creek. | Twice a week. | 25½ | 420 00 | Jan. 30, 1871 | Route to end at Lakeville, saving 3½ miles. | 58 00 | Feb. 1, 1871 |
| 3006 | do | From Rowlandville to Dinan & Ramsay Rock Springs. | Three times a week. | 7 | 231 00 | Apr. 19, 1871 | Service discontinued and contract annulled. | 231 00 | Apr. 30, 1871 |
| 4321 | Va | From Boussock's to J. & G. Zimmer White Sulphur man. | Six times a week to Fin- castle; three times a week residue. | 66½ | 2, 150 00 | July 14, 1870 | Route to end at Alleghany Station, saving 7 miles. | 185 80 | Aug. 1, 1870 |
| 4663 | do | From Winchester to A. D. Trotter Stanton. | Six times a week. | 68 | 2, 586 96 | July 25, 1870 | Route to begin at Harrisonburgh, saving 43 miles. | 1, 625 87 | Aug. 1, 1870 |
| 4408 | do | From Richmond to Temple & Kelley West Point. | Twice a week. | 42 | 1, 150 00 | Dec. 14, 1870 | Service discontinued and contract annulled. | 1, 150 00 | Dec. 31, 1870 |
| 4375 | W. Va | From Holly Meadow to W. Carrick New Interest. | Once a week. | 22 | 174 00 | Sept. 22, 1870 | do | 174 00 | Dec. 31, 1869 |
| 4249 | do | From Martinsburgh to T. Little Williamsport, Md. | Three times a week. | 13 | 445 00 | Feb. 8, 1871 | Route to end at Falling Waters, saving 5 miles. | 171 17 | Feb. 15, 1871 |
| 5141 | N. C | From Bridgewater to J. C. Hawkins Ashville. | do | 49 | 1, 470 00 | Oct. 21, 1870 | Route to begin at Marion, saving 12 miles. | 360 00 | Aug. 5, 1870 |
| 5198 | do | From Raleigh to Leech- burgh. | Once a week. | 15 | 179 00 | Feb. 9, 1871 | Service discontinued and contract annulled. | 179 00 | Feb. 15, 1871 |
| 5141 | do | From Marion to Ash- ville. | Three times a week. | 37 | 1, 100 00 | Apr. 1, 1871 | Route to begin at Pleasant Retreat, saving 7 miles. | 210 00 | Apr. 1, 1871 |
| 5402 | S. C | From Kingsville to South Carolina R. Augusta, R. Co. | Twice daily. | 119 | 17, 850 00 | | | | |
| | | From Kingsville to Camden (branch) | Three times a week. | 37½ | 1, 125 00 | | | | |
| | | From Kingsville to Columbia (branch) | do | 27 | 1, 350 00 | Feb. 7, 1871 | Service between Kingsville and Augusta reduced to single daily. | 5, 950 00 | Jan. 21, 1871 |
| | | From Branchville to Charleston (branch) | Six times a week. | 62 | 6, 200 00 | | | | |
| 5401 | do | From Kingsville to Wilmington, N. C. | Twice daily. | 171 | 25, 650 00 | Feb. 15, 1871 | Pay between Kingsville and Florence 64 miles, reduced to \$100 per mile per annum in consequence of cessation of double daily service. | 6, 400 00 | Jan. 21, 1871 |
| 6038 | Ga | From Nacoochee to W. P. Smith Gainesville. | Once a week. | 33 | 550 00 | July 5, 1870 | Route to begin at Cleveland, saving 9 miles. | 33 25 | July 15, 1870 |
| 6101 | do | From Albany to Quincy, Fla. | Three times a week. | 78 | 2, 350 00 | July 30, 1870 | Route to begin at Brainbridge, saving 534 miles. | 1, 814 30 | Aug. 10, 1870 |
| 6072 | do | From Griffin to Senola, R. Tyson. | Once a week. | 22 | 230 00 | Nov. 21, 1870 | Service discontinued and contract annulled. | 230 00 | Nov. 30, 1870 |

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment and pay. |
|-----------------|--------|---------------------------------------|--------------------|-------------------|-----------------------------|-----------------|---|----------------------|-----------------------------|------------------------------|
| 6036 | Ga. | From Rosara to Pond A. J. Heulan | Once a week | 424 | \$252 00 | Feb. 13, 1871 | Route to begin at Sugar Valley, saving 64 miles. | | \$85 93 | Mar. 1, 1871 |
| 6081 | do | From Spring Barnevillie to B. Tyson | Three times a week | 18 | 540 00 | Mar. 1, 1871 | Service discontinued and contract annulled. | | 540 00 | Mar. 9, 1871 |
| 6136 | Fla. | From Lake City to Lake J. W. Price | Once a week | 42 | 500 00 | Aug. 11, 1870 | Route to begin at Olustee, saving 38 miles. | | 333 33 | June 15, 1870 |
| 6452 | do | From Bayport to Pierce C. F. Wall | do | 174 | 185 00 | Dec. 31, 1870 | Service discontinued and contract annulled. | | 185 00 | Dec. 13, 1870 |
| 6430 | do | From Tampa to Manatee R. Tyson | do | 48 | 700 00 | Jan. 7, 1871 | do | | 700 00 | Jan. 15, 1871 |
| 6483 | do | From W. Edinboro to W. Thompson | Twice a week | 14 | 375 00 | Feb. 6, 1871 | Waukeunan omitted, saving 2 miles. | | 357 50 | Oct. 1, 1870 |
| 6691 | Ala. | From Boxar to Pikeville J. J. Hinds | Once a week | 16 | 325 00 | July 21, 1870 | Service discontinued and contract annulled. | | 325 00 | Aug. 1, 1870 |
| 6662 | do | From Bellefonte to G. W. Lawrence | do | 44 | 600 00 | July 25, 1870 | Route to begin at Lawingsville, saving 56 miles, and service increased to twice a week on route as curtailed. | | 109 00 | Aug. 15, 1870 |
| 6609 | do | From Abbeville to T. F. Smith | do | 30 | 300 00 | July 27, 1870 | Service discontinued and contract annulled. | | 300 00 | Aug. 15, 1870 |
| 6618 | do | From Babanous Gap to J. Dutton | do | 42 | 373 00 | Oct. 4, 1870 | Route to end at Garrison's Point, saving 6 miles. | | 53 28 | June 30, 1870 |
| 6639 | do | From Seabrook to W. Holland | do | 40 | 369 00 | Oct. 6, 1870 | Route to end at Estill's Fork, saving 15 miles. | | 138 37 | Nov. 1, 1870 |
| 6655 | do | From Linden to Coffee J. J. Hinds | Twice a week | 54 | 1,500 00 | Oct. 27, 1870 | Service discontinued and contract annulled. | | 1,500 00 | Oct. 31, 1870 |
| 6789 | do | From Clayton to Geneva B. Tyson | Once a week | 91 | 1,123 45 | Oct. 27, 1870 | Bridge omitted, saving 15 miles. | | 185 18 | July 8, 1867 |
| 6614 | do | From Tusculum to M. A. Price | Six times a week | 5 | 300 00 | Nov. 12, 1870 | Service discontinued and contract annulled. | | 300 00 | June 30, 1870 |
| 6786 | do | From Henderson to An-R. Cumba | Once a week | 39 | 570 00 | Nov. 22, 1870 | Route to begin at Bullock, saving 12 miles. | | 175 38 | Nov. 15, 1870 |
| 6653 | do | From Tronton, Ga., to Bragaw & Harris | Twice a week | 74 | 1,840 00 | Dec. 16, 1870 | Service discontinued and contract annulled. | | 1,840 00 | Dec. 31, 1870 |
| 6764 | do | From Troy to Montgomery J. J. Hinds | Once a week | 49 | 750 00 | Dec. 23, 1870 | Route to end at Pine Level, saving 29 miles. | | 443 87 | Dec. 31, 1870 |
| 6688 | do | From Russellville to M. A. Price | do | Equal to 45 | 440 00 | Dec. 23, 1870 | Route to begin at Chalk Level, embrace Johnson's Mills, and end at Pikeville, saving 28 miles. | | 573 77 | Dec. 31, 1870 |
| 6720 | do | From Gainesville to Liv. R. Johnson | Twice a week | 1 | 499 00 | Dec. 30, 1870 | Service discontinued and contract annulled. | | 499 00 | Dec. 31, 1870 |

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|------|------|---|--|-----|-------------------------|--|-------------------------|
| 6733 | do | From Livingston to W. Kirkland York Station. | Daily | 10 | 559 09 Jan. 3, 1871 | do | 559 09 Jan. 3, 1871 |
| 6685 | do | From Stevenson to Es. P. W. Cargile till's Fork. | Once a week | 27 | 250 00 Jan. 9, 1871 | Route to end at Big Cwon, saving 15 miles. | 138 86 Jan. 20, 1871 |
| 6709 | do | From Tuscaloosa to E. C. Taylor Marion. | Three times a week | 49 | 3, 470 29 Jan. 12, 1871 | Route to end at Greendeborough, saving 18 miles. | 1, 274 91 Dec. 31, 1870 |
| 6748 | do | From Greenville to Troy. A. A. McKellar | Once a week | 57 | 815 00 Jan. 16, 1871 | Hudsonson omitted, saving 6 miles. | 68 95 Nov. 15, 1870 |
| 6659 | do | From Gunterville to E. Parker Blountsville. | Once a week to May 4, 1868 Twice a week from May 5, 1868. | 36 | 380 00 { 320 00 } | Big Spring omitted, saving 9 miles, and \$50 per annum from July 1, 1867 to May 4, 1868, and \$120 per annum from May 5, 1868. | 195 00 |
| 6668 | do | From Brownborough to J. H. McMullen New Market. | Twice a week | 174 | 344 17 Jan. 23, 1871 | Mayville omitted, saving 1 of a mile .. | 14 75 Aug. 31, 1868 |
| 6716 | do | From Trion to Elyton. B. Tyson | Once a week | 37 | 500 00 Feb. 6, 1871 | Route to end at Jonesborough, saving 12 miles. | 102 17 Feb. 11, 1871 |
| 6642 | do | From Jacksonville to R. B. Crow, jr | Twice a week | 79 | 1, 800 00 Feb. 6, 1871 | Route to end at Asheville, saving 46 miles. | 1, 074 10 Feb. 14, 1871 |
| 6646 | do | From Asheville to J. A. Williams Blountsville. | Once a week | 37 | 350 00 Feb. 6, 1871 | Route to end at Mount Niles, saving 8 1/2 miles. | 80 40 Feb. 14, 1871 |
| 6716 | do | From Trion to Jones. B. Tyson | do | 25 | 337 83 Feb. 14, 1871 | Service discontinued and contract annulled. | 337 83 Feb. 28, 1871 |
| 6718 | do | From Randolph to Tus. W. Johnson | Three times a week | 61 | 1, 600 00 Feb. 14, 1871 | Route to end at Trion, saving 26 miles. | 684 96 Feb. 28, 1871 |
| 6832 | do | From Garland to Cam. T. H. Coker den. | Once a week | 90 | 1, 300 00 Feb. 15, 1871 | Buford Landing omitted, saving 14 miles. | 186 66 Oct. 30, 1870 |
| 6801 | do | From Union Springs to W. B. Stewart Clayton, with side supply to Enon. | Six times a week Twice a week | 72 | 2, 076 43 Feb. 21, 1871 | Route to begin at Midway, saving 15 miles. | 916 07 Feb. 25, 1871 |
| 6845 | do | From Prairie Bluff to T. H. Coker Grove Hill | Once a week | 32 | 1, 050 00 Mar. 29, 1871 | Route to begin at Clifton, saving 10 miles. | 301 92 Feb. 29, 1871 |
| 6651 | do | From Blountsville to A. Helmes Bennettsville. | do | 35 | 400 00 Apr. 12, 1871 | Route to end at Walnut Grove, saving 12 miles. | 137 11 Mar. 21, 1871 |
| 7190 | Miss | From Lexington to J. J. Hinds Tehala. | do | 12 | 300 00 Aug. 4, 1870 | Service discontinued and contract annulled. | 300 00 June 30, 1870 |
| 7185 | do | From Kosciusco to J. C. Lucas Greensborough. | do | 43 | 525 00 Oct. 26, 1870 | Route to end at Bankston, saving 9 miles. | 109 88 Oct. 12, 1870 |
| 7193 | do | From West Point to J. J. Hinds Bellevontine. | do | 54 | 550 00 Nov. 3, 1870 | Route to begin at Cumberland, saving 41 1/2 miles. | 404 00 Nov. 15, 1870 |
| 7114 | do | From Pass Christian to J. D. Kendall Mobile, Ala. | Twice a week | 116 | 3, 345 00 Dec. 12, 1870 | Service discontinued and contract annulled. | 3, 248 00 Dec. 31, 1870 |
| 7110 | do | From Columbus to F. Fortinbury Shieldsborough. | Once a week | 95 | 1, 449 74 Dec. 13, 1870 | Route to begin at Gainesville, saving 70 miles. | 930 86 Dec. 31, 1870 |
| 7143 | do | From Temperance Hill to B. Tyson to Aberdeen. | do | 35 | 434 00 Jan. 10, 1871 | Butnatcher omitted, saving 12 miles. | 148 80 July 1, 1867 |
| 7184 | do | From Starkville to Vai. G. T. Woodward den. | do | 77 | 1, 199 00 Jan. 12, 1871 | Kilmichael omitted, saving 7 miles. | 109 00 Feb. 17, 1870 |
| 7046 | do | From Rossville, Tenn. to A. Lea Holly Springs, Miss. | Twice a week | 224 | 700 00 Jan. 19, 1871 | Route to end at Hudsonville, saving 8 miles. | 248 88 Jan. 31, 1871 |
| 7195 | do | From Carthage to Can. J. J. Hinds ton. | do | 36 | 900 00 Feb. 3, 1871 | Saltpeter Springs omitted, saving 3 miles. | 75 00 Aug. 24, 1869 |

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|--|--------------------|---------------------|-----------------------------|-----------------|--|---|-----------------------------|---|
| 7198 | Miss. | From De Kalb to Shulgak. | L. Kellis. | Twice a week. | 30 | \$320 00 | Feb. 6, 1871 | Pleasant Spring omitted, saving 4 miles. | \$41 00 | July 1, 1868 |
| 7048 | do | From Rossville, Tenn., to Hudsonville, Miss. | A. Lea. | do | 14 | 451 12 | Mar. 28, 1871 | Route to end at North Mount Pleasant saving 7 miles. | 217 75 | Mar. 10, 1871 |
| 7130 | do | From Herbert to Lantana, Fla. | S. C. Thielgaard. | Once a week. | 33 | 490 00 | Apr. 28, 1871 | Route to begin at Calvert's Store, saving 7 miles. | 103 83 | Mar. 10, 1871 |
| 7110 | do | From Gainesville to Shieldsborough. | F. Fortenbury. | do | 25 | 328 88 | May 9, 1871 | Service discontinued and contract annulled. | 328 88 | Dec. 31, 1870 |
| 8028 | La. | From Harrisonburgh to Monroe. | D. M. Pritchard. | Three times a week. | 73 | 2,920 00 | Aug. 28, 1870 | do | 2,920 00 | Aug. 31, 1870 |
| 8029 | do | From Delhi to Vicksburgh, Miss. | C. Chaffe. | do | 49 | 4,700 00 | Sept. 28, 1870 | do | 4,700 00 | Aug. 14, 1870 |
| 8034 | do | From Monroe to Delhi. | do | do | 52 | 4,800 00 | Sept. 28, 1870 | do | 4,800 00 | Aug. 14, 1870 |
| 8006 | do | From New Orleans to Mobile, Ala. | C. Morgan. | Six times a week. | 180 | 25,000 00 | Dec. 19, 1870 | do | 25,000 00 | Dec. 31, 1870 |
| 8023 | Tex. | From Bremond to Taos. | J. W. Johnson. | Twice a week. | 85 | 2,086 00 | Jan. 27, 1871 | Kosse embraced, and route changed to begin at that office, omitting Bremond and saving 10 miles. | 245 00 | Feb. 15, 1871 |
| 8532 | do | From Calvert to Waco. | E. Bates. | Six times a week. | 61 | 2,770 00 | Jan. 28, 1871 | Route to begin at Bremond, saving 13 miles and \$612 per annum, and service reduced to three times a week to Marlin and once a week residue, and pay curtailed \$1,357 per annum. | 2,149 00 | Feb. 15, 1871 |
| 8020 | do | From Crockett to Bremond. | P. Dignan. | Twice a week. | 87 | 2,507 00 | Jan. 28, 1871 | Route to end at Kosse, saving 10 miles. | 288 00 | Feb. 15, 1871 |
| 8530 | do | From Fort Davis to Presidio del Norte. | E. Bates. | Once a week. | 94 | 4,548 00 | Feb. 7, 1871 | Service discontinued. | 4,548 00 | Feb. 1, 1871 |
| 8206 | do | From Hallsville to Comanchero. | H. M. Valle. | Twice a week. | 88 | 2,095 57 | Feb. 7, 1871 | Route to begin at Longview, saving 10 miles. | 238 00 | Feb. 15, 1871 |
| 8021 | do | From Kosse to Taos. | J. W. Johnson. | do | 75 | 1,841 00 | Feb. 25, 1871 | Route to end at Chatfield, saving 6 1/2 miles. | 80 00 | June 1, 1870 |
| 7637 | Ark. | From Warren to Princeston. | F. T. Reynolds. | Three times a week. | 50 | 1,405 00 | July 6, 1870 | Contract annul'd. | 1,405 00 | Jan. 1, 1870 |
| 7543 | do | From Batesville to Clinton. | R. C. Bates. | Twice a week. | 64 | 1,300 00 | July 8, 1870 | Service reduced to once a week. | 650 00 | July 15, 1870 |
| 7506 | do | From White River to Jacksonton. | J. B. Davis. | Three times a week. | 370 | 19,000 00 | Aug. 23, 1870 | Service reduced to twice a week. | 6,000 00 | Aug. 16, 1870 |
| 7631 | do | From Little Rock to Smith. | M. Dwyer. | Once a week. | 112 | 1,490 00 | Sept. 22, 1870 | Contract annul'd. | 1,490 00 | Oct. 1, 1870 |

CURTAILMENTS OF MAIL SERVICE, ETC.

| | | | | | | | | | |
|-------------|----|--|--------------------|-----|----------|----------------|--|----------|----------------|
| 10795 | Mo | From Salisbury to Calao, S. J. Reynolds. | do | 27 | 323 00 | July 2, 1870 | Route to end at Kaseyville, saving 10 miles. | 119 63 | July 15, 1870 |
| 10767 | do | From Iron Mountain to J. Lindsay | Six times a week | 42 | 1,764 00 | July 8, 1870 | Route to begin at Stone, saving 6 miles. | 242 00 | July 15, 1870 |
| 10769 | do | From Pine Knob to Capt. A. Arnot. | Three times a week | 73 | 1,400 00 | July 13, 1870 | Route to begin at Fredericktown, saving 23 miles. | 422 00 | Aug. 1, 1870 |
| 10629 | do | From Flatte City to W. J. Norris | Six times a week | 7 | 500 00 | July 27, 1870 | Service discontinued and contract annulled. | 590 00 | Aug. 1, 1870 |
| 10730 | do | From Springfield to T. J. Barnum. | do | 63 | 1,900 00 | July 29, 1870 | Route to end at Cassville, saving 8 miles, and service reduced to three times a week. | 1,071 00 | Aug. 1, 1870 |
| 10730 | do | From Springfield to do | Three times a week | 55 | 829 00 | Aug. 9, 1870 | Service discontinued and contract annulled. | 829 00 | Aug. 15, 1870 |
| 10741 | do | From Orleans to Mount J. A. McCullah | Once a week | 3-4 | 339 00 | Aug. 10, 1870 | do | 339 00 | Aug. 15, 1870 |
| 10567 | do | From Saint Joseph to S. P. Wheeler | Seven times a week | 564 | 2,700 00 | Aug. 19, 1870 | Gentryville omitted, saving 5 miles. | 229 00 | Sept. 1, 1870 |
| 10740 | do | From Little York to H. M. Vailo | Twice a week | 33 | 400 00 | Aug. 22, 1870 | Service discontinued and contract annulled. | 400 00 | Sept. 1, 1870 |
| 10743 | do | From Mount Vernon to J. E. Phelps | do | 37 | 650 00 | Aug. 23, 1870 | Route to begin at Minden and end at Eva, saving 30 miles. | 527 00 | Sept. 1, 1870 |
| 10576 | do | From Savannah to Sweet W. R. Reynolds | do | 37 | 520 00 | Aug. 23, 1870 | Route to end at Conception, saving 8 miles. | 113 00 | Sept. 1, 1870 |
| 10769 | do | From Fredericktown to A. Arnot. | Three times a week | 51 | 978 00 | Aug. 28, 1870 | Service reduced to twice a week. | 466 67 | July 1, 1870 |
| 10738 (104) | do | From Curran to Robert J. E. Phelps | Once a week | 16 | 192 00 | Sept. 3, 1870 | Service discontinued and contract annulled. | 192 00 | Apr. 3, 1870 |
| 10729 | do | From Springfield to F. E. Davis | Six times a week | 75 | 3,960 00 | Sept. 7, 1870 | Service reduced to three times a week. | 1,980 00 | Sept. 15, 1870 |
| 10796 | do | From Jerico to Brush J. A. McCullah | Once a week | 7 | 100 00 | Sept. 9, 1870 | Service discontinued and contract annulled. | 100 00 | Sept. 15, 1870 |
| 10735 | do | From Carthage to Gray's | do | 20 | 399 00 | Sept. 12, 1870 | Route to end at Avilla, saving 9 miles, and service increased to three times a week on route as curtailed. | 69 80 | Sept. 15, 1870 |
| 10729 | do | From Springfield to F. E. Davis | Three times a week | 75 | 1,980 00 | Sept. 15, 1870 | Route to begin at Chesapeake, saving 25 miles. | 660 00 | Oct. 1, 1870 |
| 10706 | do | From Arlington to V. Sutton | Twice a week | 55 | 800 00 | Sept. 20, 1870 | Service reduced to once a week | 400 00 | Oct. 1, 1870 |
| 10708 | do | From Lebanon to Hous. R. T. Graven | Three times a week | 55 | 1,189 00 | Sept. 20, 1870 | Service reduced to twice a week | 396 30 | Oct. 1, 1870 |
| 10567 | do | From Saint Joseph to S. P. Wheeler | Seven times a week | 514 | 2,461 00 | Sept. 21, 1870 | Service reduced to six times a week. | 351 60 | Oct. 1, 1870 |
| 10705 | do | From Lebanon to O. Tuller | Three times a week | 60 | 2,000 00 | Oct. 6, 1870 | Service discontinued and contract annulled. | 2,000 00 | Oct. 15, 1870 |
| 10743 | do | From Minden to Eva | Twice a week | 7 | 123 00 | Nov. 7, 1870 | do | 123 00 | Nov. 15, 1870 |
| 10664 | do | From Osceola to Taber | do | 21 | 350 00 | Nov. 10, 1870 | do | 350 00 | Nov. 15, 1870 |
| 10752 | do | From Sarcoux to Chico | Once a week | 39 | 300 00 | Nov. 10, 1870 | do | 300 00 | Nov. 15, 1870 |

* Branch of

No. 5.—*Report of curtailments made in service and pay of contractors, &c.—Continued.*

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|---|------------------------------------|--|-----------------------------|-----------------|--|---|-----------------------------|---|
| 10808 | Mo | From Napoleon to High Hill, Mo. | H. M. Vaile | Three times a week | 65 | \$1,150 00 | Nov. 22, 1870 | Route to begin at Independence, saving 29 miles. | \$513 00 | Dec. 1, 1870 |
| 10821 | do | From Houston to Batesville, Ark. | H. C. Foster | Once a week | 140 | 1,150 00 | Dec. 13, 1870 | Contract annulled. | 1,150 00 | July 1, 1870 |
| 10867 | do | From Scandia to Clinton | G. L. Faulhaber | Three times a week | 40 | 437 00 | Dec. 14, 1870 | Service discontinued and contract annulled. | 437 00 | Dec. 31, 1870 |
| 10813 | do | From Scandia to Neosho | E. A. Smith | do | 173 | 6,920 00 | Dec. 14, 1870 | Route to begin at Windsor, saving 9 miles. | 360 00 | Dec. 31, 1870 |
| 10750 | do | From Carthage to Sarcoxie | W. H. Small | Six times a week | 18 | 890 00 | Dec. 30, 1870 | Service reduced to three times a week. | 445 00 | Jan. 15, 1871 |
| 10751 | do | From Sarcoxie to Washburn | W. D. Smith | Once a week to Capp's Creek, six times a week residue. | 40 | 1,530 00 | Jan. 7, 1871 | Service between Capp's Creek and Washburn, 28 miles, reduced to three times a week. | 714 00 | Jan. 15, 1871 |
| 10830 | do | From Pierce City to Neosho | J. W. Parker | Three times a week | 35 | 1,500 00 | Jan. 10, 1871 | Service discontinued and contract annulled. | 1,500 00 | Dec. 31, 1870 |
| 10723 | do | From Boitvar to Fort Smith | F. F. Hepler | Three times a week | 80 | 995 00 | Jan. 21, 1871 | Route to end at Nevada, saving 24 miles. | 296 65 | Jan. 31, 1871 |
| 10830 | do | From Galena to Mount Vernon | W. H. Williams | do | 30 | 810 00 | Feb. 25, 1871 | Route to end at Marionville, saving 14 miles. | 372 00 | Mar. 15, 1871 |
| 10727 | do | From Springfield to Roscoe | J. W. Parker | do | 74 | 990 46 | Mar. 21, 1871 | Route to end at Walnut Grove, saving 52 miles. | 695 76 | Mar. 31, 1871 |
| 10750 | do | From Carthage to Sarcoxie | W. H. Small | do | 18 | 445 00 | Mar. 21, 1871 | Service discontinued and contract annulled. | 445 00 | Mar. 31, 1871 |
| 10650 | do | From Clinton to Scott | G. L. Faulhaber | do | 83 | 947 00 | Mar. 23, 1871 | do | 947 00 | Apr. 15, 1871 |
| 10749 | do | From Nevada to Baker | W. B. Hysler | Once a week | 16 | 110 00 | Mar. 30, 1871 | do | 110 00 | Apr. 15, 1871 |
| 10558 | do | From Chillicothe to Bethany | V. E. Fisher | Six times a week | 44 | 1,065 00 | Mar. 31, 1871 | Service reduced to three times a week. | 542 50 | Apr. 15, 1871 |
| 10813 | do | From Windsor to Neosho, also, side supply line to Nevada. | E. A. Smith | Three times a week to Carthage; six times a week to Granby; three times a week Granby to Neosho; six times a week Lamar to Nevada. | 194 | 9,840 00 | Apr. 10, 1871 | Route to end at Granby, saving 3 miles. | 330 00 | Feb. 1, 1871 |
| 10206 | do | From Hopkins to Kansas City. | Kans. Missouri Valley Railroad Co. | Six times a week | 131 | 8,006 25 | Apr. 12, 1871 | Service of the Missouri Valley Railroad discontinued.) | 8,006 25 | Apr. 14, 1871 |

| | | | | | | | | |
|-------|------|---|-----|------------|----------------|---|------------|----------------|
| 10511 | do | From Saint Joseph to Saint Joseph, and Twelve times a week Council Bluffs Railroad Co. in Saint Louis. | 131 | 18, 340 00 | Apr. 12, 1871 | Service discontinued and contract annulled. | 18, 340 00 | Apr. 14, 1871 |
| 10537 | do | Mail messenger service, J. E. Hagerly | | 5, 926 60 | Apr. 13, 1871 | Contract annulled as directed by joint resolution of Congress, approved February 24, 1871. | 5, 926 60 | Apr. 14, 1871 |
| 10546 | do | From Plattsburgh to A. Arnot | 7 | 398 00 | Apr. 24, 1871 | Service discontinued and contract annulled. | 398 00 | May 15, 1871 |
| 10566 | do | From Sedalia to Spring-O. Fuller field, with side supply to Cloverdale. | 121 | 5, 740 00 | Apr. 29, 1871 | Route to begin at Windsor, saving 8 miles. | 370 32 | May 15, 1871 |
| 10149 | Tenn | From Franklin to Cen. A. M. Hughes | 32 | 420 00 | Aug. 15, 1870 | Route to begin at Little Creek, saving 14 miles. | 184 00 | Sept. 1, 1870 |
| 10097 | do | From Increase to Pike- ville. | 35 | 179 00 | Aug. 16, 1870 | Route to begin at Bone Cave, saving 10 miles. | 52 00 | Sept. 1, 1870 |
| 10292 | do | From Durhamville to R. Boyd | 33 | 393 00 | Aug. 17, 1870 | Route to begin at Double Bridges, saving 22 miles. | 292 00 | Sept. 1, 1870 |
| 10098 | do | From McMinnville to S. Black Sparta, with side supply to Rock Island and South Rock Island. | 294 | 888 03 | Sept. 9, 1870 | Route changed so as to embrace Rock Island in place of Bone Cave, giving South Rock Island and Bone Cave a side supply from Rock Island twice a week. | 40 00 | Sept. 15, 1870 |
| 10115 | do | From Shop Spring to W. W. and M. A. Price | 10 | 95 00 | Sept. 12, 1870 | Service discontinued and contract annulled. | 95 00 | Sept. 15, 1870 |
| 10071 | do | From Jamestown to R. Boyd | 19 | 173 00 | Sept. 19, 1870 | Contract annulled. | 173 00 | July 1, 1870 |
| 10114 | do | From Granville to Chest. J. E. McKinney nut mound. | 7 | 100 00 | Oct. 22, 1870 | Service discontinued and contract annulled. | 100 00 | Nov. 1, 1870 |
| 10201 | do | From Brownsville to Lovell & Jones Double Bridges. | 35 | 750 00 | Nov. 21, 1870 | Contract annulled. | 750 00 | July 1, 1870 |
| 10190 | do | From Jackson to Den- mark. | 16 | 524 00 | Dec. 3, 1870 | do | 524 00 | July 1, 1870 |
| 10219 | do | From Mossy Creek to R. D. Rankin Mount Horeb. | 7 | 110 00 | Dec. 3, 1870 | Service discontinued and contract annulled. | 110 00 | Aug. 1, 1870 |
| 10122 | do | From Nashville to Lib- erty. | 59 | 930 00 | Feb. 10, 1871 | Route to begin at Silver Springs, saving 9 miles. | 141 27 | Feb. 15, 1871 |
| 10129 | do | From Murfreesborough, J. C. New to McMinnville. | 41 | 374 00 | Feb. 14, 1871 | Acceptance to J. C. New rescinded, he not being able to take the oath. | 374 00 | ..... |
| 10216 | do | From Loudon to Rock- wood. | 45 | 2, 650 00 | Apr. 1, 1871 | Order of November 22, 1870, to contract with W. C. Pickens, rescinded. | 2, 650 00 | Dec. 1, 1870 |
| 10078 | do | From Greenville to J. M. Sawyers Greenville, S. C. | 123 | 2, 529 00 | Apr. 17, 1871 | Route to begin at Warm Springs, N. C., saving 25 miles. | 704 64 | Apr. 30, 1871 |
| 10040 | do | From Dandridge to J. C. Cass Limestone Springs. | 35 | 597 00 | Apr. 18, 1871 | Route to begin at Gormen's Depot, saving 14 miles. | 224 80 | Apr. 30, 1871 |
| 10070 | do | From Marysville to W. C. Pickens Chilhowe. | 33 | 383 00 | May 4, 1871 | Contract annulled. | 383 00 | May 15, 1871 |

¹ Contractor failed to perform service.
² Covered by No. 10506 from April 14, 1871.
³ Contract ordered with Jackson Todd. See land and water mails, February 14, 1871.
⁴ Contract ordered with Kansas City, Saint Joseph, and Council Bluffs Railroad Company. See land and water mails, April 12, 1871.
⁵ No service ever performed. Contract ordered with Hugh Martin. See land and water mails, April 1, 1871.
⁶ No service ever performed.

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|--------------------------------------|------------------------|---------------------|-----------------------------|-----------------|--|---|-----------------------------|---|
| 10060 | Tenn | From Marysville to Morgantown. | W. C. Pickens | Once a week. | 21 | \$117 00 | May 4, 1871 | Contract annulled. | \$117 00 | May 15, 1871 |
| 9731 | Ky | From Seventy-Six to Cumberland City. | H. Hamon | do | 6 | 50 00 | July 6, 1870 | Service discontinued. | 50 00 | July 15, 1870 |
| 9732 | do | From Tompkinsville to Martinsburgh. | S. W. Moore | do | 20 | 149 00 | July 28, 1870 | Route to end at Centre Point, saving 4 miles. | 20 80 | July 1, 1870 |
| 9638 | do | From Flemingsburgh to Upper Tygart. | J. P. Rice | Twice a week. | 34 | 490 00 | Sept. 7, 1870 | Route to begin at Poplar Plains, saving 5 miles. | 72 00 | Sept. 15, 1870 |
| 9650 | do | From Johnson's Fork to Saylorville. | R. Boyd | Once a week. | 10 | 93 00 | Sept. 9, 1870 | Service discontinued and contract annulled. | 93 00 | Sept. 15, 1870 |
| 9792 | do | From Caverna to Marrowbone. | do | Twice a week. | 40 | 972 00 | Sept. 20, 1870 | Route to end at Edmonton, saving 15 miles. | 316 95 | Oct. 1, 1870 |
| 9664 | do | From Bedford to New Haven. | F. H. Lane | Once a week. | 14 | 98 00 | Oct. 22, 1870 | Route to end at Winona, saving 8 miles. | 56 00 | Nov. 1, 1870 |
| 9711 | do | From New Haven to Wickliffe. | Finley & Freeman | do | 8 | 93 00 | Nov. 19, 1870 | Service discontinued and contract annulled. | 93 00 | July 1, 1870 |
| 9738 | do | From Elizabethtown to Litchfield. | G. W. Strickler | Three times a week. | 33 | 759 50 | Dec. 10, 1870 | do | 759 50 | Dec. 31, 1870 |
| 9710 | do | From Litchfield to gantown. | Mor. C. Cox | Once a week. | 36 | 286 00 | Dec. 10, 1870 | Route to begin at Chaunceyville, saving 13 miles. | 103 28 | Dec. 31, 1870 |
| 9704 | do | From London to sellville. | Rus. W. Henderson | Six times a week. | 98 | 4,866 00 | Dec. 21, 1870 | Route to end at Morristown, saving 2 miles. | 99 31 | Jan. 1, 1871 |
| 9699 | do | From Mount Vernon to London. | Lovelace & Jones | do | 291 | 885 00 | Jan. 20, 1871 | Route to begin at Fish Point, saving 114 miles. | 321 62 | Feb. 14, 1871 |
| 9702 | do | From Caverna to Mounton. | Ed. R. Boyd | Twice a week. | 31 | 655 45 | Apr. 27, 1871 | Hiseville omitted, saving 3 miles. | 63 39 | May 15, 1871 |
| 9767 | do | From Princeton to Blaine. | do | Once a week. | 23 | 229 00 | Apr. 28, 1871 | Service discontinued and contract annulled. | 229 00 | May 15, 1871 |
| 9643 | do | From Louisa to Falls. | D. J. Burchett | do | 8 | 79 00 | May 6, 1871 | do | 79 00 | Apr. 30, 1871 |
| 9081 | Ohio | From Salem to town. | Youngs, N. P. Callahan | Six times a week. | 23 | 872 00 | July 23, 1870 | do | 873 00 | July 31, 1870 |
| 9130 | do | From Miles to town. | Ohl's D. A. Baker, jr. | Three times a week. | 5 | 148 00 | July 23, 1870 | do | 148 00 | July 31, 1870 |
| 9461 | do | From Wilmington to New Burlington. | O. Whitson | Once a week. | 20 | 208 00 | July 26, 1870 | do | 208 00 | July 31, 1870 |
| 9076 | do | From Salem to Bon. | M. C. Craken & Bane | Six times a week. | 10 | 600 00 | Aug. 6, 1870 | do | 600 00 | Aug. 1, 1870 |
| 9306 | do | From Nelsonville to Albena. | T. A. Beaton | do | 15 | 490 00 | Aug. 6, 1870 | do | 490 00 | Aug. 15, 1870 |

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|-------|-----|---|---|--------|------------------------|--|-------------------------|
| 9276 | do | From Blondon to Cen. A. McLeod trial College. | Three times a week. | 71 | 156 00 Sept. 6, 1871 | do | 156 00 Sept. 13, 1870 |
| 9125 | do | From Atwater to Mid. I. S. France dietary. | Six times a week to Ran- dolph; three times a week residue. | 194 | 385 00 Sept. 15, 1870 | do | 385 00 Sept. 30, 1870 |
| 9324 | do | From Hillsborough to W. H. Shelby | Once a week. | 21 | 136 00 Oct. 29, 1870 | Routes to begin at Ferrysville, saving 7 miles. | 40 00 Oct. 31, 1870 |
| 9372 | do | From Tranquility. | do | 20 | 195 00 Nov. 17, 1870 | Service discontinued and contract an- nulled. | 195 00 Nov. 30, 1870 |
| 9243 | do | From Canaanville to H. Bennett. | do | 10 | 29 00 Nov. 21, 1870 | do | 29 00 July 30, 1870 |
| 9143 | do | From Elyria to Avon . C. A. Fitch. | Three times a week. | 10 | 175 00 Dec. 17, 1870 | Routes to begin at North Ridgville, sav- ing 5 miles. | 27 50 Dec. 31, 1870 |
| 9066 | do | From Smithfield to G. W. Chalfant. | Six times a week. | 83 | 252 00 Dec. 21, 1870 | Service discontinued and contract an- nulled. | 252 00 Dec. 31, 1870 |
| 9167 | do | From Milton Station to J. J. Shook Old Hickory | Once a week. | 64 | 71 00 Jan. 20, 1871 | do | 71 00 Jan. 31, 1871 |
| 9068 | do | From Bowersdown to M. Conner Amsterdam. | Once a week to New Hegestown; three times a week residue. | 213 | 586 00 Jan. 27, 1871 | Leesville omitted, saving 24 miles. | 163 00 Jan. 31, 1871 |
| 9304 | do | From Logan to New J. Wilson. | Twice a week to Maxville; once a week residue. | 17 | 344 00 Feb. 11, 1871 | Service discontinued and contract an- nulled. | 344 00 Feb. 14, 1871 |
| 9346 | do | From Owensville to Bel. Simonton & Ma- her. | Three times a week. | 4 | 106 00 Feb. 13, 1871 | do | 106 00 Dec. 31, 1870 |
| 9515 | do | From Corcista to Stearn D. Butler Corners. | Once a week. | 44 | 50 00 Feb. 25, 1871 | do | 50 00 Mar. 31, 1871 |
| 9254 | do | From Newark to Co. J. A. Hawkes lumbus. | Six times a week. | 39 | 654 00 Mar. 1, 1871 | Routes to begin at Jacksontown, saving 7 miles. | 120 00 Mar. 10, 1871 |
| 9259 | do | From Jacksontown to I. Rank. | Three times a week. | 21 | 270 00 Mar. 2, 1871 | Route to begin at Thorntonville, saving 4 1/2 miles. | 58 00 Mar. 10, 1871 |
| 9519 | do | From Rushville to Sam. M. Bape. | Six times a week. | 8 | 390 00 Mar. 3, 1871 | Service discontinued and contract an- nulled. | 390 00 Mar. 10, 1871 |
| 9169 | do | From Arabia to Quaker E. Magre Bottom. | Once a week. | 23 | 180 00 Mar. 15, 1871 | Routes to end at Bradrickville, saving 14 miles. | 12 00 Apr. 1, 1871 |
| 9477 | do | From Tippecanoe City to S. A. Wilson Union. | do | 11 | 85 00 Mar. 29, 1871 | Routes to end at Fidelity, saving 3 miles 84 miles. | 39 00 Apr. 16, 1871 |
| 9028 | do | From Hamilton to In- Cincinnati and In- dianapolis, with branch to Connersville to Bluffton. | Six times a week. | 183.01 | 9, 150 50 May 16, 1871 | Service on branch route omitted, saving 84 miles. | 4, 200 00 Dec. 31, 1870 |
| 12359 | Ind | From Connersville to W. C. Smith | Once a week. | 20 | 199 00 July 9, 1870 | Route to end at Colfax, saving 6 miles. | 59 70 July 16, 1870 |
| 12175 | do | From Connersville to J. Eitner | Twice a week. | 13 | 228 00 July 22, 1870 | Route to begin at Null's Mills, saving 4 1/2 miles. | 79 00 July 31, 1870 |
| 12187 | do | From Clarksville to R. Jones | do | 9 | 120 00 July 22, 1870 | Routes to end at Spring Hill, saving 5 1/2 miles. | 73 00 July 31, 1870 |
| 12243 | do | From Peru to Warsaw. | do | 40 1/2 | 693 00 July 26, 1870 | Routes to begin at Stockdale, saving 15 miles. | 440 00 July 31, 1870 |
| 12248 | do | From Wabash to Nicon. | Once a week. | 15 | 104 00 July 26, 1870 | Service discontinued and contract an- nulled. | 104 00 July 31, 1870 |
| 12250 | do | From La Gro to Liberty J. Shannalt. Mills. | Twice a week. | 15 | 236 00 July 26, 1870 | Routes to end at North Manchester, sav- ing 3 miles. | 47 00 July 31, 1870 |

CURTAILMENTS OF MAIL SERVICE, ETC.

No. 5.—*Report of curtailments made in service and pay of contractors, &c.*—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment and pay. |
|------------------|--------|--|---------------------------------|---------------------|-----------------------------|-----------------|--|---|-----------------------------|------------------------------|
| 12068 | Ind. | From Columbia City to J. Sleeman, Collamer. | J. Sleeman. | Once a week. | 12 | \$110 00 | July 26, 1870 | Service discontinued and contract annulled. | \$110 00 | July 31, 1870 |
| 12069 | do | From Cartersburgh to D. A. Baker, jr. | D. A. Baker, jr. | Six times a week. | 6 | 347 00 | Aug. 9, 1870 | do | 347 00 | Aug. 15, 1870 |
| 12186 | do | From New Point to L. B. Brisson, Clarksburgh. | L. B. Brisson. | Once a week. | 13 | 84 00 | Aug. 31, 1870 | Acceptance to L. B. Brisson rescinded, he being a minor.* | 84 00 | ..... |
| 12219 | do | From Muncie to Eaton, D. A. Baker, jr. | D. A. Baker, jr. | Twice a week. | 13 | 218 00 | Sept. 6, 1870 | Service discontinued and contract annulled. | 218 00 | Sept. 15, 1870 |
| 12199 | do | From Richmond to Win-G. Phillips, Chester. | Win-G. Phillips. | Three times a week. | 25 | 600 00 | Sept. 15, 1870 | do | 600 00 | Sept. 30, 1870 |
| 12305 | do | From Green's Fork to L. H. Graham, Lynn. | L. H. Graham. | Once a week. | 20 | 133 00 | Sept. 15, 1870 | do | 133 00 | Sept. 30, 1870 |
| 12144 | do | From Lexington to N. W. & J. M. Smith, Bethlehem. | N. W. & J. M. Smith. | Twice a week. | 20½ | 240 00 | Oct. 22, 1870 | Route to begin at Olisco, saving 5 miles. | 58 50 | Nov. 1, 1870 |
| 12275 | do | From Angola to Cold J. B. Groves, Water. | Cold J. B. Groves. | Three times a week. | 27½ | 750 00 | Nov. 17, 1870 | Route to begin at Fremont, saving 8 miles. | 218 00 | July 12, 1870 |
| 12139 | do | From New Washington to L. D. Whitson, to Charles town. | L. D. Whitson. | Once a week. | 12 | 95 00 | Dec. 2, 1870 | Service discontinued and contract annulled. | 95 00 | Dec. 15, 1870 |
| 12275 | do | From Fremont to Cold J. B. Groves, Water. | Cold J. B. Groves. | Three times a week. | 19½ | 532 00 | Dec. 3, 1870 | Route to end at Crooked Creek, saving 14½ miles. | 386 00 | Dec. 31, 1870 |
| 12342 | do | From Covington to W. M. Sauger, Hillsborough. | W. M. Sauger. | Twice a week. | 15 | 300 00 | Dec. 5, 1870 | Service discontinued and contract annulled. | 300 00 | Oct. 19, 1870 |
| 12355 | do | From Crawfordsville to W. L. Phillips, Waynetown. | W. L. Phillips. |do | 10 | 208 00 | Dec. 5, 1870 | do | 208 00 | Dec. 10, 1870 |
| 12369 | do | From Auburn to Water Rainier & Heat, Ico City. | Water Rainier & Heat, Ico City. | Six times a week. | 5 | 313 00 | Dec. 5, 1870 | do | 313 00 | Dec. 10, 1870 |
| 12271 | do | From Auburn to Fort G. Phillips, Wayne. | Fort G. Phillips. | Three times a week. | 22 | 600 00 | Dec. 5, 1870 | do | 600 00 | Dec. 10, 1870 |
| 12274 | do | From Waterloo City to D. A. Baker, jr., Angola. | D. A. Baker, jr. | Six times a week. | 16 | 698 00 | Dec. 5, 1870 | do | 698 00 | Dec. 10, 1870 |
| 12149 | do | From Madison to Cross L. D. Whitson, Philips. | L. D. Whitson. | Once a week. | 22 | 165 00 | Dec. 6, 1870 | Route to end at Barbersville, saving 7 miles. | 52 50 | Dec. 15, 1870 |
| 12146 | do | From Rockville to State J. W. Vanlandingham, Leno. | J. W. Vanlandingham. | Six times a week. | 40 | 1,800 00 | Dec. 15, 1870 | Route to end at Covington, saving 9 miles. | 331 00 | Nov. 9, 1870 |
| 12266 | do | From Hartstown to J. W. Brake, Kenouhville. | J. W. Brake. |do | 16 | 450 00 | Dec. 17, 1870 | Service discontinued and contract annulled. | 450 00 | Dec. 31, 1870 |
| 12277 | do | From La Grange to S. Atwater, Stariga. | S. Atwater. |do | 12 | 200 00 | Dec. 17, 1870 | do | 200 00 | Dec. 31, 1870 |

* Contract ordered with James Ritner. (See land and water made, August 31, 1870.)

| | | | | | | |
|-----------|----|---|-----|------------------------|---|------------------------|
| 12331 | do | From Kendallville to La D. C. Jennings Grauge. | 20 | 500 00 Dec. 17, 1870 | do | 500 00 Dec. 31, 1870 |
| 12350 | do | From Limber Lost to R. H. McCleave Murray. | 21 | 349 00 Jan. 11, 1871 | Route to begin at Linn Grove, saving 6 miles. | 100 00 Jan. 31, 1871 |
| 12350 | do | From Cromwell to Ligo. A. D. Maggart Ligo. | 5 | 49 00 Jan. 17, 1871 | Service discontinued and contract annulled. | 49 00 Jan. 31, 1871 |
| 12363 | do | From Cambridge City to M. McCleave Rushville. | 26 | 290 00 Jan. 28, 1871 | do | 290 00 Jan. 31, 1871 |
| 12383 | do | From Warsaw to Geo. G. Phillips do. | 24 | 600 00 Feb. 1, 1871 | do | 600 00 Feb. 14, 1871 |
| 12376 | do | From Connersville to J. H. Tate Bontonsville. | 114 | 219 00 Feb. 11, 1871 | Route to end at Harrisburgh, saving 7 miles. | 133 00 Feb. 15, 1871 |
| 12340 | do | From Clinton to Terre-J. L. Rector Hauke. | 144 | 450 00 Feb. 17, 1871 | Service discontinued and contract annulled. | 450 00 Feb. 22, 1871 |
| 12346 | do | From Rockville to Cov. J. W. Vanlandingham Ingrom. | 40 | 1,469 00 Feb. 17, 1871 | do | 1,469 00 Feb. 28, 1871 |
| 12391 | do | From Princeton to Pe. G. M. Mount Lersburg. | 31 | 315 00 Mar. 20, 1871 | Route to end at West Paena Vista, saving 14 miles. | 143 00 Mar. 13, 1871 |
| 12346 | do | From Madison to Bry. L. D. Whitson do. | 10 | 90 00 May 18, 1871 | Service discontinued and contract annulled. | 90 00 May 31, 1871 |
| 12349 | do | From Madison to Bar. do do. | 15 | 112 50 May 18, 1871 | do | 112 50 May 31, 1871 |
| 12371 | do | From Corydon to Mill. J. S. Lewis town. | 12 | 290 00 June 1, 1871 | Route to end at New Salisbury, saving 10 miles. | 111 00 June 1, 1871 |
| 11523 III | do | From Carrollton to Car. A. Arnot Linville. | 41 | 1,100 00 July 11, 1870 | Route to begin at Greenfield, saving 13 miles. | 366 00 July 15, 1870 |
| 11628 | do | From Mercedosa to D. A. Baker, jr. Beardstown. | 16 | 448 00 July 12, 1870 | Service discontinued and contract annulled. | 448 00 July 1, 1870 |
| 11434 | do | From Stock Yard to J. B. Sherman Chicago. | 5 | 800 00 July 21, 1870 | do | 800 00 July 1, 1870 |
| 11750 | do | From New Massillon to I. C. White Mount Erie. | 7 | 70 00 July 21, 1870 | do | 70 00 Aug. 1, 1870 |
| 11643 | do | From Clinton to Far. T. S. Smith Mer City. | 20 | 450 00 July 25, 1870 | Route to end at De Witt, saving 10 miles. | 255 00 Aug. 1, 1870 |
| 11636 | do | From Greenup to Ne. D. A. Baker, jr. do. | 17 | 447 00 Aug. 4, 1870 | Route to end at Mule Creek, saving 2 miles and \$210 per annum, service between Majority Point and Mule Creek, 4 miles, reduced to twice a week, decreasing pay \$25 per annum, and service between Greenup and Majority Point, 5 miles, increased to six times a week, at \$31 additional per annum. | 114 00 Aug. 15, 1870 |
| 11705 | do | From Taylorville to J. P. Mitchell Pana. | 17 | 655 00 Aug. 4, 1870 | Service discontinued and contract annulled. | 655 00 Mar. 31, 1870 |
| 11812 | do | From Manchester to D. A. Baker, jr. Florence. | 21 | 197 00 Aug. 12, 1870 | do | 197 00 Aug. 19, 1870 |
| 11576 | do | From Astoria to Ver. do mont. | 7 | 257 00 Aug. 19, 1870 | do | 257 00 Aug. 31, 1870 |
| 11718 | do | From Winchester to do Jacksonville. | 17 | 464 00 Aug. 22, 1870 | Route to begin at Lynnville, saving 9 miles. | 346 00 Sept. 1, 1870 |
| 11612 | do | From Mattoon to Sul. Hayden & Thomson. do. | 12 | 420 00 Aug. 22, 1870 | Route to begin at Windsor, saving 6 miles. | 160 00 Sept. 1, 1870 |

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|-----------------------------------|---------------------|--|-----------------------------|-----------------|--|--|-----------------------------|---|
| 11577 Ill | Ill | From Sciota to Rock Island. | N. D. Belden | Twice a week to month; three times a week residue. | 75 | \$1,490 00 | Aug. 30, 1870 | Route to begin at Monmouth, saving 28 miles. | \$434 00 | Sept. 14, 1870 |
| 11437 do | do | From Libertyville to Watouonda. | E. B. Gorham | Three times a week | 22 | 289 00 | Aug. 31, 1870 | Route to begin at Lake Forest and end at Fremont Centre, saving 2 miles. | 27 00 | Sept. 16, 1870 |
| 11536 do | do | From Oquell to Streator. | D. Hoobler | Twice a week | 244 | 414 50 | Sept. 12, 1870 | Route to begin at Snubury and end at Smithdale, saving 15 miles and \$272.50 per annum. | 186 50 | Sept. 20, 1870 |
| 11777 do | do | From Mount Olive to Litchfield. | W. Rampf | do | 10 | 160 00 | Sept. 19, 1870 | Service discontinued and contract annulled. | 160 00 | Sept. 30, 1870 |
| 11592 do | do | From Mount Summer to Apple River. | J. Barry | do | 5 | 60 00 | Sept. 20, 1870 | do | 60 00 | Aug. 31, 1870 |
| 11624 do | do | From Island Creek to Tontopolis. | A. Lambert | Once a week | 9 | 74 00 | Oct. 19, 1870 | do | 74 00 | Sept. 30, 1870 |
| 11666 do | do | From Vienna to burch. | W. W. Probes | do | 40 | 275 00 | Oct. 24, 1870 | Somerset omitted, saving 2 miles. | 11 00 | Nov. 1, 1870 |
| 11768 do | do | From Mascoutah to Belleville. | G. W. Carter | Six times a week | 10 | 350 00 | Nov. 18, 1870 | Service discontinued and contract annulled. | 350 00 | Nov. 24, 1870 |
| 11744 do | do | From Dalsion to Marshall. | E. E. Laurence | Once a week | 94 | 88 00 | Nov. 19, 1870 | do | 88 00 | Nov. 19, 1870 |
| 11715 do | do | From Beardstown to Rushville. | D. A. Baker, jr. | Three times a week | 13 | 324 00 | Nov. 26, 1870 | Route to begin at Frederickville, saving 4 miles. | 99 00 | Nov. 30, 1870 |
| 11650 do | do | From Nashville to Sparta. | J. M. McCutcheon | Six times a week | 24 | 900 00 | Nov. 29, 1870 | Route to begin at Cotterville, saving 16 miles. | 600 00 | Dec. 4, 1870 |
| 11650 do | do | From Coultersville to Sparta. | do | do | 8 | 300 00 | Nov. 29, 1870 | Service discontinued and contract annulled. | 300 00 | Dec. 14, 1870 |
| 11672 do | do | From Nashville to Du Quoin. | W. C. Sackett | Three times a week | 14 | 255 00 | Nov. 29, 1870 | do | 255 00 | Dec. 14, 1870 |
| 11676 do | do | From Du Quoin to Sparta. | J. M. McCutcheon | Six times a week | 34 | 900 00 | Nov. 29, 1870 | Route to begin at Cotterville, saving 26 miles. | 688 00 | Dec. 4, 1870 |
| 11676 do | do | From Coultersville to Sparta. | do | do | 8 | 242 00 | Nov. 29, 1870 | Service discontinued and contract annulled. | 242 00 | Dec. 14, 1870 |
| 11613 do | do | From Sullivan to waquan. | M. D. A. Baker, jr. | Twice a week | 28 | 364 00 | Dec. 12, 1870 | Route to end at Marrowbone, saving 14 miles and \$234 per annum. Service increased to three times a week on route as curtailed, at \$405 additional per annum. | 169 00 | Dec. 30, 1870 |

CURTAILMENTS OF MAIL SERVICE, ETC.

| | | | | | | | | |
|-------|----|---|-----|----------|---------------|--|----------|---------------|
| 1162 | do | From Coal Valley to M. W. Thacker. Three times a week. Cambridge. | 22 | 700 00 | Dec. 12, 1870 | Route to begin at Andover, saving 16 miles and \$20 per annum. Service increased to six times a week on route as curtailed, at \$190 additional per annum. | 330 00 | Dec. 20, 1870 |
| 1163 | do | From Carrollton to Ath. J. L. Stoddard. Once a week. Pensville. | 20 | 190 00 | Dec. 17, 1870 | Route to begin at Greenfield, saving 12 miles and \$19 per annum. Service increased to twice a week on route as curtailed, at \$50 additional per annum. | 39 00 | Jan. 1, 1871 |
| 11730 | do | From Mount Carmel to Bedell & Watkins. Six times a week. Patoka. | 10 | 144 00 | Dec. 20, 1870 | do | 600 00 | Dec. 31, 1870 |
| 11423 | do | From Rock Island to Rock Island and Coal Valley. Peoria R. R. Co. | 12 | 800 00 | Dec. 24, 1870 | do | 600 00 | Dec. 19, 1870 |
| 11544 | do | From Delavan to Peoria. J. McCadden. | 28 | 1,200 00 | Dec. 30, 1870 | Service reduced to three times a week | 800 00 | Dec. 31, 1870 |
| 11671 | do | From New Athens to J. M. McCutcheon. Six times a week. Nashville. | 22 | 400 00 | Jan. 5, 1871 | Service discontinued and contract annulled. | 400 00 | Jan. 9, 1871 |
| 11725 | do | From Louisville to Flera. J. M. Gibson. | 7 | 374 00 | Jan. 5, 1871 | Contract annulled. | 374 00 | Jan. 14, 1871 |
| 11130 | do | From Naperville to D. A. Baker, jr. | 8 | 998 00 | Jan. 6, 1871 | Route to begin at Johnsonville and end at Jeffersonville, saving 16 miles, and service reduced to three times a week. | 806 00 | Jan. 14, 1871 |
| 11753 | do | From Xenia to Fairfield. A. Arnot. | 26 | 350 00 | Jan. 6, 1871 | Service discontinued and contract annulled. | 350 00 | Jan. 14, 1871 |
| 11117 | do | From Louisville to Xe. J. M. McCutcheon. Three times a week. | 16 | 145 00 | Jan. 7, 1871 | Route to end at La Cede, saving 6 miles. | 44 00 | Jan. 14, 1871 |
| 11624 | do | From Hickory Creek to D. Newton. Late Kingsburgh. | 18 | 165 00 | Jan. 7, 1871 | Service discontinued and contract annulled. | 165 00 | Jan. 14, 1871 |
| 11674 | do | From McLeansborough. J. M. Shreed. | 26 | 299 00 | Jan. 9, 1871 | do | 299 00 | Jan. 14, 1871 |
| 11801 | do | From Fairfield to Sacra. W. Linder. | 251 | 215 00 | Jan. 11, 1871 | do | 245 00 | Jan. 14, 1871 |
| 11748 | do | From Clay City to Fair. W. M. Murphy. | 25 | 620 00 | Jan. 11, 1871 | Route to end at Mud Creek, saving 5 miles, and service reduced to three times a week. | 398 00 | Jan. 24, 1871 |
| 11759 | do | From Freeburgh to Ven. J. M. McCutcheon. Six times a week. field. | 174 | 1,530 00 | Jan. 21, 1871 | Route to begin at Cottonwood and end at Sacramento, saving 26 miles, and \$1,025 per annum. Service reduced to three times a week. | 1,312 00 | Jan. 14, 1871 |
| 11669 | do | From Shawneetown to W. B. and J. G. Casey. McLeansborough. | 40 | 275 00 | Feb. 4, 1871 | Route to begin at Sacramento and end at McLeansborough, saving 2 miles. | 40 00 | Feb. 10, 1871 |
| 11660 | do | From Cottonwood to do. Three times a week. Sacramento. | 14 | 464 00 | Feb. 10, 1871 | Service discontinued and contract annulled. | 464 00 | Feb. 14, 1871 |
| 11494 | do | From Ottawa to Mel. D. A. Baker, jr. | 221 | 198 00 | Feb. 10, 1871 | do | 198 00 | Feb. 14, 1871 |
| 11533 | do | From Newark to York. Twice a week. ville. | 124 | 390 00 | Feb. 10, 1871 | Route to begin at S. P. ana, saving 12 miles. | 213 00 | Feb. 14, 1871 |
| 11547 | do | From Ottawa to Saumon. J. M. Goodell. | 22 | | | | | |

* Contractor abandoned the service.

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route | State | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|-----------------|-------|--------------------------------------|----------------------|---|-----------------------------|-----------------|--|--|-----------------------------|---|
| 11577 | Ill | From Monmouth to Rock Island. | N. D. Beller | Three times a week | 47 | \$1,066 00 | Feb. 11, 1871 | Route to end at Pre-emption, saving 16 miles and service between Monmouth and Viola, 23 miles; reduced to twice a week. | \$336 00 | Feb. 19, 1871 |
| 11581 | do | From Springfield to Ashland | D. A. Baker, jr. | do | 20 | 624 00 | Feb. 20, 1871 | Service discontinued and contract annulled. | 624 00 | Feb. 28, 1871 |
| 11733 | do | From Fairfield to Carmi | S. Smith | do | 28 | 308 00 | Mar. 10, 1871 | Route to begin at Mill Shoals and end at Schoon and 102 1/2 miles. Service between Mill Shoals and Burnt Prairie, 11 miles, increased to six times a week, and reduced to once a week on residue of route. | 368 00 | Mar. 19, 1871 |
| 11541 | do | From Du Quoin to Ava | D. C. Johnson | Twice a week | 19 | 260 00 | Mar. 14, 1871 | Route to begin at Elkville, saving 1 mile. | 14 00 | Mar. 19, 1871 |
| 11517 | do | From Scrvena to Sono | J. M. Goodell | do | 10 | 177 00 | Mar. 16, 1871 | Route to begin at Northville, saving 13 miles. | 80 00 | Mar. 19, 1871 |
| 11807 | do | From Warsaw to Quincy | J. W. Greenley | Three times a week | 33 | 950 00 | Mar. 24, 1871 | Route to end at Ursa, saving 104 miles. | 302 00 | Mar. 31, 1871 |
| 11702 | do | From Matamora to La D. A. Baker, jr. | | do | 22 | 497 00 | Mar. 27, 1871 | Service discontinued and contract annulled. | 497 00 | Mar. 31, 1871 |
| 11512 | do | From Yorkville to Bris | J. E. Crum | Twelve times a week | 34 | 300 00 | Mar. 31, 1871 | do | 300 00 | Apr. 9, 1871 |
| 11730 | do | From Carmi to Shawnee | S. Smith | Three times a week | 34 | 710 00 | Apr. 4, 1871 | Route changed so as to embrace Cotton wood and Rowland, and end at Omaha, saving 2 miles. | 43 00 | Feb. 11, 1871 |
| 11736 | do | From Carmi to Omaha | do | do | 32 | 697 00 | Apr. 4, 1871 | Route to end at New Haven, saving 16 miles. | 318 00 | Apr. 19, 1871 |
| 11802 | do | From Fairfield to Flora | D. A. Baker, jr. | Once a week | 22 | 493 00 | Apr. 8, 1871 | Service discontinued and contract annulled. | 493 00 | Feb. 7, 1871 |
| 11823 | do | From Princeton to Wal | R. D. Axtell | Three times a week | 22 | 519 50 | Apr. 18, 1871 | do | 519 50 | Apr. 30, 1871 |
| 11826 | do | From Oakland to Arcola | A. Z. & J. G. Linton | Once a week | 16 | 182 00 | Apr. 21, 1871 | do | 182 00 | Apr. 30, 1871 |
| 11580 | do | From Sagetown to La Harpe. | D. A. Baker, jr. | Three times a week | 22 | 650 75 | Apr. 24, 1871 | Route to end at Hopper's Mills, saving 16 miles, and service increased to six times a week on route as curtailed. | 309 00 | Apr. 30, 1871 |
| 11407 | do | From Warsaw to Ursa | J. W. Greenley | do | 22 1/2 | 618 00 | Apr. 25, 1871 | Route to begin at Luna, saving 14 miles. | 403 00 | Apr. 30, 1871 |
| 11761 | do | From Chester to Ma | J. M. McCutcheon | Six times a week to Sparta; twelve times a week to Riasa. | 31 | 900 00 | May 23, 1871 | Route changed to end at Tilden, embracing Sadowa, and omitting Jordan's Grove and Marles, saving 3 miles. | 132 00 | May 31, 1871 |
| 11636 | do | From Frederickville to Lewiston. | D. A. Baker, jr. | Once a week | 32 1/2 | 363 00 | June 13, 1871 | Route to begin at Browning, saving 35 miles. | 56 00 | June 10, 1871 |

| | | | | | | | | |
|-------------|--|--|-----|----------|---------------|---|----------|---------------|
| 12721 Mich. | From Marshall to Belle. Olmstead & Kim. | Six times a week. | 214 | 373 00 | Aug. 15, 1870 | Service discontinued and contract annulled. | 373 00 | Aug. 31, 1870 |
| 12849 do | From Otisco to White E. T. Root. | Twice a week. | 10 | 153 00 | Aug. 19, 1870 | Route to end at Ashley, saving 5 miles. | 76 50 | Apr. 23, 1870 |
| 12727 do | From Ionia to Grand C. Stevens | Once a week | 32 | 300 00 | do | 8.1 Route to end at Vermontville, saving 3 miles. | 29 00 | Dec. 5, 1870 |
| 12788 do | From Brookside to Crapo J. N. Monart | do | 8 | 100 00 | Nov. 9, 1870 | Service discontinued and contract annulled. | 100 00 | July 1, 1870 |
| 12817 do | From Hart to Manistee J. Rodly | Six times a week from Nov. 15 to April 15, in each year. | 51 | 924 00 | Dec. 7, 1870 | Route to begin at Pent Water, saving 9 miles. | 163 00 | July 1, 1870 |
| 12673 do | From White Pigeon to J. White. | Six times a week. | 20 | 755 00 | Dec. 20, 1870 | Route to end at Centreville, saving 8 miles. | 311 00 | Jan. 1, 1871 |
| 12711 do | From Plainville to G. W. Reed. | Three times a week. | 364 | 1,150 00 | Dec. 20, 1870 | Service discontinued and contract annulled. | 1,150 00 | Dec. 31, 1870 |
| 12621 do | From Wates to Fort Hu. H. L. Lashbrooks. | Twice a week. | 153 | 195 00 | Dec. 24, 1870 | Route to end at Thornton, saving 11 miles. | 138 00 | Jan. 1, 1871 |
| 12667 do | From Climax Prairie to M. Hodgman. | do | 5 | 100 00 | Jan. 10, 1871 | Service discontinued and contract annulled. | 100 00 | Jan. 14, 1871 |
| 12666 do | From Climax Prairie to do | Three times a week. | 74 | 195 00 | Jan. 12, 1871 | do | 195 00 | Jan. 29, 1871 |
| 12667 do | From Lowell to Green. W. Gardner | Six times a week. | 203 | 623 00 | Feb. 15, 1871 | Route to end at Otisco, saving 63 miles. | 197 00 | Mar. 6, 1871 |
| 12616 do | From Almont to La. N. R. Wells | Twice a week. | 354 | 370 00 | Feb. 28, 1871 | Route to end at Mariette, saving 43 miles. | 46 30 | Mar. 6, 1871 |
| 12546 do | From Brooklyn to Na. C. S. Webster. | Six times a week. | 4 | 160 00 | Mar. 15, 1871 | Service discontinued and contract annulled. | 160 00 | Mar. 31, 1871 |
| 12539 do | From Saine to Ypsil. E. M. Wallaco | do | 10 | 313 00 | Mar. 15, 1871 | do | 313 00 | Mar. 31, 1871 |
| 12510 do | From Hilledale to Han. L. S. Prescott | Three times a week. | 203 | 394 00 | Mar. 16, 1871 | Route to begin at North Adams, saving 8 miles. | 153 72 | Apr. 1, 1871 |
| 12618 do | From Iako Mills to W. Graves. | Six times a week. | 29 | 1,160 00 | Mar. 16, 1871 | Route to begin at Hooker, making distance 7 miles, and service reduced to three times a week. | 1,090 00 | Apr. 1, 1871 |
| 12556 do | From Milan to Ann T. Richards | Three times a week. | 182 | 365 00 | Mar. 24, 1871 | Route to end at Saline, saving 9 miles. | 177 00 | Apr. 1, 1871 |
| 12750 do | From Mount Pleasant A. Findlater | Once a week | 342 | 300 00 | Mar. 30, 1871 | Service discontinued and contract annulled. | 300 00 | Apr. 15, 1871 |
| 12654 do | From Jonesville to Al. J. Lambson | Six times a week. | 24 | 600 00 | Apr. 1, 1871 | Route to end at Litchfield, saving 17 miles. | 425 00 | Apr. 23, 1871 |
| 12657 do | From Marshall to Cold D. L. & P. Adams. | do | 25 | 580 00 | Apr. 1, 1871 | Service reduced to three times a week. | 290 00 | Apr. 16, 1871 |
| 12681 do | From Newburgh to Cass-C. Houghtalling. | Twice a week. | 15 | 209 00 | Apr. 1, 1871 | Route to end at Brownsville, making distance 10 miles, and service between Vandalia and Brownsville, 5 miles, reduced to once a week. | 100 00 | Apr. 16, 1871 |
| 12728 do | From Portland to Char. C. A. Ingall | Once a week | 24 | 187 00 | Apr. 3, 1871 | Route to begin at Danby, saving 6 miles. | 45 00 | Apr. 10, 1871 |
| 12673 do | From White Pigeon to J. White. | Six times a week. | 12 | 471 00 | Apr. 10, 1871 | Route to end at Florence, saving 6 miles, and service reduced to twice a week. | 392 50 | Apr. 16, 1871 |

Ordered February 6, 1871, but date of curtailment not reported until April 4, 1871.

CURTAILMENTS OF MAIL SERVICE, ETC.

No. 5.—*Report of curtailments made in service and pay of contractors, &c.—Continued.*

| Number of route | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|-----------------|--------|--|--------------------|--|-----------------------------|-----------------|--|--|-----------------------------|---|
| 12522 | Mich. | From Bellevue to Kala-G. Munroe and Florence. | G. Munroe | Three times a week | 7 | \$150 00 | Apr. 24, 1871 | Service discontinued and contract annulled. | \$150 00 | May 13, 1871 |
| 12573 | do | From White Pigeon to J. White. | J. White | Twice a week | 6 | 78 50 | May 4, 1871 | do | 78 50 | Apr. 15, 1871 |
| 12526 | do | From Morganville to J. Snyder | J. Snyder | Once a week | 7 | 62 00 | May 15, 1871 | do | 62 00 | Apr. 24, 1871 |
| 12503 | do | From Edgin to Grand C. Clark | C. Clark | Twice a week | 3½ | 80 00 | May 15, 1871 | do | 80 00 | Apr. 12, 1871 |
| 12608 | do | From Newburgh to C. Houghtaling | C. Houghtaling | Twice a week to Vandalia; once a week residue. | 10 | 100 00 | May 20, 1871 | Route to end at Vandalia, saving 5 miles | 33 33 | June 1, 1871 |
| 12540 | do | From North Adams to L. S. Prescott | L. S. Prescott | Three times a week | 12½ | 240 28 | May 31, 1871 | Route to begin at Jerome, saving 3 miles | 57 66 | June 1, 1871 |
| 12524 | Wis. | From Belmont to Platte J. E. Powers | J. E. Powers | Six times a week | 8 | 240 00 | July 15, 1870 | Service discontinued and contract annulled. | 240 00 | July 20, 1870 |
| 12514 | do | From Arena to Mineral Point, with site supply of Lumberville and Wyoming | B. W. Strong | do | 30 } 12 } | 680 00 | July 21, 1870 | Site service changed so as to begin at Helena Station instead of Arena, saving 6 miles. | 56 60 | Aug. 8, 1870 |
| 12654 | do | From Summit to Ocono-mowoc. | D. Williams | Six times a week | 3 | 240 00 | Oct. 10, 1870 | Service discontinued and contract annulled. | 240 00 | Oct. 23, 1870 |
| 13191 | do | From Madison to Wyo-J. E. Powers | J. E. Powers | Three times a week | 35½ | 575 00 | Feb. 24, 1871 | Route to begin at North Windsor, saving 16½ miles. | 267 00 | Mar. 13, 1871 |
| 13171 | do | From Portage City to A. E. Stevens | A. E. Stevens | do | 24 | 340 00 | Feb. 25, 1871 | Route to begin at Pynnette, saving 9 miles. | 170 00 | Apr. 1, 1871 |
| 12596 | do | From LaCrosse to Trempealeau. | P. R. Bagley | do | 22½ | 360 00 | Mar. 22, 1871 | Service discontinued and contract annulled. | 360 00 | Apr. 15, 1871 |
| 13177 | do | From Portage City to Wallace & Doly | Wallace & Doly | Six times a week | 17 | 240 00 | Mar. 25, 1871 | do | 240 00 | June 5, 1871 |
| 11106 | Iowa | From Des Moines to J. O. Warrington | J. O. Warrington | do | 40 | 2, 100 00 | July 2, 1870 | The trips that run by Ridgedale, Indiana, &c., changed so as to omit Montana and end at Mologout, saving 5 miles on those trips. | 131 | 25 July 14, 1870 |
| 11071 | do | From Oskaloosa to Grinnell. | L. M. Preshall | Twice a week | 47 | 700 00 | July 11, 1870 | Route to begin at New Sharon, saving 12 miles. | 182 66 | July 31, 1870 |
| 11123 | do | From Quincy to Redford | G. E. Crow | Six times a week | 30 | 1, 482 00 | July 12, 1870 | Route to begin at Combing, saving 1 mile. | 50 00 | July 20, 1870 |
| 11069 | do | From Springfield to Montezuma | L. Gregory | Once a week | 21 | 205 00 | July 14, 1870 | Service discontinued and contract annulled. | 205 00 | July 31, 1870 |

| | | | | | | | | | | |
|-------|----|-----------------------------------|--------------------|--|--------|----------|----------------|--|----------|----------------|
| 11173 | do | From Iowa City to Mon-tesuma. | Ira Young | Three times a week | 61 | 1,090 00 | July 14, 1870 | Route to end at Millersburgh, saving 22 miles. | 393 00 | Aug. 1, 1870 |
| 11184 | do | From Boon Spring to De Witt. | C. Buminger | Once a week to Charlotte; twice a week residual. | 18 | 900 00 | July 14, 1870 | Route to end at Charlotte, saving 12 miles. | 160 00 | Aug. 1, 1870 |
| 11283 | do | From Postville to Franklin. | J. D. McKay | Six times a week | 12 | 450 00 | July 15, 1870 | Service reduced to three times a week. | 225 00 | Aug. 1, 1870 |
| 11301 | do | From Ackley to Hampton. | G. W. Clark | do | 18 | 484 00 | July 31, 1870 | Service discontinued and contract annulled. | 484 00 | July 31, 1870 |
| 11157 | do | From Afion to Union City. | T. Kinser | Once a week | 16 | 117 00 | July 26, 1870 | do | 117 00 | July 31, 1870 |
| 11273 | do | From Waverly to Grove Hill. | G. Hann | do | 20 | 104 00 | July 26, 1870 | Route to end at Eagle, saving 2 1/2 miles. | 13 00 | July 31, 1870 |
| 11170 | do | From Iowa City to Big Spring. | M. McCardle | do | 24 | 138 00 | July 27, 1870 | Route to end at Palestine, saving 6 miles. | 38 00 | July 1, 1870 |
| 11029 | do | From Danville to Gladis Grove. | J. H. Frederick | Twice a week | 23 | 450 00 | Aug. 1, 1870 | Route to end at Morning Sun, saving 1 1/2 miles. | 29 00 | Aug. 10, 1870 |
| 11033 | do | From Linton to Pleasant. | N. Powell | do | 36 | 491 00 | Aug. 11, 1870 | Route to begin at Morning Sun, saving 5 miles. | 68 00 | Aug. 15, 1870 |
| 11110 | do | From Polk City to Amos. | W. G. Baker | Once a week | 22 | 254 00 | Aug. 22, 1870 | Service discontinued and contract annulled. | 254 00 | July 1, 1870 |
| 11116 | do | From Van Meter to Lescot. | C. N. McCoy | Six times a week | 18 | 385 00 | Sept. 13, 1870 | Route to begin at De Soto, saving 5 miles. | 85 00 | Oct. 1, 1870 |
| 11053 | do | From Ottumwa to Lonesome. | D. Hodge | Three times a week | 4 | 156 00 | Sept. 14, 1870 | Service discontinued and contract annulled. | 156 00 | Sept. 19, 1870 |
| 11141 | do | From Frankfort to Osage. | J. Bunker | Twice a week | 10 | 200 00 | Sept. 22, 1870 | do | 200 00 | Sept. 30, 1870 |
| 11313 | do | From Helena to Lynn. | P. D. Smith | Once a week | 16 | 152 00 | Sept. 30, 1870 | do | 152 00 | Oct. 14, 1870 |
| 11095 | do | From Osceola to Waukegan. | W. G. Baker | Twice a week | 17 | 298 00 | Oct. 11, 1870 | Route to end at Laclede, saving 8 miles. | 140 00 | Oct. 31, 1870 |
| 11272 | do | From Waverly to Eagle. | G. Hann | Once a week | 17 1/2 | 97 00 | Oct. 19, 1870 | Service discontinued and contract annulled. | 97 00 | Sept. 30, 1870 |
| 11064 | do | From Montezuma to Bear Creek. | T. J. Shipley, sr. | do | 77 1/2 | 140 00 | Oct. 20, 1870 | Route to end at Tyro, saving 3 1/2 miles. | 28 00 | Sept. 30, 1870 |
| 11188 | do | From De Witt to Port Maguoketa. | N. Willey | Three times a week | 22 | 400 00 | Nov. 10, 1870 | Service discontinued and contract annulled. | 400 00 | Nov. 30, 1870 |
| 11198 | do | From Hampton to West Branch. | M. V. Nichols | Once a week | 25 | 250 00 | Nov. 11, 1870 | Route to end at Shobe's Grove, saving 12 miles. | 120 00 | Nov. 19, 1870 |
| 11164 | do | From Zour to Snyrna. | J. Williamson | do | 8 | 74 00 | Nov. 19, 1870 | Service discontinued and contract annulled. | 74 00 | Nov. 30, 1870 |
| 11066 | do | From Chariton to Indianola. | L. D. Reynolds | do | 18 | 178 00 | Dec. 5, 1870 | Route to begin at Lucas, saving 4 miles. | 40 00 | Dec. 10, 1870 |
| 11105 | do | From Emmittsburgh to Spirit Lake. | Haskell & Cheney | do | 33 1/2 | 318 00 | Dec. 5, 1870 | Route to end at Lucas, saving 3 miles. | 28 00 | Dec. 10, 1870 |
| 11233 | do | From Lyons to port. | J. Fanning | Six times a week | 39 | 2,300 00 | Jan. 25, 1871 | Route to begin at Princeton, saving 20 miles. | 380 00 | Jan. 14, 1871 |
| 11189 | do | From Lyons to Maquoketa. | J. Proffer | Twice a week | 36 | 700 00 | Jan. 25, 1871 | Service discontinued and contract annulled. | 1,190 00 | Jan. 31, 1871 |
| 11190 | do | do | do | do | 36 | 700 00 | Jan. 25, 1871 | Service discontinued and contract annulled. | 700 00 | Jan. 31, 1871 |

H. Ex. 322

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|---------|-----------------------------------|---------------------|---------------------|-----------------------------|-----------------|--|--|-----------------------------|---|
| 11193 | Iowa... | From Sabula to Lyons. | M. Harrison. | Three times a week. | 16 | \$450 00 | Jan. 25, 1871 | Route to end at Elk River, saving 10 miles. | \$281 00 | Feb. 26, 1871 |
| 11280 | do | From Bradford to Cresco. | J. S. Mackey | Once a week. | 45 | 416 00 | Jan. 26, 1871 | Service discontinued and contract annulled. | 416 00 | Jan. 31, 1871 |
| 11167 | do | From West Liberty to Port Allen. | A. P. Harper | do | 20 | 259 00 | Jan. 27, 1871 | do | 259 00 | Jan. 31, 1871 |
| 11148 | do | From Sidney to Bart. | W. G. Baker | do | 16 | 184 00 | Jan. 30, 1871 | do | 184 00 | Feb. 9, 1871 |
| 11062 | do | From Montezuma to Oa. Rapids. | N. Mendenhall | Six times a week. | 22 | 940 00 | Feb. 7, 1871 | Service reduced to three times a week. | 470 00 | Feb. 14, 1871 |
| 11171 | do | From Iowa City to Cedar Rapids. | N. Willey | do | 38 | 900 00 | Feb. 11, 1871 | Route to begin at Shucyville, saving 22 miles. | 618 00 | Feb. 14, 1871 |
| 11344 | do | From Sioux City to Jackson, Minn. | H. S. Bailey | Once a week. | 144 | 988 00 | Feb. 14, 1871 | Route to begin at Cherokee, saving 60 miles. | 412 00 | Feb. 18, 1871 |
| 11221 | do | From Worthington to Cascade. | H. Delmer | Three times a week. | 12 | 325 00 | Feb. 16, 1871 | Service discontinued and contract annulled. | 325 00 | Feb. 28, 1871 |
| 11168 | do | From Iowa City to field. | Fair. N. Powell | Six times a week. | 56 | 1,979 00 | Feb. 27, 1871 | Route to end at Washington, saving 25 miles. | 853 00 | Mar. 4, 1871 |
| 11062 | do | From Montezuma to Okaloesa. | N. Mendenhall | Three times a week. | 22 | 470 00 | Mar. 1, 1871 | Route to end at New Sharon, saving 6 miles. | 128 00 | Mar. 9, 1871 |
| 11166 | do | From West Branch to Atalissa. | A. P. Harper | do | 16 | 274 00 | Mar. 8, 1871 | Route to end at New Sharon, saving 6 miles. Service increased to six times a week on route as curtailed. | 34 00 | Mar. 14, 1871 |
| 11063 | do | From Unionville to Icc. | G. W. Mericle | do | 16 | 275 00 | Mar. 11, 1871 | Route to begin at Moravia, saving 8 miles. | 137 50 | Mar. 19, 1871 |
| 11168 | do | From Iowa City to Washington. | N. Powell | Six times a week. | 33 | 1,126 00 | Mar. 11, 1871 | Service reduced to three times a week. | 563 00 | Mar. 19, 1871 |
| 11193 | do | From Sabula to River. | Eik M. Harrison | Three times a week. | 6 | 169 00 | Mar. 11, 1871 | Service discontinued and contract annulled. | 169 00 | Mar. 19, 1871 |
| 11294 | do | From Mitchell to City. | Mason M. V. Nichols | do | 31½ | 793 00 | Apr. 3, 1871 | do | 793 00 | Apr. 16, 1871 |
| 11064 | do | From Montezuma to Tyro. | T. J. Shipley, sr. | Once a week. | 16½ | 112 00 | Apr. 7, 1871 | do | 112 00 | Apr. 14, 1871 |
| 11071 | do | From New Sharon to Grinnell. | L. M. Pressnell | Twice a week. | 37½ | 517 35 | Apr. 7, 1871 | Route to end at Granville, saving 23 miles. | 317 00 | Apr. 14, 1871 |
| 11053 | do | From Ottumwa to Ravin. | Mo. S. G. Finney | Three times a week. | 26½ | 540 00 | Apr. 11, 1871 | Contract annulled. | 540 00 | Apr. 19, 1871 |
| 11334 | do | From Jefferson to City. | Sac M. Conroy | Once a week. | 53 | 600 00 | Apr. 13, 1871 | Service discontinued and contract annulled. | 600 00 | Apr. 19, 1871 |

| | | | | | | | | | |
|-------|------|---|---|------|-----------|---------------|--|-----------|---------------|
| 11037 | do | From Mount Pleasant to Washington. | Three times a week | 28 | 594 00 | Apr. 15, 1871 | Route to end at Marshall, saving 13 miles. | 278 00 | Apr. 30, 1871 |
| 11164 | do | From Boon Spring to Charlotte. | Twice a week | 6 | 40 00 | Apr. 26, 1871 | Services discontinued and contract annulled. | 40 00 | Nov. 30, 1870 |
| 11174 | do | From Sidney to East J. R. Porter Nebraska City. | Six times a week | 12 | 496 00 | Apr. 27, 1871 | do | 496 00 | May 14, 1871 |
| 11130 | do | From Bedford to Cla. D. H. Adams. Hindu. | Twice a week | 25 | 500 00 | May 3, 1871 | Route to begin at Memory, saving 14 miles, and service increased to three times a week on route as curtailed. | 170 00 | May 14, 1871 |
| 11104 | do | From Indianola to Win. C. B. Lathrop. Terret. | do | 28 | 523 00 | May 5, 1871 | Route to begin at Saint Charles, saving 16 miles, and service increased to three times a week on route as curtailed. | 187 00 | May 14, 1871 |
| 11058 | do | From Halfway Prairie to Eddyville. | Once a week | 6 | 65 00 | May 23, 1871 | Service discontinued and contract annulled. | 65 00 | May 31, 1871 |
| 11240 | do | From Pierceville to W. H. Perry. Utica. | Twice a week | 2 | 40 00 | May 25, 1871 | do | 40 00 | May 31, 1871 |
| 13577 | Minn | From Albert Lea to Blue Earth City. | do | 46 | 590 00 | Aug. 6, 1870 | Route to begin at Clayton, saving 32 miles. | 410 00 | Aug. 22, 1870 |
| 13562 | do | From Ramsey to Well. ^{St. Louis} Southern Minne. Railroad Company. | Six times a week | 42.2 | 2, 110 00 | Jan. 7, 1871 | Service discontinued | 2, 110 00 | Jan. 15, 1871 |
| 13560 | do | From Spring Valley to S. G. Rathbone. Lauesborough. | do | 28 | 1, 050 00 | Jan. 7, 1871 | Route to begin at Forestville and end at Preston, saving 19 miles. | 712 50 | Jan. 16, 1871 |
| 13568 | do | From Mower City to M. V. Nichols. Frankfort. | Twice a week | 22 | 550 00 | Jan. 9, 1871 | Service discontinued and contract annulled. | 550 00 | Jan. 22, 1871 |
| 13581 | do | From Barber to Winnebago City. | do | 10 | 420 00 | Jan. 9, 1871 | do | 420 00 | Jan. 16, 1871 |
| 13589 | do | From Mower City to S. Bacon. Lansing. | do | 5 | 375 00 | Jan. 28, 1871 | do | 375 00 | Feb. 14, 1871 |
| 13528 | do | From Loretto to La Crescent. | Once a week | 10 | 98 00 | Mar. 1, 1871 | do | 98 00 | Feb. 6, 1871 |
| 13516 | do | From La Crosse, Wis. to Winona, Minn. North western Union Packet Company. | Six times a week from April 16 to November 14 in each year. | 40 | 5, 460 00 | Mar. 22, 1871 | do | 5, 460 00 | Nov. 14, 1870 |
| 13643 | do | From Clinton Falls to Owatonna. | Once a week | 4 | 20 80 | Apr. 15, 1871 | do | 20 80 | Sept. 1, 1870 |
| 13546 | do | From Preston to Rochester. | Six times a week to Chatfield; three times a week residue. | 36 | 1, 061 00 | Apr. 25, 1871 | Route to end at Chatfield, saving 20 miles. | 408 33 | May 29, 1871 |
| 13550 | do | From Chatfield to Ham. J. Tussey. Ilton. | Three times a week | 18 | 450 00 | Apr. 26, 1871 | Route to begin at Washington and end at Spring Valley, saving 10 miles. | 250 00 | May 15, 1871 |
| 13606 | do | From Jackson to Made. E. H. Smith. Ia. | do | 51† | 726 00 | Apr. 26, 1871 | Route to end at Saint James, saving 15‡ miles. | 218 00 | May 8, 1871 |
| 13756 | do | From Glencoe to Wa. C. Johnson. Ia. | Once a week | 28 | 318 00 | Apr. 28, 1871 | Route to end at Winsted Lake, saving 10 miles. | 113 00 | May 22, 1871 |
| 13712 | do | From Rockford to French Lake. | do | 30 | 310 00 | May 17, 1871 | Route to end at Albion, saving 6 miles. | 62 00 | May 27, 1871 |
| 13731 | do | From Saint Cloud to Princeton. | do | 35 | 350 00 | May 19, 1871 | Route to end at Santiago, saving 15 miles. | 150 00 | June 1, 1871 |

† Covered by route No. 13501.

* Contractor refused to comply with order to change service.

CURTAILMENTS OF MAIL SERVICE, ETC.

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|-----------------------------------|---------------------|--|-----------------------------|-----------------|--|--|-----------------------------|---|
| 13753 | Minn. | From Hutchinson to Watertown. | W. Kusche | Once a week | 30 | \$274 00 | May 26, 1871 | Route to end at Bergen, saving 8 miles. | \$73 00 | June 12, 1871 |
| 14433 | Neb. | From Elk Horn Station to Lincoln. | R. Lounsbury | Three times a week | 50 | 1,600 00 | Sept. 29, 1870 | Contract annulled * | 1,600 00 | July 1, 1870 |
| 14432 | do | From Fontanelle to Witt. | B. R. Barnes | Twice a week | 38 | 580 00 | Nov. 12, 1870 | Route to end at West Point, saving 5 miles. | 77 00 | Nov. 30, 1870 |
| 14403 | do | From Omaha to City. | J. Stephenson | Six times a week | 97 | 4,450 00 | Mar. 20, 1871 | Route to begin at Blair, saving 30 miles. | 1,376 00 | Apr. 1, 1871 |
| 14453 | do | From Saint Desolin to Troy. | S. P. Wheeler | Six times a week on 12 week residue. | 63 | 2,250 00 | Mar. 20, 1871 | Route to end at White Cloud, saving 22 miles. | 1,020 00 | Apr. 1, 1871 |
| 14402 | do | From Omaha to village. | do | Three times a week. | 80 | 2,610 00 | May 1, 1871 | Route to begin at Plattsmouth, saving 20 miles. | 600 00 | May 16, 1871 |
| 14423 | do | From Chicago to village. | A. C. Noteware | Twice a week on 20 miles. | 27 | 780 00 | May 16, 1871 | Route to end at Bell Creek, saving 7 miles. | 405 00 | May 31, 1871 |
| 14432 | do | From Fontanelle to West Point. | B. R. Barnes | Twice a week. | 33 | 513 00 | May 16, 1871 | Service discontinued, and contract annulled. | 513 00 | May 31, 1871 |
| 14433 | do | From Fremont to Point. | S. P. Wheeler | Three times a week. | 34 | 630 00 | May 16, 1871 | do | 630 00 | May 31, 1871 |
| 14406 | do | From Plattsmouth to Milford. | R. Lounsbury | Three times a week on 60 miles twice a w. residue. | 85 | 1,738 00 | May 18, 1871 | Route to end at Lincoln, saving 95 miles. | 378 00 | May 31, 1871 |
| 14086 | Kans. | From Burlington to Eureka. | J. A. Hawkes | Twice a week. | 43 | 676 00 | Sept. 5, 1870 | Route to end at Janesville, saving 16 miles and service increased to three times a week on route as curtailed. | 39 00 | Sept. 16, 1870 |
| 14331 | do | From Fort Scott to Gibbons. | S. S. Clark | Six times a week. | 164 | 1,900 00 | Oct. 1, 1870 | Route to begin at Baxter Springs, saving 60 miles. | 683 00 | July 1, 1870 |
| 14050 | do | From Lawrence to Paola. | E. A. Arnot | do | 77 | 2,200 00 | Oct. 13, 1871 | Route to end at Carbondale, saving 35 miles. | 1,000 00 | Aug. 1, 1870 |
| 14070 | do | From Seneca to Sandy. | Big N. B. McKay | Once a week | 83 | 790 00 | Oct. 13, 1870 | Route to end at Jenkins's Mills, saving 27 miles. | 219 00 | Oct. 22, 1870 |
| 14086 | do | From Canville to Ford. | J. A. Hawkes | do | 30 | 146 00 | Oct. 27, 1870 | Service discontinued and contract annulled. | 146 00 | Nov. 10, 1870 |
| 14013 | do | From Atchison to Paola. | J. Jacobia | Three times a week | 44 | 675 00 | Nov. 15, 1870 | Route to end at Hiawatha, saving 5 miles. | 99 00 | Nov. 30, 1870 |
| 14008 | do | From Highland to Escal. | S. P. Wheeler | do | 51 | 673 00 | Nov. 26, 1870 | Service discontinued and contract annulled. | 673 00 | Nov. 30, 1870 |
| 14019 | do | From Atchison to Win City. | Bald. P. Williamson | do | 24 | 500 00 | Jan. 5, 1871 | do | 500 00 | Oct. 22, 1870 |

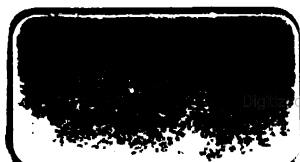
| | | | | | | | | |
|-------|------|--|-----------------------------|--|----------|------------------------|--|------------------------|
| 14018 | ..do | From Atchison to Troy; Geary, Palermo, and Watson supplied from Doniphan by side mail. | J. H. Finch | Six times a week. Three times a week. | 16 16 | 1,230 00 Feb. 28, 1871 | Service between Atchison and Troy omitted, saving 16 miles. | 833 00 Mar. 1, 1871 |
| 14055 | ..do | From Ottawa to Ham- bold. | S. P. Wheeler | Six times a week. | 70 | 1,793 00 Mar. 3, 1871 | Service discontinued and contract an- nulled. | 1,793 00 Feb. 28, 1871 |
| 14109 | ..do | From Emporia to Cot- tonwood Falls. | H. O. Meigs | do | 201 | 291 00 Mar. 16, 1871 | do | 291 00 Mar. 31, 1871 |
| 14064 | ..do | From Orange Mission to H. Tisdale | H. Tisdale | Six times a week to La- dore; once a week residue | 30 | 887 00 Mar. 25, 1871 | do | 887 00 Mar. 31, 1871 |
| 14070 | ..do | From Seneca to Jenkins Mills. | N. B. McKay | Once a week. | 67 | 638 00 May 1, 1871 | do | 638 00 May 31, 1871 |
| 14117 | ..do | From Cottonwood Falls to Marion Centre. | H. Tisdale | Twice a week. | 37 | 690 00 May 16, 1871 | do | 690 00 May 31, 1871 |
| 14144 | ..do | From Waterville to S. P. Wheeler | S. P. Wheeler | do | 35 | 867 00 May 18, 1871 | do | 867 00 May 31, 1871 |
| 14114 | ..do | From Humboldt to Fort, J. A. Hawkes | J. A. Hawkes | Six times a week. | 50 | 663 00 May 26, 1871 | Service reduced to three times a week. | 323 00 June 1, 1871 |
| 14692 | Cal | From Drytown to Fid- dittown. | A. Arnot | do | 10 | 998 00 Sept. 8, 1870 | Service discontinued and contract an- nulled. | 998 00 Oct. 1, 1870 |
| 14749 | ..do | From Polson City to C. C. Woodworth. | C. C. Woodworth | do | 50 | 2,985 00 Mar. 11, 1871 | Route to end at Jackson, saving 6 miles. | 338 00 Mar. 31, 1871 |
| 14819 | ..do | From Jackson to Ione City. | H. R. Brown | Three times a week. | 12 | 1,286 00 Mar. 11, 1871 | Service discontinued and contract an- nulled. | 1,286 00 Mar. 1, 1871 |
| 15127 | Oreg | From Oregon City to Peo- ple's Transportation Co. Dayton. | People's Transportation Co. | do | 38 | 1,200 00 April 7, 1871 | do | 1,200 00 Apr. 30, 1871 |
| 15401 | Wash | From Olympia to Stella- J. & I. Bernice. | J. & I. Bernice | do | 25 | 690 00 Oct. 13, 1870 | do | 690 00 Oct. 31, 1870 |
| 15405 | ..do | From Olympia to Mon- ticello. | H. Winsor | Six times a week. | 85 | 9,700 00 Mar. 2, 1871 | Contract annulled*. | 9,700 00 Mar. 15, 1871 |
| 16614 | Utah | From Cedar City to Chat- terley & Walker. | Chatterley & Walker | Once a week. | 834 | 940 00 Aug. 25, 1870 | Route to begin at Pinto, saving 30 miles. | 338 00 Sept. 12, 1870 |
| 16611 | ..do | From Fillmore City to H. White. | H. White | Three times a week. | 125 | 4,350 00 Nov. 3, 1870 | Service discontinued and contract an- nulled.† | 4,350 00 Oct. 31, 1870 |
| 16613 | ..do | From Cedar City to Saint George. | do | Twice a week. | 70 | 2,046 00 Nov. 3, 1870 | do | 2,046 00 Oct. 31, 1870 |
| 17009 | Colo | From Denver to Cen- tral City. | P. Crane | Six times a week. | 40 | 450 00 Oct. 26, 1870 | Route to begin at Golden City, saving 13 miles. | 146 00 Oct. 31, 1870 |
| 17005 | ..do | From Denver to Buck- skins. | Onkes & Godfrey | Three times a week. | 100 | 3,600 00 Dec. 1, 1870 | Route to end at Fairplay, saving 7 miles; and give Buckskin a side supply once a week, from Fairplay, 7 miles. | 168 00 Jan. 1, 1871 |
| 17028 | ..do | From Pueblo to Trini- dad. | L. Barnum | do | 100 | 1,300 00 Dec. 28, 1870 | Service discontinued and contract an- nulled. | 1,300 00 Jan. 1, 1871 |
| 17004 | ..do | From Denver to Boul- der. | G. A. Andrews | Twice a week. | 234 | 593 00 May 6, 1871 | do | 593 00 May 15, 1871 |

* No service ever performed.

† H. Winsor failed to execute contracts by 10th of June as required, and practiced deception in their execution subsequently. Contract ordered with Elijah Corbett. (See
land and water mails, March 2, 1871.)

‡ Route added to No. 16601, same contractor.





No. 5.—*Report of curtailments made in service and pay of contractors, &c.*—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|-------------------------------------|--------------------|--------------------|-----------------------------|-----------------|--|---|-----------------------------|---|
| 11193 | Iowa | From Sabula to Lyons. | M. Harrison | Three times a week | 16 | \$450 00 | Jan. 25, 1871 | Route to end at Elk River, saving 10 miles. | \$281 00 | Feb. 28, 1871 |
| 11289 | do | From Bradford to Cresco | J. S. Mackey | Once a week | 45 | 418 00 | Jan. 26, 1871 | Service discontinued and contract annulled. | 416 00 | Jan. 31, 1871 |
| 11167 | do | From West Liberty to A. P. Harper | Port Allen | do | 20 | 239 00 | Jan. 27, 1871 | do | 239 00 | Jan. 31, 1871 |
| 11148 | do | From Sidney to East | W. G. Baker | do | 16 | 184 00 | Jan. 30, 1871 | do | 184 00 | Feb. 9, 1871 |
| 11062 | do | From Montezuma to Ok | N. Mendenhall | Six times a week | 92 | 940 00 | Feb. 7, 1871 | Service reduced to three times a week. | 470 00 | Feb. 14, 1871 |
| 11171 | do | From Iowa City to Cedar | N. Willey | do | 33 | 900 00 | Feb. 11, 1871 | Route to begin at Shukeyville, saving 22 miles. | 619 00 | Feb. 14, 1871 |
| 11344 | do | From Sioux City to H. S. Bailey | Jackson, Minn. | Once a week | 144 | 988 00 | Feb. 14, 1871 | Route to begin at Cherokee, saving 60 miles. | 412 00 | Feb. 19, 1871 |
| 11221 | do | From Worthington to H. Delmer | Cascade | Three times a week | 12 | 325 00 | Feb. 16, 1871 | Service discontinued and contract annulled. | 385 00 | Feb. 28, 1871 |
| 11168 | do | From Iowa City to Fair | N. Powell | Six times a week | 58 | 1,979 00 | Feb. 27, 1871 | Route to end at Washington, saving 25 miles. | 853 00 | Mar. 4, 1871 |
| 11062 | do | From Montezuma to N. Mendenhall | field | Three times a week | 92 | 470 00 | Mar. 1, 1871 | Route to end at New Sharon, saving 6 miles. | 128 00 | Mar. 9, 1871 |
| 11166 | do | From West Branch to A. P. Harper | Oskaloosa | do | 16 | 374 00 | Mar. 8, 1871 | Route to end at Pedee, saving 9 miles, and service increased to six times a week on route as curtailed. | 34 00 | Mar. 14, 1871 |
| 11083 | do | From Unionville to Ico | G. W. Moricle | do | 16 | 375 00 | Mar. 11, 1871 | Route to begin at Moravia, saving 8 miles. | 137 50 | Mar. 19, 1871 |
| 11168 | do | From Iowa City to N. Powell | Washington | Six times a week | 33 | 1,126 00 | Mar. 11, 1871 | Service reduced to three times a week. | 563 00 | Mar. 19, 1871 |
| 11192 | do | From Sabula to Elk | M. Harrison | Three times a week | 6 | 169 00 | Mar. 11, 1871 | Service discontinued and contract annulled. | 169 00 | Mar. 19, 1871 |
| 11294 | do | From Mitchell to Mason | M. V. Nichols | do | 31½ | 793 00 | Apr. 3, 1871 | do | 793 00 | Apr. 16, 1871 |
| 11064 | do | From Montezuma to T. J. Shipley, sr | City | Once a week | 16½ | 119 00 | Apr. 7, 1871 | do | 119 00 | Apr. 14, 1871 |
| 11071 | do | From New Sharon to L. M. Preshall | Grimmell | Twice a week | 37½ | 517 35 | Apr. 7, 1871 | Route to end at Granville, saving 20 miles. | 317 00 | Apr. 14, 1871 |
| 11055 | do | From Ottumwa to Mo. | S. G. Finney | Three times a week | 98½ | 540 00 | Apr. 11, 1871 | Contract annulled | 540 00 | Apr. 19, 1871 |
| 11294 | do | From Jefferson to Sac | M. Courvey | Once a week | 53 | 600 00 | Apr. 13, 1871 | Service discontinued and contract annulled. | 600 00 | Apr. 19, 1871 |

| | | | | | | | | | |
|-------|------|--|---|-----|-----------|---------------|--|-----------|---------------|
| 11037 | do | From Mount Pleasant to Washington. | Three times a week | 28 | 594 00 | Apr. 15, 1871 | Route to end at Marshall, saving 13 miles. | 276 00 | Apr. 30, 1871 |
| 11194 | do | From Moon Spring to Charlotte. | Twice a week | 6 | 40 00 | Apr. 26, 1871 | Service discontinued and contract annulled. | 40 00 | Nov. 30, 1870 |
| 11174 | do | From Sidney to East Nebraska City. | Six times a week | 12 | 496 00 | Apr. 27, 1871 | do | 496 00 | May 14, 1871 |
| 11130 | do | From Bedford to Indiana. | Twice a week | 25 | 500 00 | May 3, 1871 | Route to begin at Memory, saving 14 miles, and service increased to three times a week on route as curtailed. | 170 00 | May 14, 1871 |
| 11104 | do | From Indiana to Winnetka. | do | 28 | 523 00 | May 5, 1871 | Route to begin at Saint Charles, saving 16 miles, and service increased to three times a week on route as curtailed. | 187 00 | May 14, 1871 |
| 11058 | do | From Halfway Prairie to Eddyville. | Once a week | 6 | 65 00 | May 23, 1871 | Service discontinued and contract annulled. | 65 00 | May 31, 1871 |
| 11940 | do | From Pierceville to Utica. | Twice a week | 2 | 40 00 | May 25, 1871 | do | 40 00 | May 31, 1871 |
| 13577 | Minn | From Albert Lea to Earth City. | do | 46 | 590 00 | Aug. 6, 1870 | Route to begin at Clayton, saving 32 miles. | 410 00 | Aug. 22, 1870 |
| 13502 | do | From Ramsey to Wellsoota Railroad Company. | Six times a week | 42 | 2, 110 00 | Jan. 7, 1871 | Service discontinued. | 2, 110 00 | Jan. 15, 1871 |
| 13560 | do | From Spring Valley to Lancaster. | do | 28 | 1, 050 00 | Jan. 7, 1871 | Route to begin at Forestville and end at Preston, saving 19 miles. | 712 50 | Jan. 16, 1871 |
| 13568 | do | From Mower City to Frankfort. | Twice a week | 22 | 550 00 | Jan. 9, 1871 | Service discontinued and contract annulled. | 550 00 | Jan. 22, 1871 |
| 13581 | do | From Barber to Mobergo City. | Six times a week | 10 | 420 00 | Jan. 9, 1871 | do | 420 00 | Jan. 16, 1871 |
| 13569 | do | From Mower City to Lansing. | do | 5 | 375 00 | Jan. 26, 1871 | do | 375 00 | Feb. 14, 1871 |
| 13528 | do | From Loretto to Crescent. | Once a week | 10 | 98 00 | Mar. 1, 1871 | do | 98 00 | Feb. 6, 1871 |
| 13516 | do | From La Crosse, Wis., to Winona, Minn. | Six times a week from April 16 to November 14 in each year. | 40 | 5, 460 00 | Mar. 22, 1871 | do | 5, 460 00 | Nov. 14, 1870 |
| 13643 | do | From Clinton Falls to Owatonna. | Once a week | 4 | 20 80 | Apr. 15, 1871 | do | 20 80 | Sept. 1, 1870 |
| 13546 | do | From Preston to Chatfield. | Six times a week to Chatfield; three times a week residue. | 36 | 1, 061 00 | Apr. 25, 1871 | Route to end at Chatfield, saving 20 miles. | 408 33 | May 29, 1871 |
| 13550 | do | From Chatfield to Hamilton. | Three times a week | 18 | 450 00 | Apr. 26, 1871 | Route to begin at Washington and end at Spring Valley, saving 10 miles. | 250 00 | May 15, 1871 |
| 13606 | do | From Jackson to Madelia. | do | 51† | 726 00 | Apr. 26, 1871 | Route to end at Saint James, saving 15½ miles. | 218 00 | May 8, 1871 |
| 13756 | do | From Glencoe to Verly Mills. | Once a week | 28 | 318 00 | Apr. 26, 1871 | Route to end at Winsted Lake, saving 10 miles. | 113 00 | May 22, 1871 |
| 13712 | do | From Rockford to French Lake. | do | 30 | 310 00 | May 17, 1871 | Route to end at Albion, saving 6 miles. | 62 00 | May 27, 1871 |
| 13721 | do | From Saint Cloud to Princeton. | do | 35 | 350 00 | May 19, 1871 | Route to end at Santiago, saving 15 miles. | 150 00 | June 1, 1871 |

† Covered by route No. 13501.

* Contractor refused to comply with order to change service.

CURTALMENTS OF MAIL SERVICE, ETC.

No. 5.—Report of curtailments made in service and pay of contractors, &c.—Continued.

| Number of route. | State. | Termini of route. | Contractor's name. | Original service. | Original distance in miles. | Original price. | Date of order of curtailment of service. | Curtailment ordered. | Amount curtailed per annum. | Date of curtailment of service and pay. |
|------------------|--------|-----------------------------------|--------------------|---|-----------------------------|-----------------|--|---|-----------------------------|---|
| 13753 | Minn. | From Hutchinson to Watertown. | W. Kusche | Once a week | 30 | \$374 00 | May 26, 1871 | Route to end at Bergen, saving 8 miles. | \$73 00 | June 12, 1871 |
| 14435 | Neb. | From Elk Horn Station to Lincoln. | R. Lounsbury | Three times a week | 50 | 1,600 00 | Sept. 29, 1870 | Contract annulled * | 1,600 00 | July 1, 1870 |
| 14432 | do | From Fountanelle to Witt. | De B. R. Barnes | Twice a week | 38 | 590 00 | Nov. 12, 1870 | Route to end at West Point, saving 5 miles. | 77 00 | Nov. 30, 1870 |
| 14403 | do | From Omaha to Sioux City. | J. Stephenson | Six times a week | 97 | 4,450 00 | Mar. 20, 1871 | Route to begin at Blair, saving 30 miles. | 1,376 00 | Apr. 1, 1871 |
| 14453 | do | From Saint Desolin to Troy. | S. P. Wheeler | Six times a week on 12 miles, three times a week residue. | 63 | 2,250 00 | Mar. 20, 1871 | Route to end at White Cloud, saving 22 miles. | 1,020 00 | Apr. 1, 1871 |
| 14402 | do | From Omaha to Brownville. | do | Three times a week | 80 | 2,610 00 | May 1, 1871 | Route to begin at Plattsmouth, saving 20 miles. | 600 00 | May 10, 1871 |
| 14423 | do | From Chicago to Fontanelle. | A. C. Noteware | Twice a week on 20 miles, six times a week residue. | 27 | 790 00 | May 16, 1871 | Route to end at Bell Creek, saving 7 miles. | 405 00 | May 31, 1871 |
| 14432 | do | From Fontanelle to West Point. | B. R. Barnes | Twice a week | 33 | 513 00 | May 16, 1871 | Service discontinued, and contract annulled. | 513 00 | May 31, 1871 |
| 14433 | do | From Fremont to Point. | S. P. Wheeler | Three times a week | 34 | 630 00 | May 16, 1871 | do | 630 00 | May 31, 1871 |
| 14406 | do | From Plattsmouth to Milford. | R. Lounsbury | Three times a week on 60 miles, twice a w. residue. | 85 | 1,738 00 | May 18, 1871 | Route to end at Lincoln, saving 25 miles | 378 00 | May 31, 1871 |
| 14086 | Kans. | From Burlington to Eureka. | J. A. Hawkes | Twice a week | 43 | 676 00 | Sept. 5, 1870 | Route to end at Janesville, saving 16 miles, and service increased to three times a week on route as curtailed. | 39 00 | Sept. 16, 1870 |
| 14331 | do | From Fort Scott to Gibson. | S. S. Clark | Six times a week | 164½ | 1,900 00 | Oct. 1, 1870 | Route to begin at Baxter Springs, saving 60 miles. | 693 00 | July 1, 1870 |
| 14050 | do | From Lawrence to Paola. | E. A. Arnot | do | 77 | 2,200 00 | Oct. 13, 1871 | Route to end at Carbondale, saving 35 miles. | 1,000 00 | Aug. 1, 1870 |
| 14070 | do | From Seneca to Sandyford. | N. B. McKay | Once a week | 83 | 700 00 | Oct. 13, 1870 | Route to end at Jonkin's Mills, saving 27 miles. | 219 00 | Oct. 22, 1870 |
| 14066 | do | From Canvillo to Ford. | J. A. Hawkes | do | 30 | 146 00 | Oct. 27, 1870 | Service discontinued and contract annulled. | 146 00 | Nov. 10, 1870 |
| 14013 | do | From Atchison to Potosi. | J. Jacobis | Three times a week | 44 | 875 00 | Nov. 15, 1870 | Route to end at Hiawatha, saving 5 miles. | 99 00 | Nov. 30, 1870 |
| 14006 | do | From Highland to Potosi. | S. P. Wheeler | do | 51 | 873 00 | Nov. 20, 1870 | Service discontinued and contract annulled. | 873 00 | Nov. 30, 1870 |
| 14019 | do | From Alnathle to Win City. | P. Williamson | do | 24 | 500 00 | Jan. 5, 1871 | do | 500 00 | Oct. 22, 1870 |

CURTAILMENTS OF MAIL SERVICE, ETC.

| | | | | | | | | | | |
|-------|-------|---|-----------------------------|---|----------|----------|---------------|--|----------|----------------|
| 14019 | do | From Atchison to Troy, Geary, Falerno, and Wathena supplied from Doniphan by side mail. | J. H. Finch | Six times a week. Three times a week. | 16 16 | 1,250 00 | Feb. 28, 1871 | Service between Atchison and Troy omitted, saving 16 miles. | 533 00 | Mar. 1, 1871 |
| 14055 | do | From Ottawa to Hunn-S. P. Wheeler boldt. | S. P. Wheeler | Six times a week. | 70 | 1,793 00 | Mar. 3, 1871 | Service discontinued and contract annulled. | 1,793 00 | Feb. 28, 1871 |
| 14109 | do | From Emporia to Cot-H. O. Meigs townwood Falls. | H. O. Meigs | do | 201 | 281 00 | Mar. 16, 1871 | do | 281 00 | Mar. 31, 1871 |
| 14064 | do | From Osage Mission to H. Tisdale Big Hill. | H. Tisdale | Six times a week to Ladore; once a week residue | 30 | 887 00 | Mar. 25, 1871 | do | 887 00 | Mar. 31, 1871 |
| 14070 | do | From Saucia to Jenkins N. E. McKay Mills. | N. E. McKay | Once a week. | 67 | 638 00 | May 1, 1871 | do | 638 00 | May 31, 1871 |
| 14117 | do | From Cottonwood Falls to Marion Centre. | H. Tisdale | Twice a week. | 37 | 690 00 | May 16, 1871 | do | 690 00 | May 31, 1871 |
| 14144 | do | From Waterville to S. P. Wheeler City, Mo. | S. P. Wheeler | do | 35 | 867 00 | May 18, 1871 | do | 867 00 | May 31, 1871 |
| 14114 | do | From Humboldt to Fort-J. A. Hawkes | J. A. Hawkes | Six times a week. | 50 | 663 00 | May 26, 1871 | Service reduced to three times a week. | 332 00 | June 1, 1871 |
| 14892 | Cal | From Drytown to Fid-A. Arnot | A. Arnot | do | 10 | 998 00 | Sept. 8, 1870 | Service discontinued and contract annulled. | 998 00 | Oct. 1, 1870 |
| 14749 | do | From Folsom City to C. C. Woodworth. | C. C. Woodworth | do | 50 | 2,985 00 | Mar. 11, 1871 | Route to end at Jackson, saving 6 miles. | 338 00 | Mar. 31, 1871 |
| 14819 | do | From Jackson to Ione H. R. Brown | H. R. Brown | Three times a week. | 12 | 1,286 00 | Mar. 11, 1871 | Service discontinued and contract annulled. | 1,286 00 | Mar. 1, 1871 |
| 15127 | Oreg | From Oregon City to People's Transportation Co. | People's Transportation Co. | do | 38 | 1,200 00 | April 7, 1871 | do | 1,200 00 | Apr. 30, 1871 |
| 15401 | Wash. | From Olympia to Steals-J. & I. Bernice. | J. & I. Bernice | do | 25 | 680 00 | Oct. 13, 1870 | do | 680 00 | Oct. 31, 1870 |
| 15405 | do | From Olympia to Mon-H. Winsor | H. Winsor | Six times a week. | 85 | 9,700 00 | Mar. 2, 1871 | Contract annulled* | 9,700 00 | Mar. 15, 1871 |
| 16814 | Utah | From Cedar City to Chatterley & Saint George. | Chatterley & Walker | Once a week. | 83 | 940 00 | Aug. 25, 1870 | Route to begin at Pinto, saving 30 miles. | 338 00 | Sept. 12, 1870 |
| 16811 | do | From Fillmore City to H. White | H. White | Three times a week. | 125 | 4,350 00 | Nov. 3, 1870 | Service discontinued and contract annulled. | 4,350 00 | Oct. 31, 1870 |
| 16813 | do | From Cedar City to Saint George. | do | Twice a week. | 70 | 2,046 00 | Nov. 3, 1870 | do | 2,046 00 | Oct. 31, 1870 |
| 17002 | Colo | From Denver to Gen-P. Crane | P. Crane | Six times a week. | 40 | 450 00 | Oct. 26, 1870 | Route to begin at Golden City, saving 13 miles. | 146 00 | Oct. 31, 1870 |
| 17003 | do | From Denver to Buck-Onakes & Godfrey | Onakes & Godfrey | Three times a week. | 100 | 3,600 00 | Dec. 1, 1870 | Route to end at Fairplay, saving 7 miles, and give Buckskin a side supply once a week, from Fairplay, 7 miles. | 168 00 | Jan. 1, 1871 |
| 17029 | do | From Pueblo to Trini-L. Barnum | L. Barnum | do | 100 | 1,300 00 | Dec. 28, 1870 | Service discontinued and contract annulled. | 1,300 00 | Jan. 1, 1871 |
| 17004 | do | From Denver to Boul-G. A. Andrews | G. A. Andrews | Twice a week. | 25 | 593 00 | May 6, 1871 | do | 593 00 | May 15, 1871 |

* No service ever performed.

† H. Winsor failed to execute contracts by 10th of June as required, and practiced deception in their execution subsequently. Contract ordered with Elijah Corbett. (See land and water mails, March 2, 1871.)

‡ Route added to No. 16691, same contractor.





