

# Modeling Postal History with Postal Numbers



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Second International Symposium on Analytical Methods in Philately, November 2015



# Gross Revenues = PM Compensation + Net Postage

EXECUTIVE.

Sept.

POST OFFICE DEPARTMENT—New York.

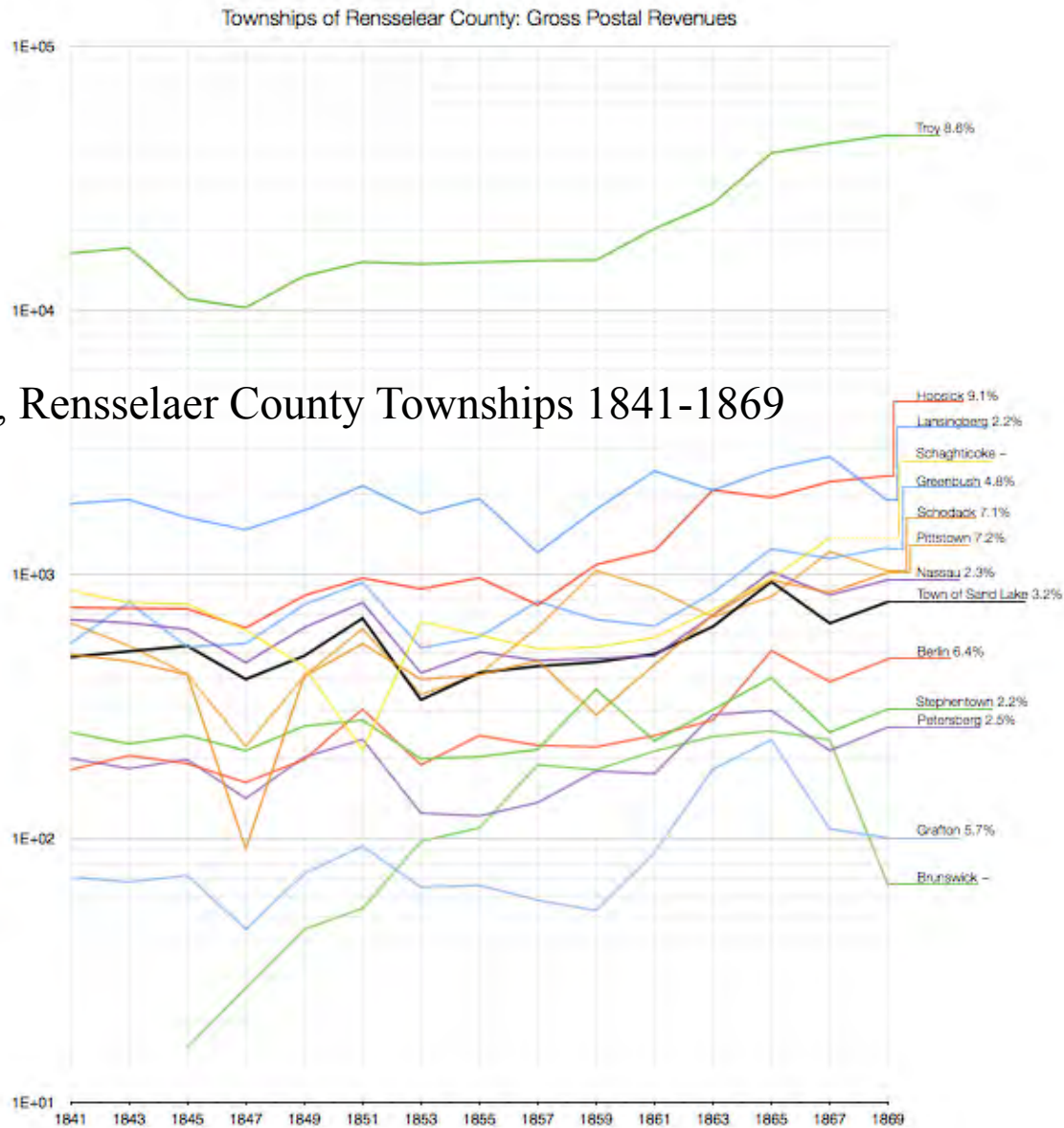
Post Offices.	Counties.	Postmasters.	Compensation.		Nett proceeds.
			Dol. cts.	Dol. cts.	
Texas	Oswego	Valentine Parker	7 93	14 51	
The Corner	Ulster	A. D. Ladiew	10 78	5 97	
The Purchase	West Chester	James T. Carpenter	35 64	61 08	
Theresa	Jefferson	A. Salisbury	72 70	122 46	
Thompsonville	Sullivan	J. Stratton	5 96	11 24	
Three Mile Bay	Jefferson	W. Carlisle	67 48	117 30	
Throopville	Cayuga	W. B. Smith	59 90	109 08	
Ticonderoga	Essex	J. H. Moore, to Jan. 8, 1841	159 05	326 46	
		Francis J. Arthur	3 29	6 25	
Tioga	Tioga	S. W. Smith	20 41	30 56	
Tioga Centre	do.	William Ransom	219 87	243 66	
Tivoli	Dutchess	James Outwater	16 85	27 36	
Tobehanna	Steuben	Abel Kendall	61 42	109 55	
*Tombhannock	Rensselaer	F. Benjamin, to April 7, 1841	152 14	334 11	
		Jos. Reed	*137 15	134 23	
Tompkinsville	Richmond	Edwd. Thompson	9 78	17 00	
Tonawanda	Eric	J. S. Youngs	33 90	56 89	
Towlesville	Steuben	Rich. Towle	19 15	30 59	
Towner's	Putnam	James Towner	7 47	14 29	
Town Line	Eric	P. Corsett, jr.	31, 1840		
		S. L. Rood, to Dec.	31, 1840		
Townsend	Chemung	S. C. Swim	31 77	52 87	
		W. H. McLellan	19 63	31 86	
Townsendville	Seneca	A. B. Jones	113 23	219 28	
Transit	Genesee	J. Billings, jr.	28 26	50 77	
Trenton	Oneida	D. W. Bacon	31 64	58 73	
Trenton Falls	do.	L. Cook, to Mar. 31, 1841			
Triangle	Broome	E. G. Kinney	97 76	200 11	
		Thomas Bunn, to 31 December, 1840			
Tripe's Hill	Montg'mry	George Van Heuren	18 26	23 58	
Troupsburgh	Steuben	Charles Card	1652 63	1472 76	
*Troy	Rensselaer	Isaac McConihe	243 50	487 82	
Trumansburg	Tompkins	James McLellan	172 66	323 65	
Truxton	Cortlandt	Asa Babcock	81 23	138 54	
Tully	Onondaga	Henry F. King	16 44	30 44	
Tully Valley	do.	John A. Bailey	2 27	5 22	
Tungungwant's Mills	Cattaraugus	F. E. Perkins	162 78	158 06	
Turin	Lewis	Jos. O. Mott	39 15	75 51	
Tuscaraora	Livingston	D. La Rue	24 85	40 29	
Tuthill	Ulster	J. O. Hasbrouck	28 38	53 37	
Tyre	Seneca	Jason Smith	79 68	147 61	
		H. S. Williams, to December 31, 1840			
Tyrone	Steuben	J. T. Abell			

EXECUTIVE.

POST OFFICE DEPARTMENT—New York.

Post Offices.	Counties.	Postmasters.	Compensation.		Nett proceeds.
			Dol. cts.	Dol. cts.	
Ulsterville	Ulster	Samuel Allen	38 66	55 77	
Unadilla	Otsego	J. Hayes, to May 14, 1841	242 51	161 76	
		A. D. Williams			
Unadilla Centre	Otsego	E. Gregory	18 69	34 74	
Unadilla Forks	Otsego	H. H. Babcock	44 05	77 37	
Union	Broome	E. Robbins, jr.	97 78	151 86	
Union Corners	Livingston	Levi Robinson, jr.	34 83	60 60	
Union Ellery	Chautauque	Orin Benedict	38 26	68 28	
Union Falls	Clinton	Henry Frizell	11 39	22 99	
Union Mills	Fulton	Joseph Marsh	21 45	39 84	
Union Society	Greene	Hiram Fox	7 78	15 57	
Union Springs	Cayuga	John Mosher	194 83	339 11	
Union Square	Oswego	A. Skinner	59 37	53 71	
Union Village	Broome	Cyrus Salisbury	17 11	29 18	
Unionville	Orange	J. A. Smith, to Decem-ber 31, 1840	28 32	55 05	
		L. L. Smith			
Upper Aquabogue	Suffolk	Bartlett Griffing, jr.	16 10	27 00	
Upper List	Broome	George Wheeler	38 58	62 97	
Upper Red Hook	Dutchess	Lyle Cholwell	76 88	110 86	
Urbanona	Steuben	J. J. Poppins	146 77	297 66	
Utica	Oneida	A. G. Dauby	1494 80	1111 05	
Uxbridge	Montgomery	J. P. Jones	*3 76	6 21	
Valatie	Columbia	J. Vanderpool	150 62	279 45	
Valonia Springs	Broome	Lucian Stowell	7 71	11 96	
Van Buren	Onondaga	H. R. Dow, to Sep-tember 1, 1840	26 78	49 15	
		J. Earll			
Van Buren Centre	Onondaga	Jonathan Skinner	29 71	59 72	
Van Buren Harbor	Chautauque	G. C. Osbourn	8 69	16 59	
Van Burenville	Orange	J. B. Everett	6 73	10 56	
Vandermark	Allegany	Alexander Black	1 65	2 82	
Van Etenville	Chemung	James Van Etten	17 78	31 93	
Van Hornsville	Herkimer	D. Van Horn	39 14	65 94	
		C. E. Strouse, to Sep-tember 30, 1840	20 72	41 59	
Varick	Seneca	J. Y. Gambee	55 86	55 84	
Varna	Tompkins	William Scutt, 2d	40 69	74 91	
Varysburg	Genesee	J. C. Salisbury			
		Peter Price, to June 18, 1841	45 13	80 18	
Venice	Cayuga	E. W. Bateman	24 47	46 90	
Verbank	Dutchess	John G. Greene	35 27	58 63	
Vermont	Chautauque	Charles P. Ward	13 18	24 48	
Vernal	Wyoming	J. M. Gillet	271 77	578 73	
Vernon	Oneida	J. W. Jenkins	*41 60	81 49	
Vernon Centre	do.	Hiram Cody	97 45	167 43	
Verona	do.	George T. Peckham	*5 01	9 91	
Verona Centre	do.	Frederick H. Loomis			

# Gross Revenues, Rensselaer County Townships 1841-1869



% at right indicates rates of growth

# Postal Route Contracts were let every 4 years

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[ Doc. No. 139. ]

South Voluntown, to be supplied from Voluntown; 5 miles, and back, once a week.

## STATE OF NEW YORK.

"Proposals for carrying the mails of the United States from the 1st of July, 1837, to the 30th June, 1841, inclusive, on the following post routes in New York, will be received at this Department until the 10th day of May next, inclusive; to be decided on the 31st day of said month."

[See advertisement of 23d of January, 1837.]

## ROUTE No. 501.

From New York, by West Point, Newburg, Hamptonburg, Poughkeepsie, Hyde Park, Tivoli, Catskill, Hudson, Coxsackie, Stuyvesant, and Albany, to Troy; 152 miles, and back, daily, in steamboats, during the season of navigation.

Leave New York every day at 5 p. m.; arrive at Troy next day by 7 a. m.

Leave Troy every day at 4 p. m.; arrive at New York next day by 6 a. m.

Proposals for running twice daily will be considered.

Bidders' names.	Sums per annum, according to the terms contained in foregoing advertisement.	
James Raymond,	\$40,000.	Nos. 1 and 2 combined; (not two daily.)
James Raymond,	31,500.	Received since 10th May.
James A. Stevens,	15,000;	twice daily, (once to part of the offices;) on behalf of the Hudson River Steamboat Association: twice daily, during the running of steamboat, to Newburg, Poughkeepsie, Catskill, Hudson, Albany, and Troy; and once daily to all the other offices named: the company to determine by which line to supply the small offices; and after the election, not to change during the running of both lines for the season.

28th July, 1837.—The Postmaster General orders that a contract for this route be made with A. P. Fonda, individually, taking abundant security. (See files.) A. K.  
(Fonda is the agent of Hudson River Steamboat Association.)

[ Doc. No. 139. ]

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## ROUTE No. 502.

From New York, by Yonkers, Dobb's ferry, Tarrytown, Sing Sing, Cortlandtown, Peekskill, Wappinger's creek, Poughkeepsie, Hyde Park, Staatsburg, Rhinebeck, Red Hook, Upper Red Hook, Clermont, Livingston, Hudson, Columbiaville, Kinderhook, Valatie, South Schodack, Schodack centre, and Greenbush, to Albany; 152 miles, and back, daily, in four-horse post-coaches during the suspension of steamboat navigation—say from the 15th of December to the 1st of April, in each year.

Leave New York every day at 8 a. m.; arrive at Albany next day by 4 p. m.

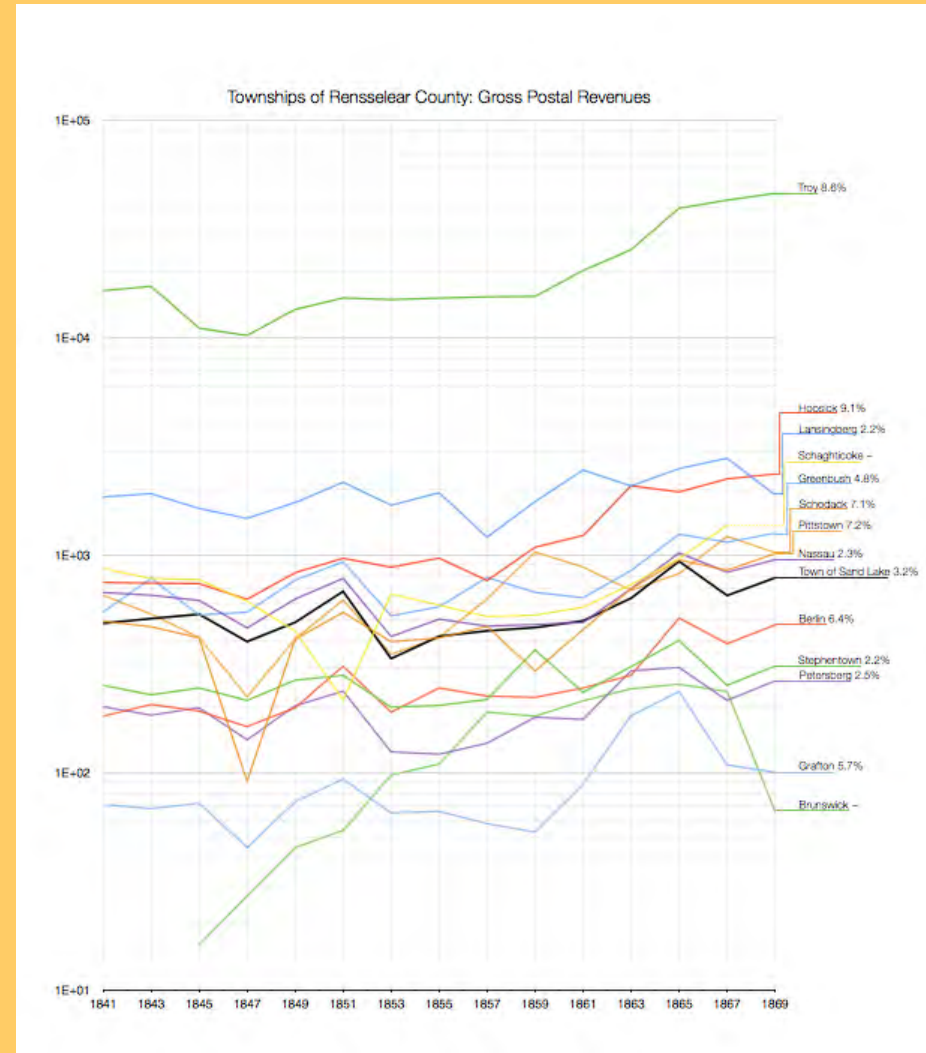
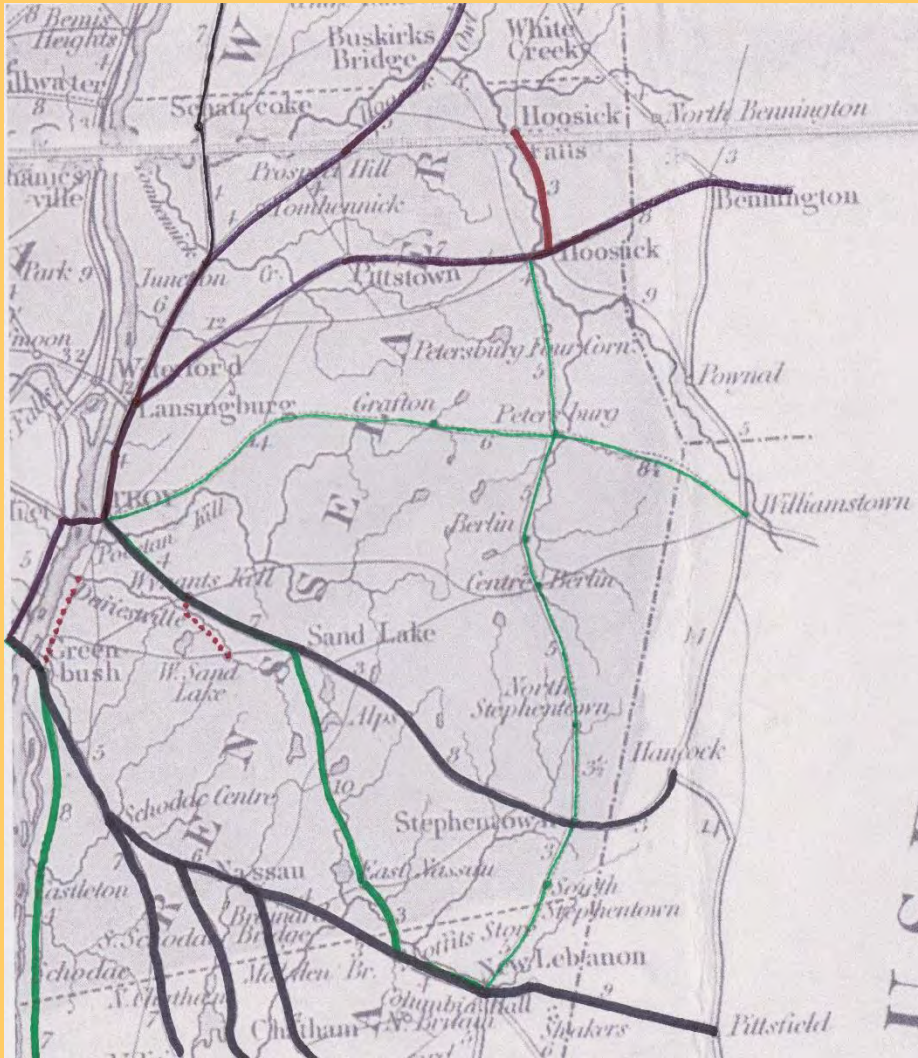
Leave Albany every day at 6 a. m.; arrive at New York next day by 2 p. m.

Bidders' names.	Sums per annum, according to the terms contained in foregoing advertisement. (See also page 204.)	
James Raymond, (see No. 1,) combined bid.		
Charles Phelps,	\$12,000	
Leonard V. Reed,	14,000;	or \$13,000, taking two hours more time.
J. J. Yates & Co.	10,490	
E. Whalin,	11,000	
Baker & Walker, Smith & Miller, and L. V. & J. B. Reed,	15,000;	or \$14,000, two hours' extension.
Erastus Beach,	9,000.	(Beach is the lowest bidder, according to advertisement, on 503, 536, and 537.) Accepted May 31, 1837, with consolidation of 503, 536, and 537. Under this number to run from 15th of December to 15th of April, at \$9,375; and from April to 15th December, at \$5,115, tri-weekly. To be paid each quarter, according to service rendered therein; and two hours to be allowed in addition, for winter service.
John Butterfield,	10,400	
James Raymond, (see 501)	8,500.	(Received since May 10th.)
Baker & Walker,	12,000,	and furnish mail-guard; or \$11,000, time extended.

At the request of Erastus Beach, Augustus Morgan and C. L. Beach are united with him in the contract.  
Contract with Beach, Morgan, and Beach, dated 18th August, 1837, at \$14,490: to commence 1st July, 1837; to expire 30th June, 1841.  
(For schedule, see No. 503.)

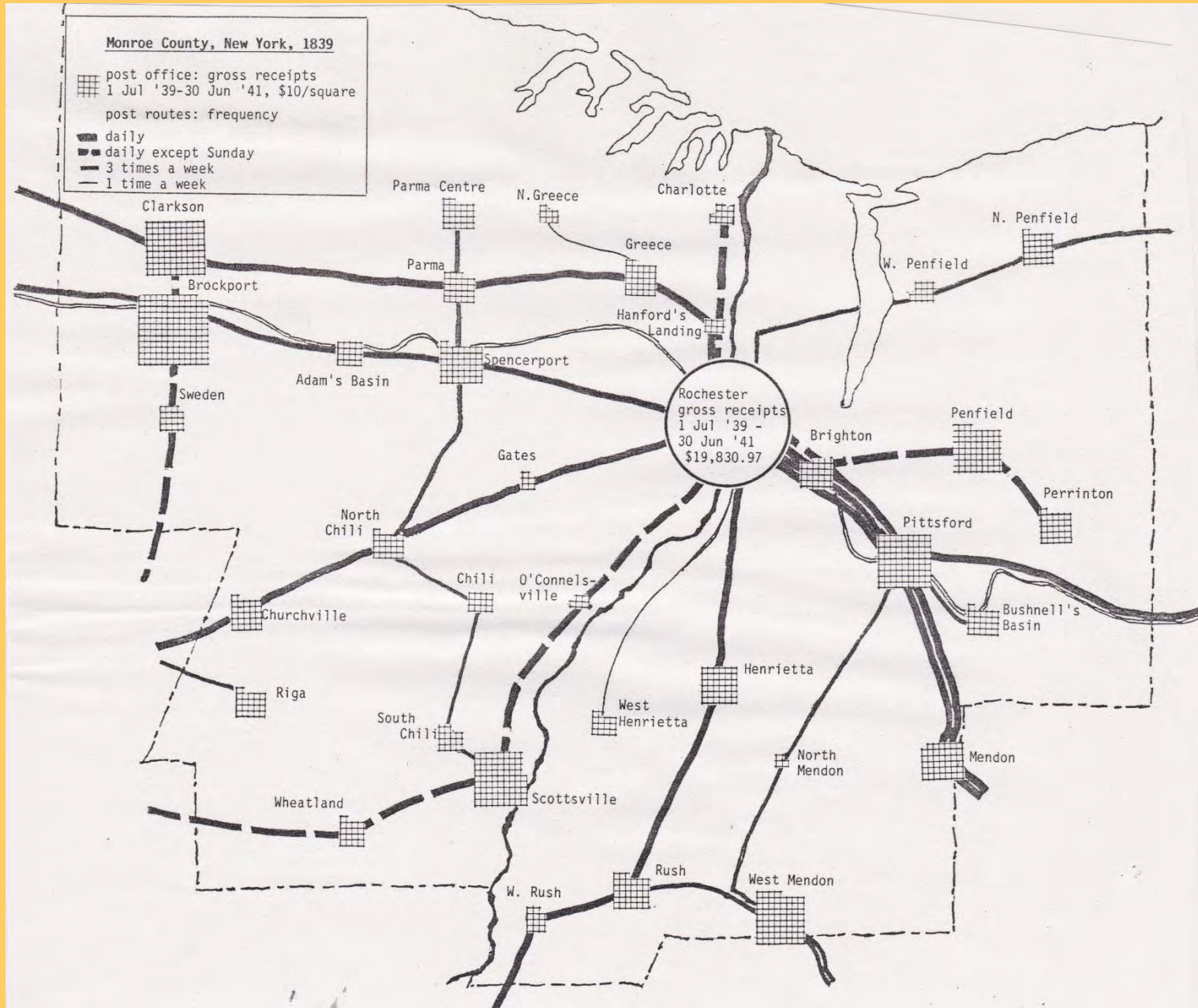
Reports included the different proposals, and the chosen contractor (with mode & frequency of the postal route)

# Postal Routes & Postal Revenues by Township



Postal routes in 1839 frame postal revenues 1841 to 1869

# Postal Routes & Post Office Revenues



Snapshot, Monroe County, 1839

# Serial Order of Postal Contracts Reveals Recursive Branching.

## ROUTE No. 513.

From Newburg, (501) by Coldenham, Montgomery, Bullville, Bloomingburg, Wurtsboro', Gales, Monticello, White Lake, Bethel, Fosterdale, Cohecton, Damascus, Penn., Rileyville, Pleasant Mount, Dimocksville, Gibson, New Milford, Great Bend, Conklin, N.Y., Binghampton, Union, and Campville, to Owego ; 143 miles, and back, daily, in four-horse post-coaches.

Leave Newburg every day at 3 a. m.; arrive at Owego next days by 8 p. m., and in winter by 12 m., next day after.

Leave Owego every day at 4 a. m., and in winter at 2 p. m. preceding day ; arrive at Newburg next day by 7 p. m.

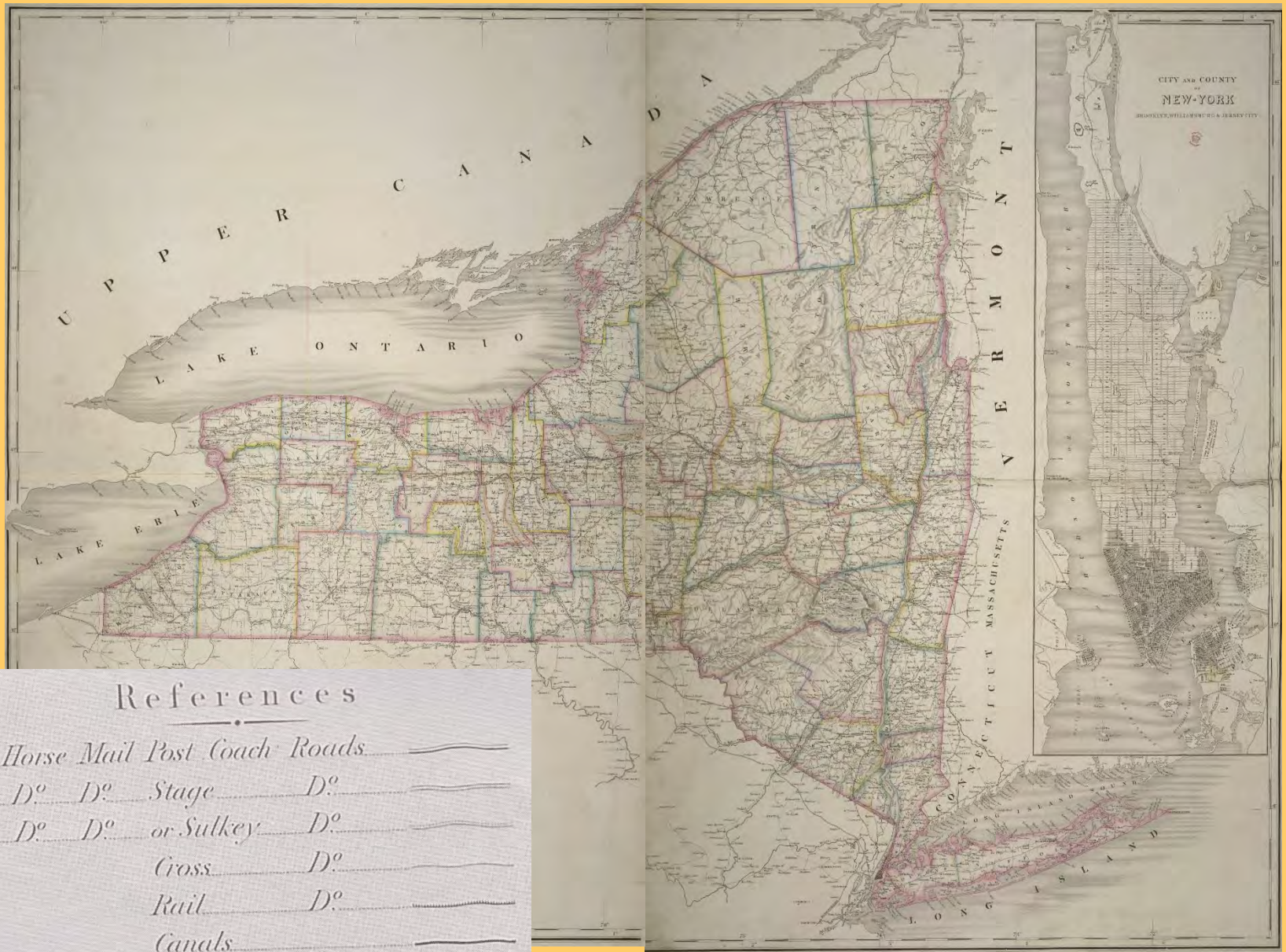
Bidders' names.	Sums per annum, according to the terms contained in the foregoing advertisement. (See also p. 204.)	
Erastus Hathaway, -	- \$4,500.	Not accepted, because he has heretofore negligently and wilfully failed to perform mail service according to contract. A. K.
J. T. Robinson & Co.	\$10,220.	Accepted May 31, 1837.

Contract with J. T. Robinson & Co. dated 29th July, 1837 : to commence 1st July, 1837 ; to expire 30th June, 1841.

Earlier tabulations embedded no such ordering.

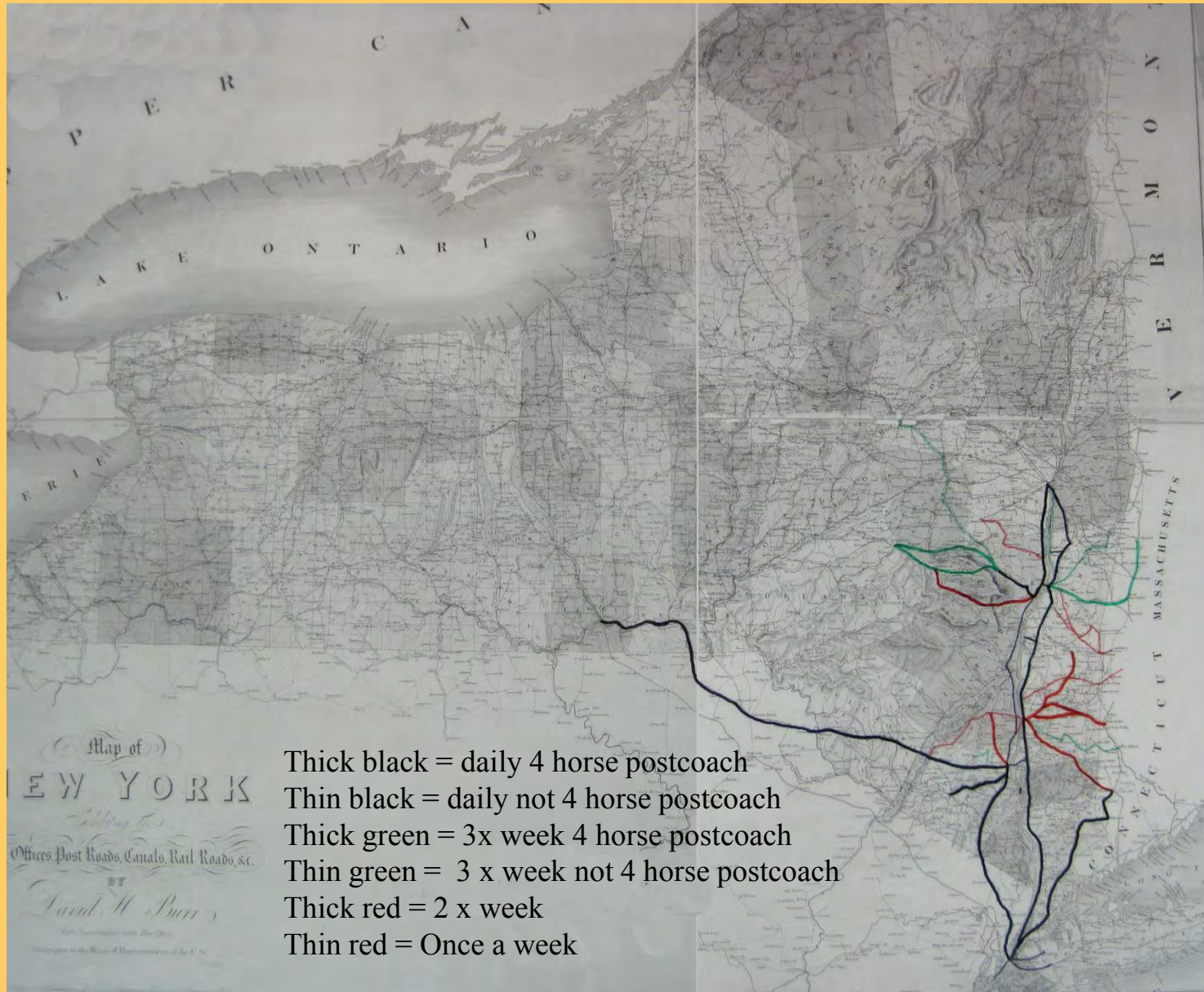


# Empire State by Design: New York



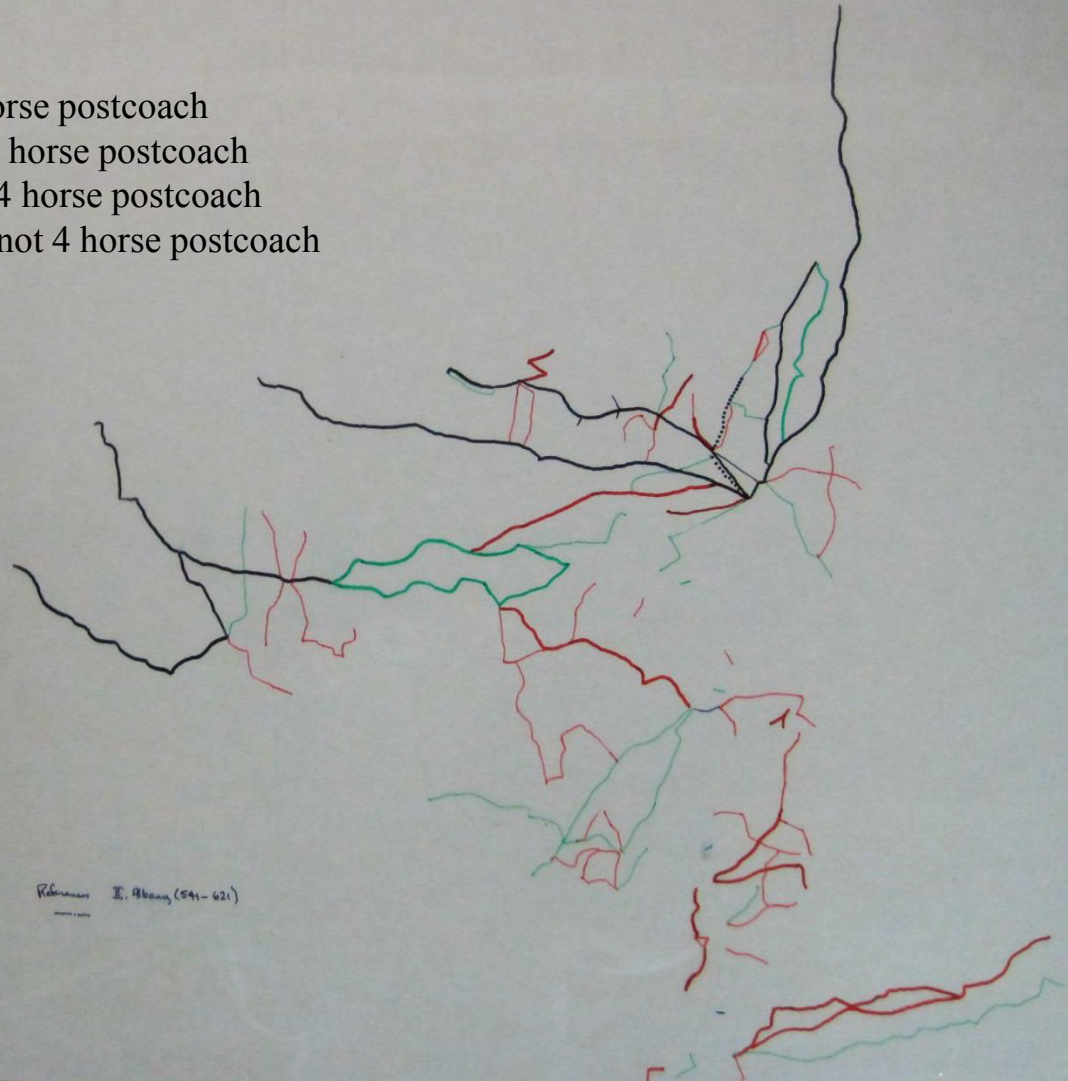
“Map of New York Exhibiting the Post Offices, Post Roads, Canals, Rail Roads, &c. by David H. Burr. (Late Topographer to the Post Office.) Geographer to the House of Representatives of the U.S.” [1839]

# Step 1, New York City (501-540)

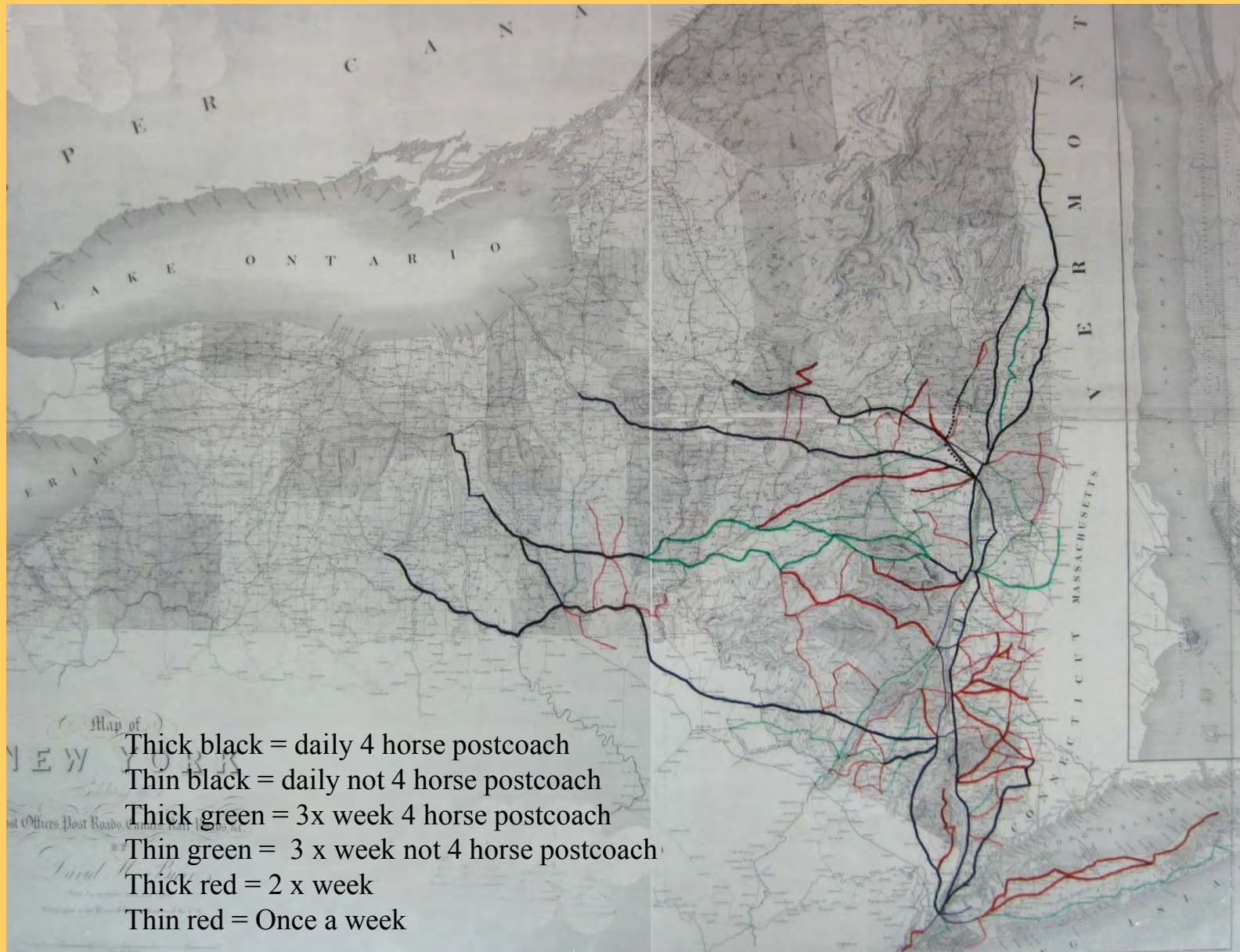


# Step 2, Albany (541-621)

Thick black = daily 4 horse postcoach  
Thin black = daily not 4 horse postcoach  
Thick green = 3x week 4 horse postcoach  
Thin green = 3 x week not 4 horse postcoach  
Thick red = 2 x week  
Thin red = Once a week



# Step 1 & 2, New York City & Albany



# Step 3, Utica (622-725)

Thick black = daily 4 horse postcoach

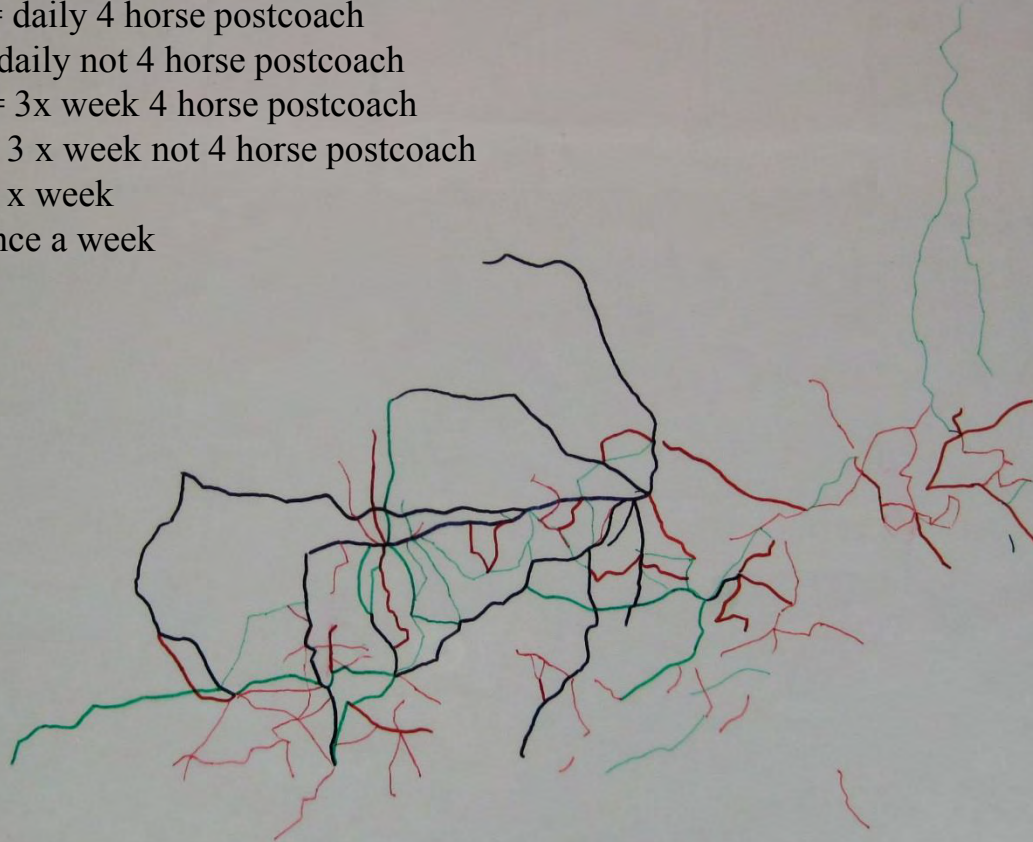
Thin black = daily not 4 horse postcoach

Thick green = 3x week 4 horse postcoach

Thin green = 3 x week not 4 horse postcoach

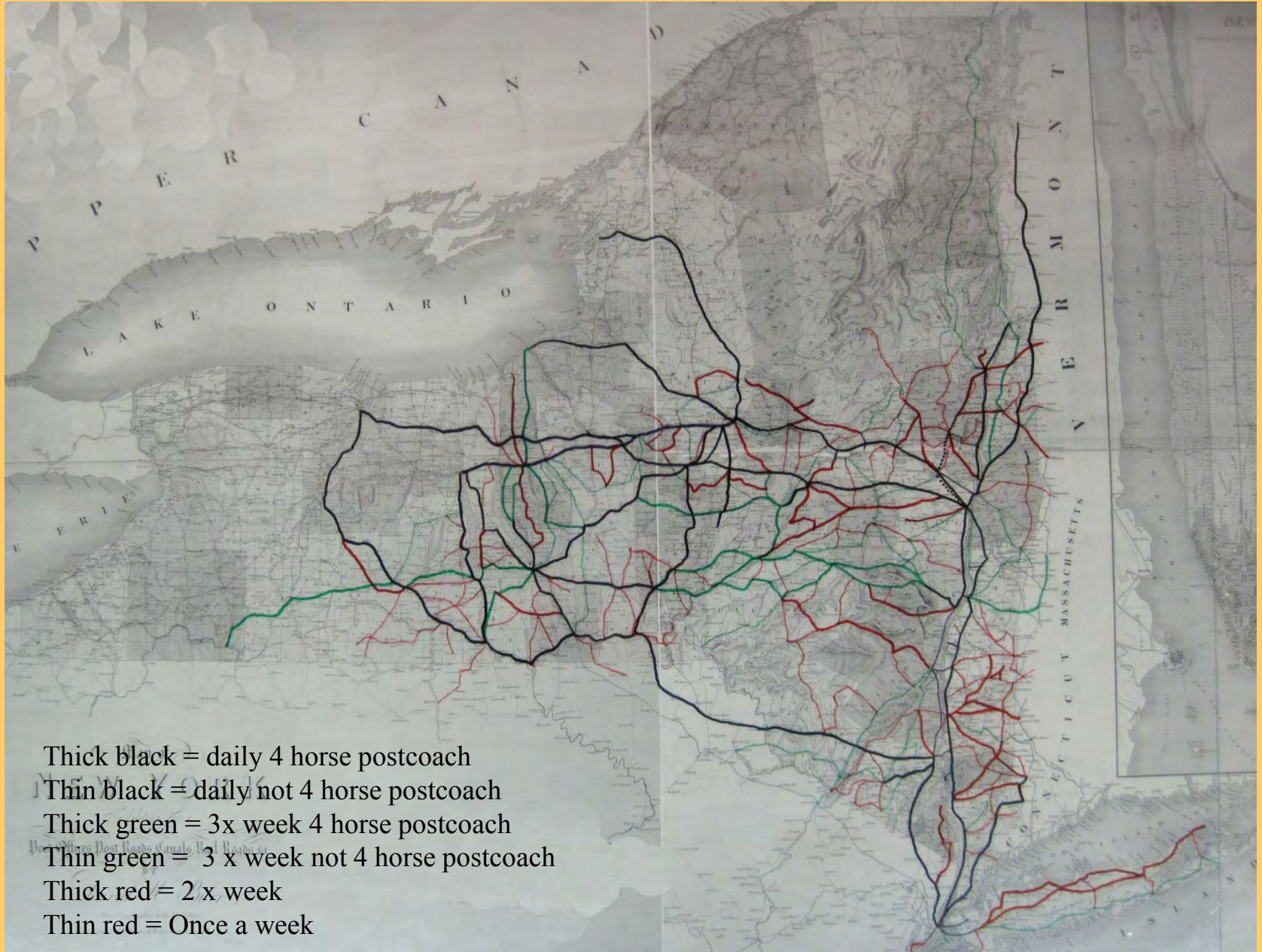
Thick red = 2 x week

Thin red = Once a week



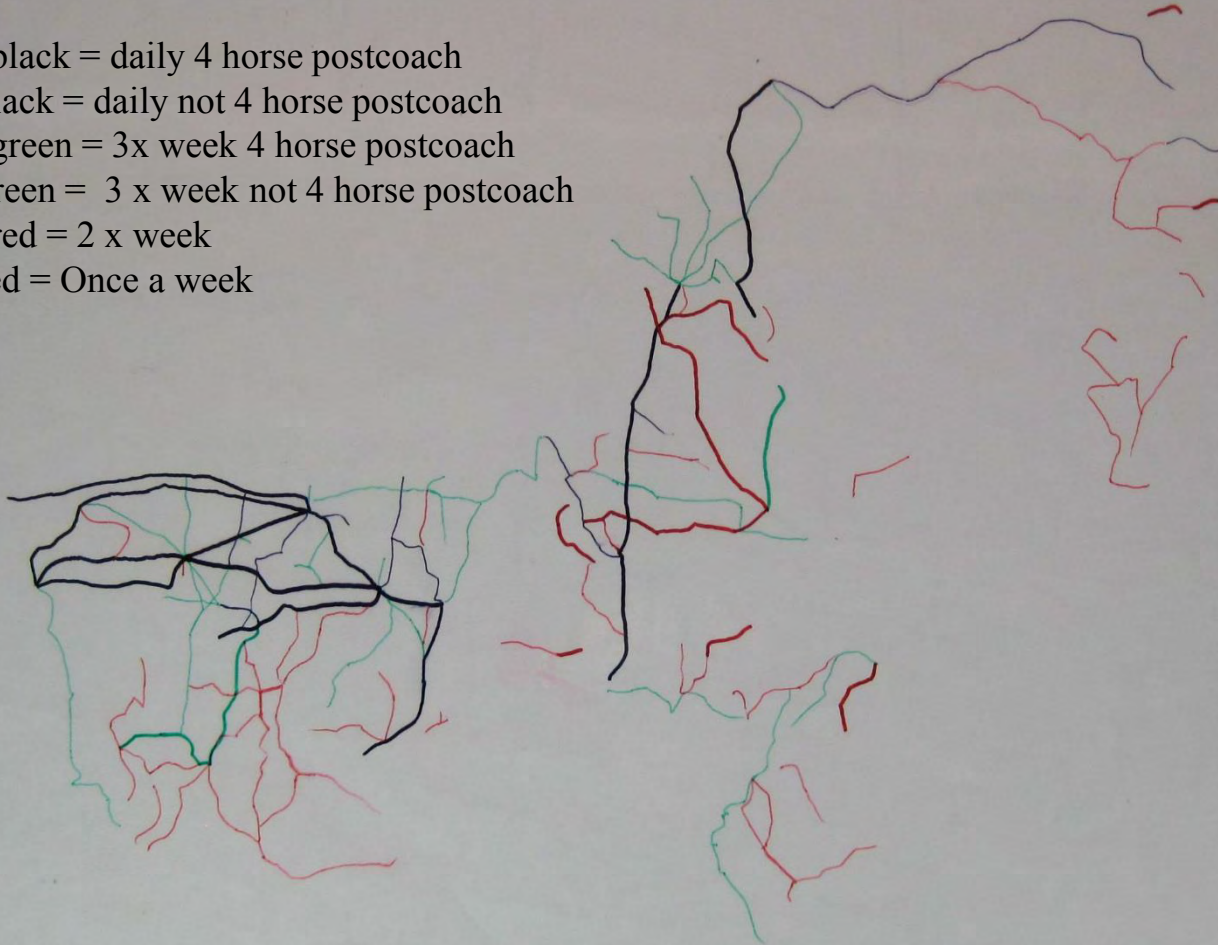
II Utica (622-725)

# Steps 1, 2 & 3, New York City, Albany & Utica



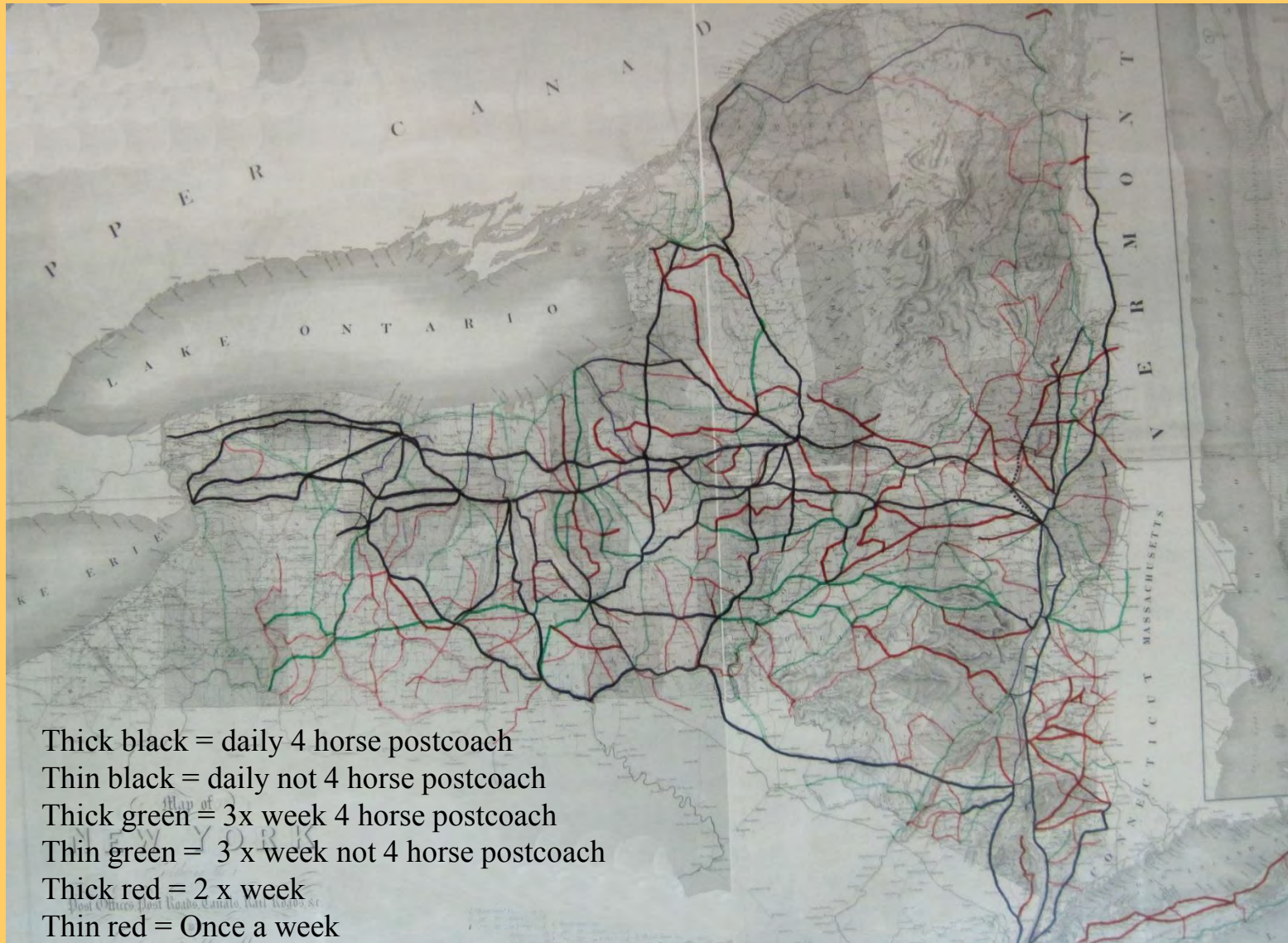
# Step 4, Geneva (726-828)

Thick black = daily 4 horse postcoach  
Thin black = daily not 4 horse postcoach  
Thick green = 3x week 4 horse postcoach  
Thin green = 3 x week not 4 horse postcoach  
Thick red = 2 x week  
Thin red = Once a week



III Geneva

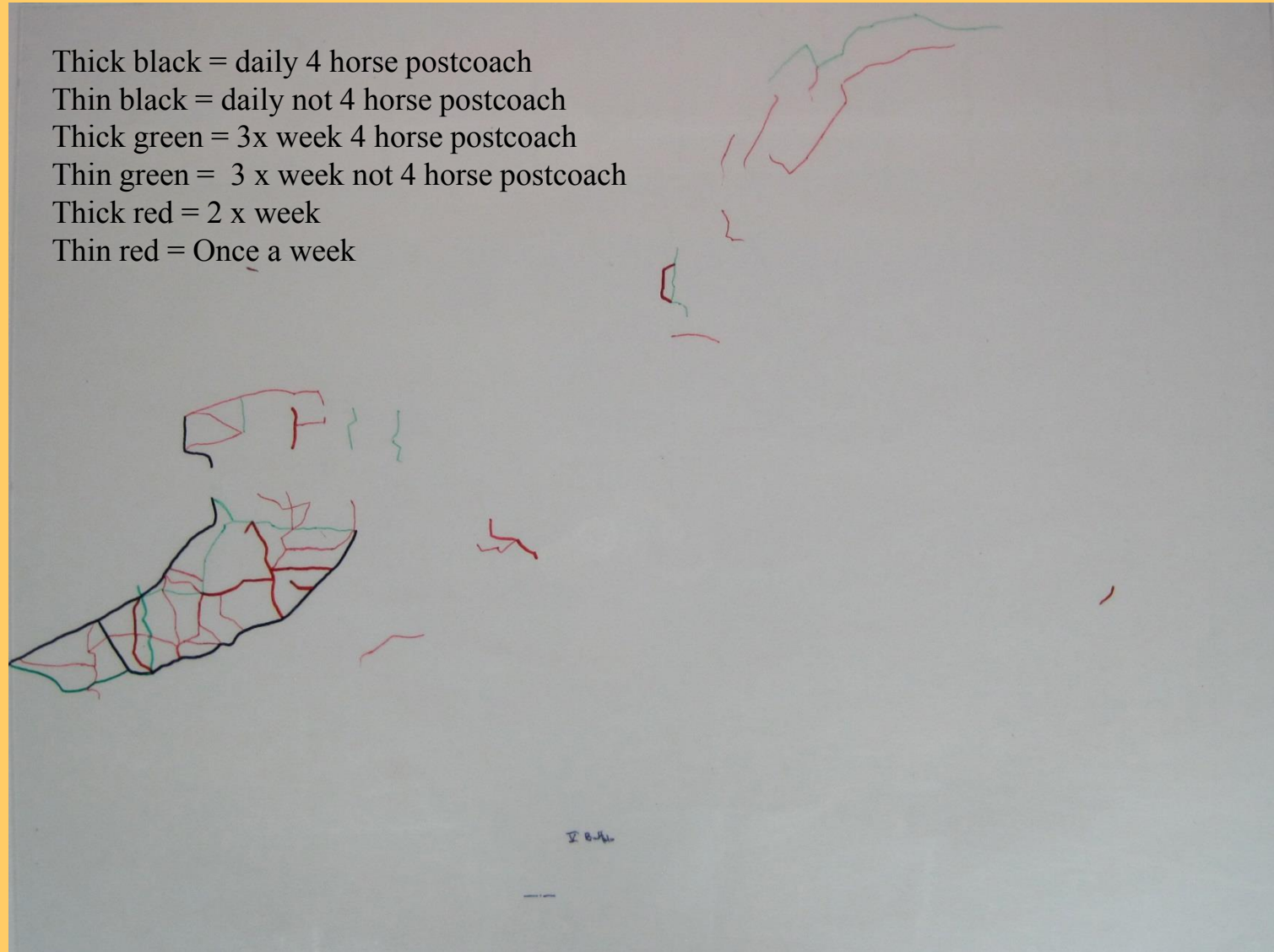
# Steps 1 to 4, New York City, Albany, Utica & Geneva



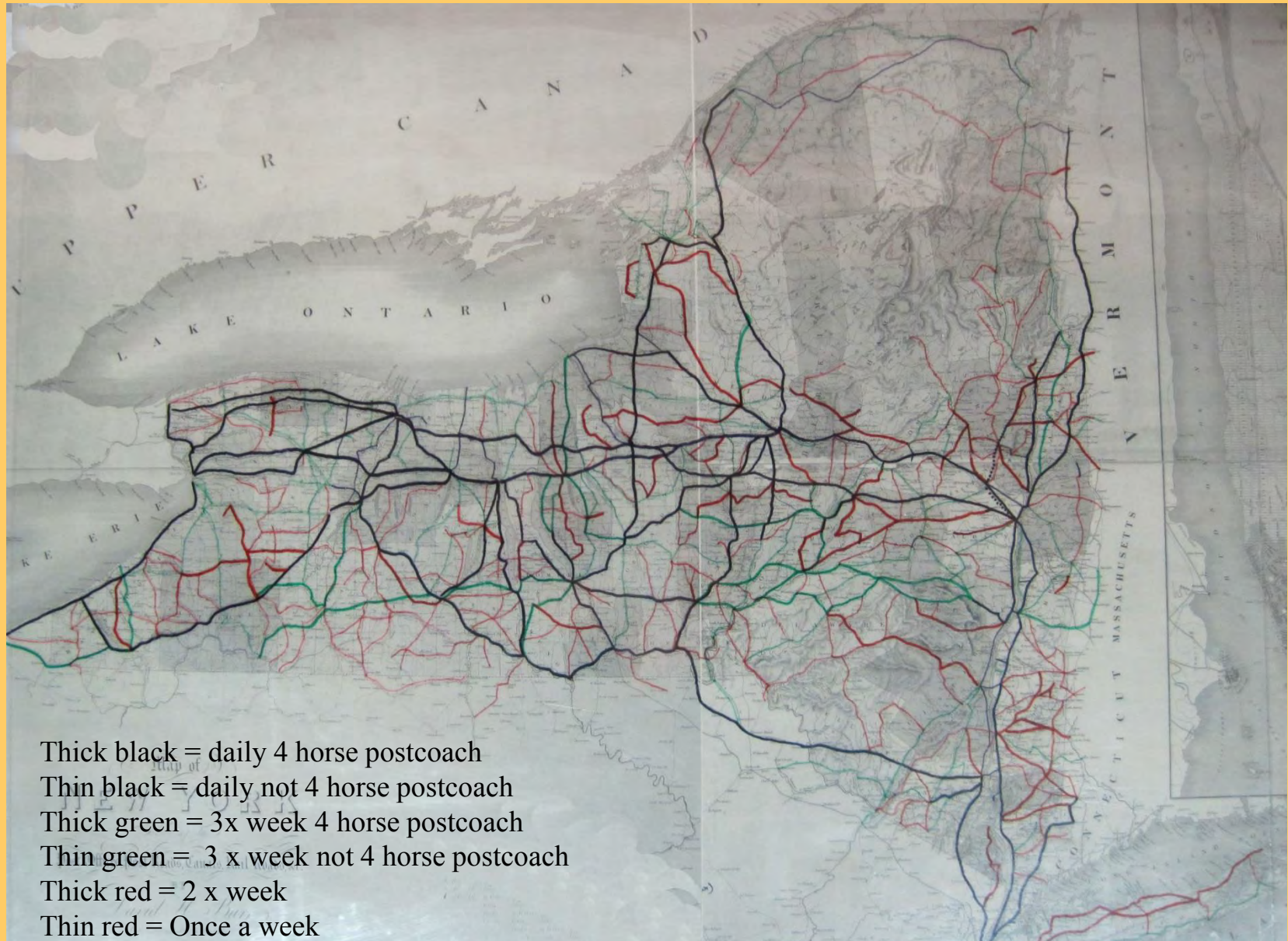


## Step 5, Buffalo (829-880)

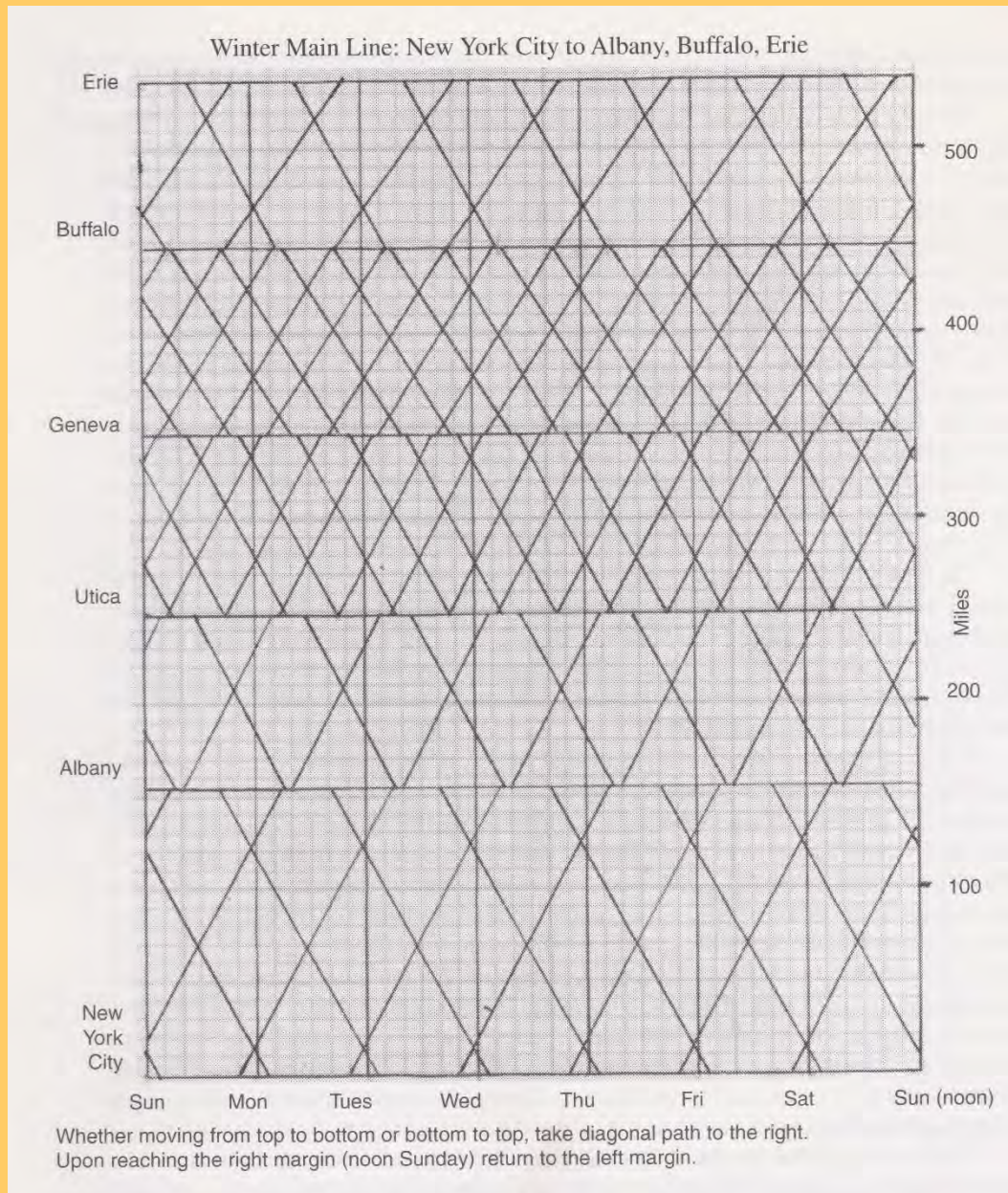
Thick black = daily 4 horse postcoach  
Thin black = daily not 4 horse postcoach  
Thick green = 3x week 4 horse postcoach  
Thin green = 3 x week not 4 horse postcoach  
Thick red = 2 x week  
Thin red = Once a week



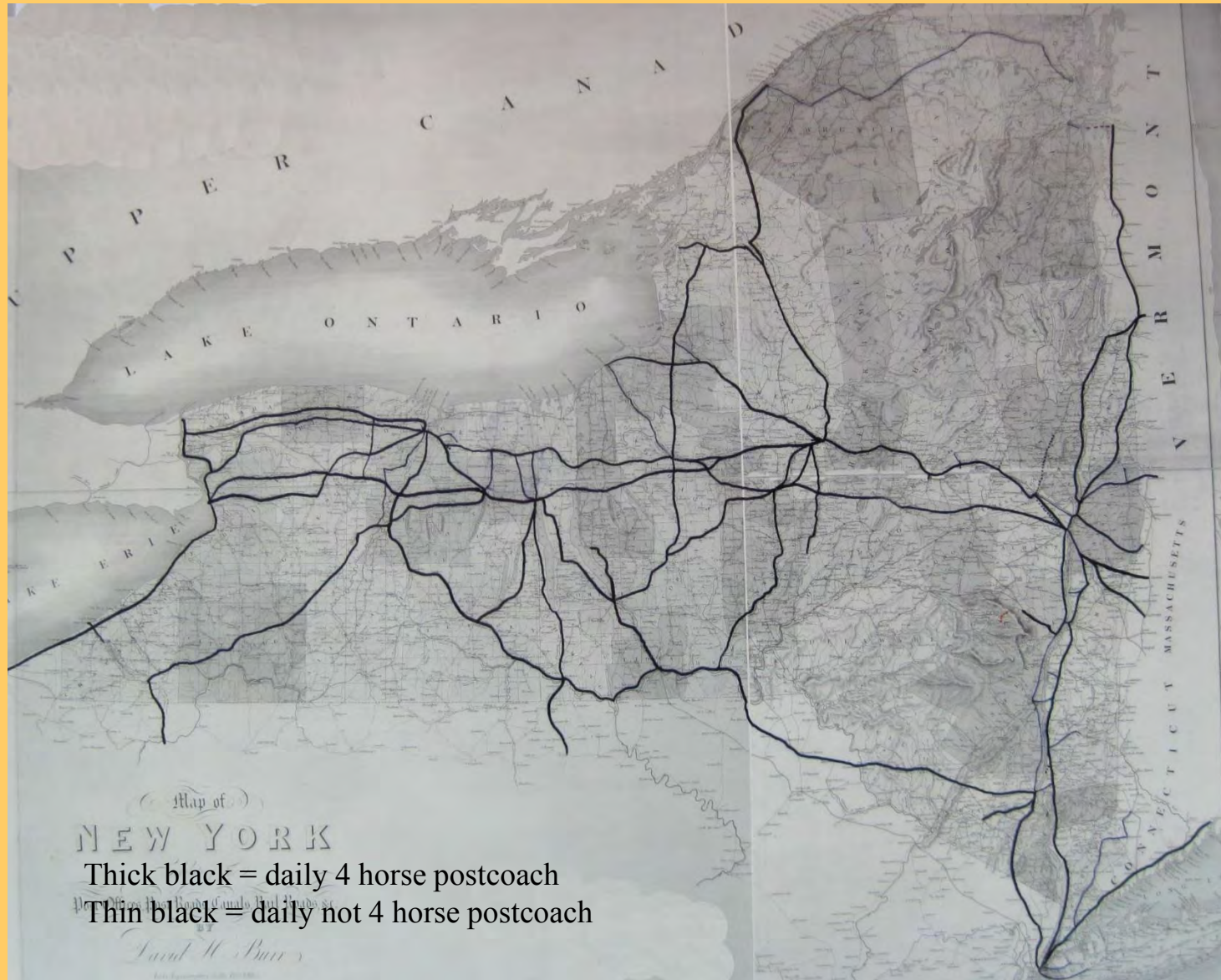
# Steps 1 to 5, New York City, Albany, Utica, Geneva & Buffalo



# Recursive Branching Facilitates Close Scheduling

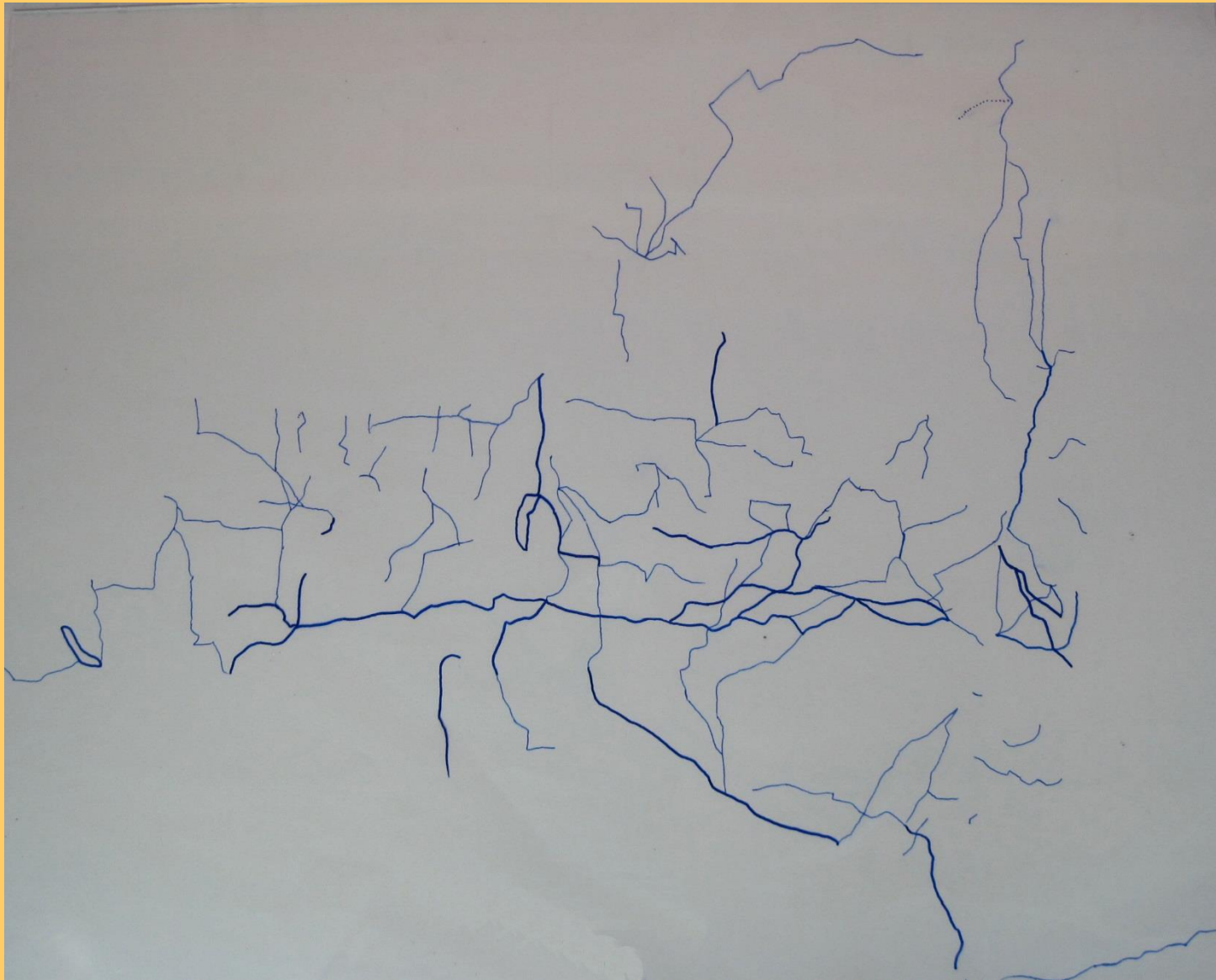


# Postal Route Frequency: Daily



Frequency of mails is a measure of postal connectivity

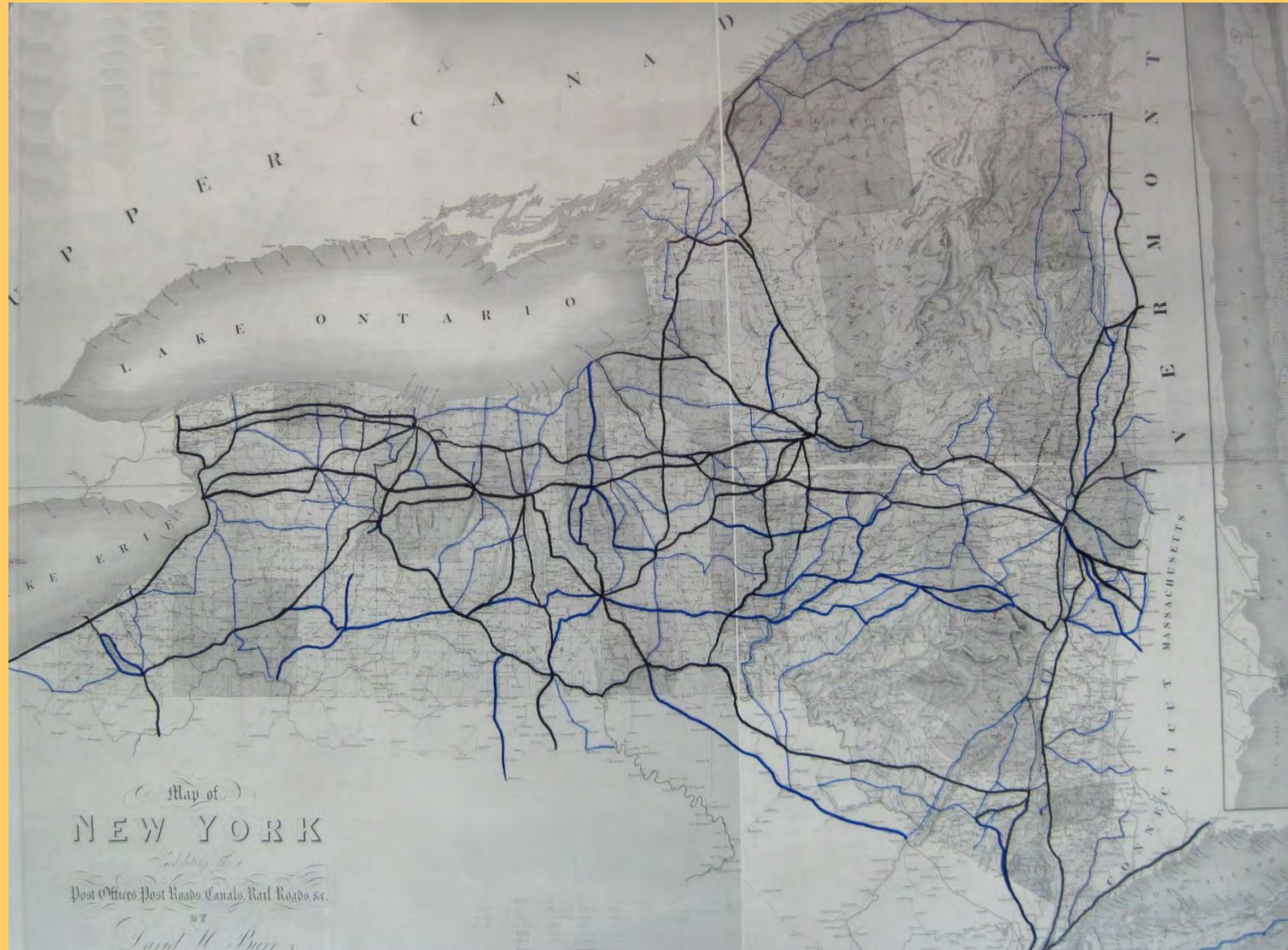
# Postal Route Frequency: 3 Times Weekly



Thick blue = 3x week 4 horse postcoach

Thin blue = 3x week not 4 horse postcoach

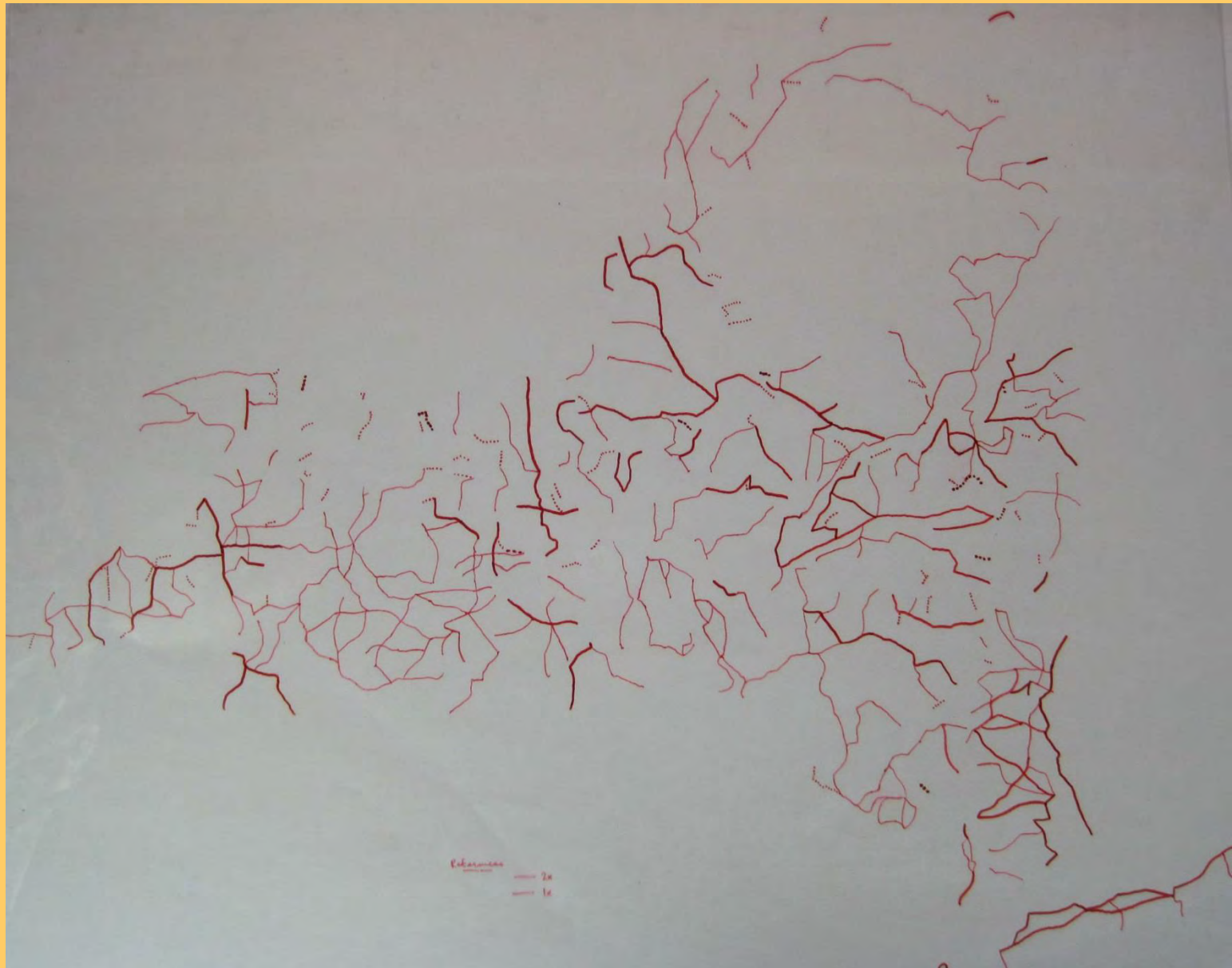
# Postal Route Frequency: Daily + 3x Weekly



Thick black = daily 4 horse postcoach  
Thin black = daily not 4 horse postcoach

Thick blue = 3x week 4 horse postcoach  
Thin blue = 3x week not 4 horse postcoach

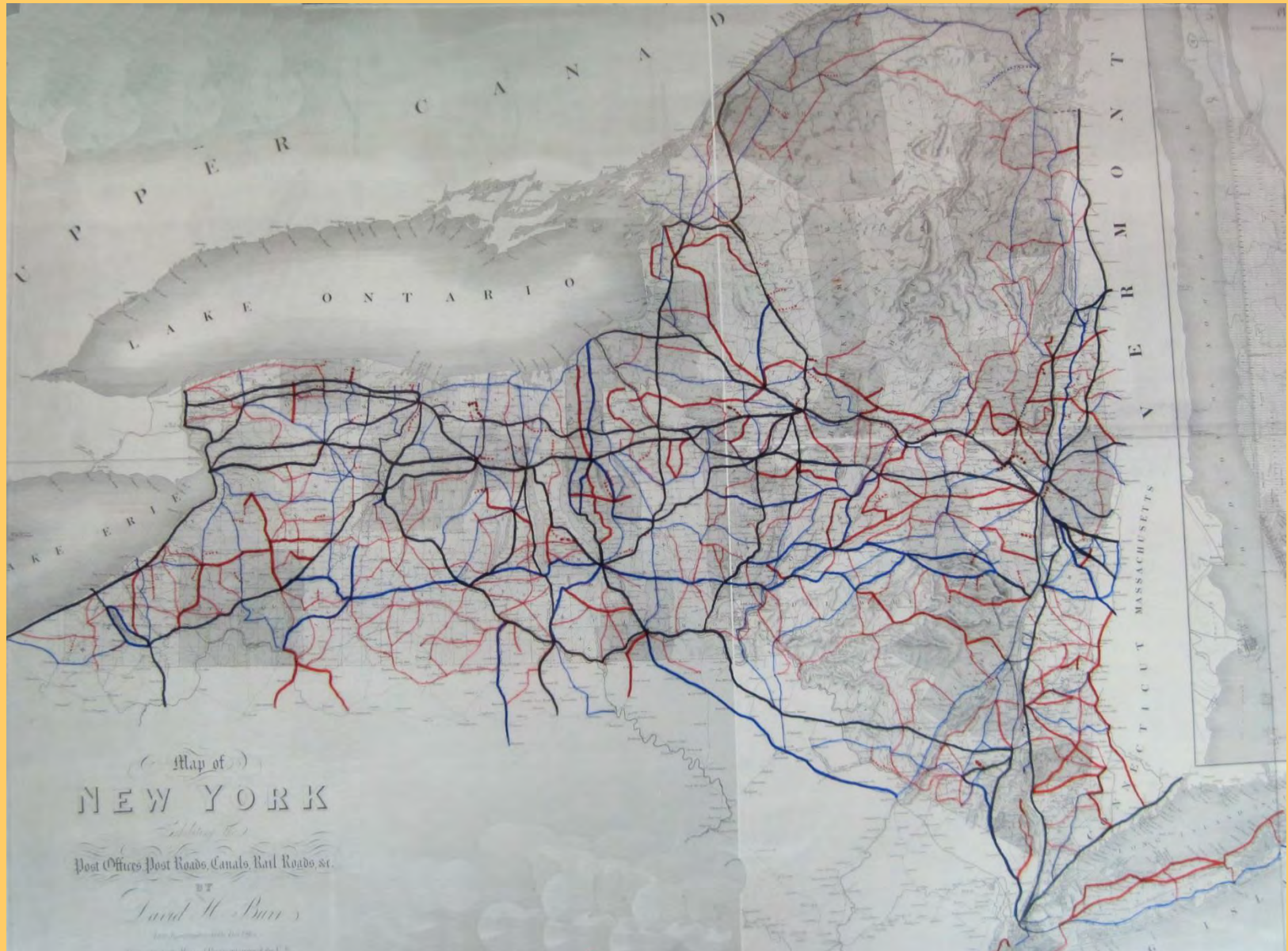
# Postal Route Frequency: Weekly & Semi-Weekly



Thick red = 2x week

Thin red = Once a week

# Postal Route Frequencies Statewide



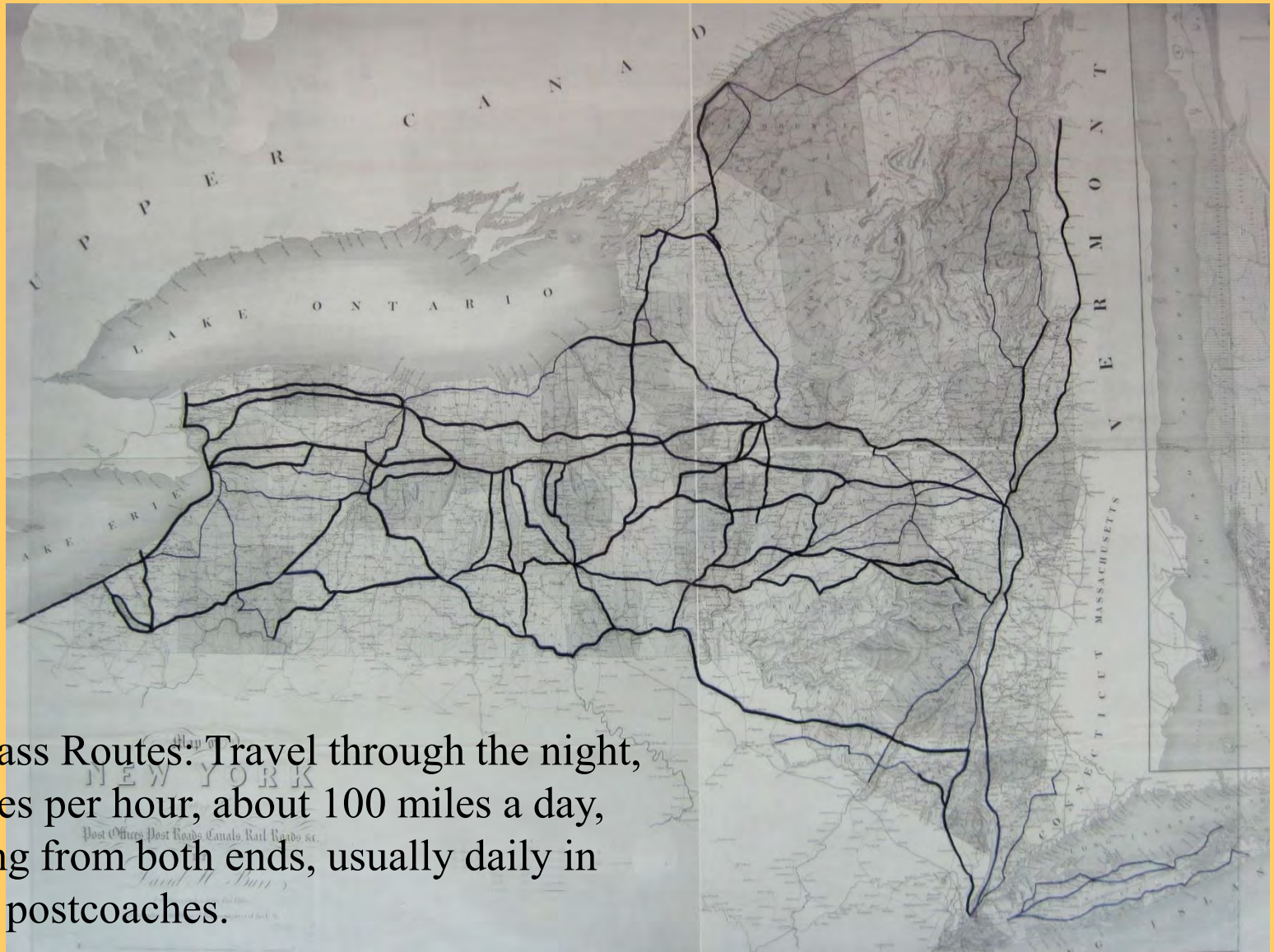
Thick black = daily 4 horse postcoach  
Thin black = daily not 4 horse postcoach

Thick blue = 3x week 4 horse postcoach  
Thin blue = 3x week not 4 horse postcoach

Thick red = 2x week  
Thin red = Once a week



# Postal Route Classification Promoted Economies of Scale\*



First Class Routes: Travel through the night, at 4 miles per hour, about 100 miles a day, departing from both ends, usually daily in 4-horse postcoaches.

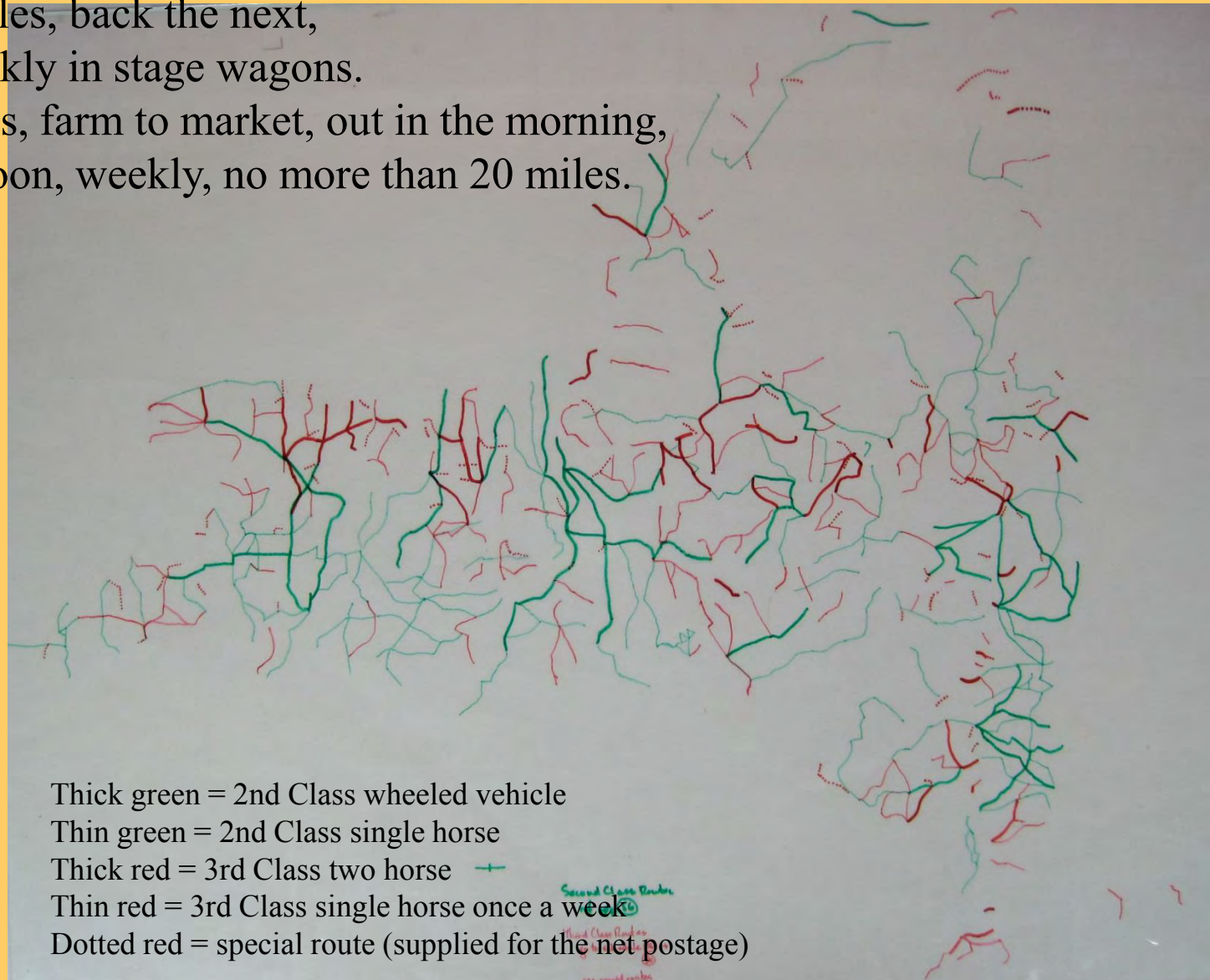
\*For the transportation of newspapers

Thick black = 1st Class daily  
Thin black = 1st Class 3x week

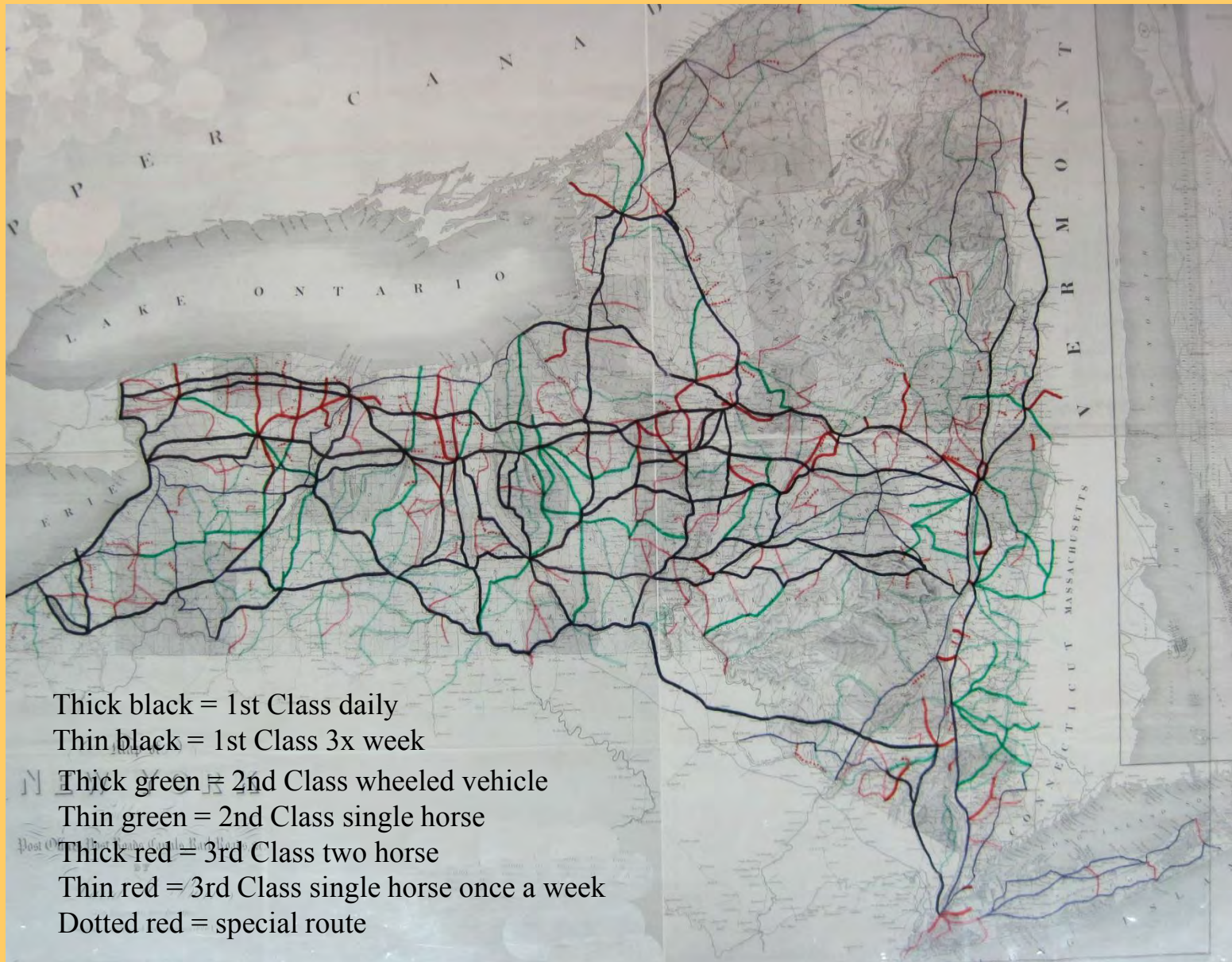
# Second & Third Class Postal Routes

Second Class Routes traverse in daylight,  
out one day 35 miles, back the next,  
usually thrice weekly in stage wagons.

Third Class Routes, farm to market, out in the morning,  
back in the afternoon, weekly, no more than 20 miles.



# Postal Routes in New York State, All Classes



# Classification of the Railroads for Carrying Mail

**Provide: compensation limited.** *Provided, That, for the conveyance of the mail on any railroad of the first class, he shall not pay a higher rate of compensation than is now allowed by law; nor for carrying the mail on any railroad of the second class, a greater compensation than one hundred dollars per mile per annum; nor for carrying the mail on any railroad of the third class, a greater compensation than fifty dollars per mile per annum. And in case the Postmaster General shall not be able to conclude a contract for carrying the mail on any of such railroad routes, at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter mail over such route, by horse express or otherwise, at the greatest speed that can reasonably be obtained, and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed.*

**In case a contract cannot be made with a railroad, how the mail may be transmitted**

From Law Enacted March 3, 1845.

3 Classes of railroad:

First Class - paid no more than \$300 per mile per annum

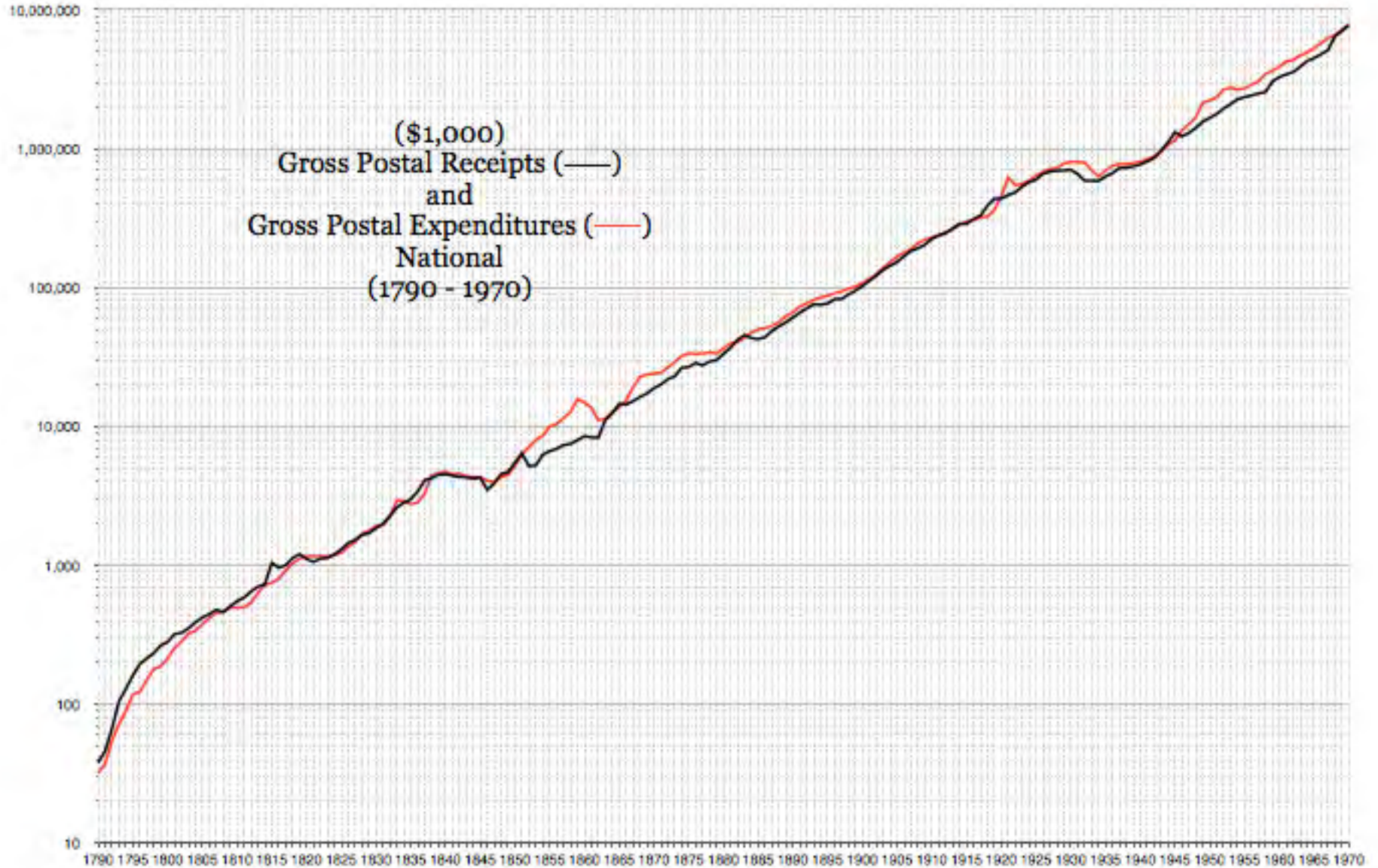
Second Class - no more than \$100

Third Class - no more than \$50

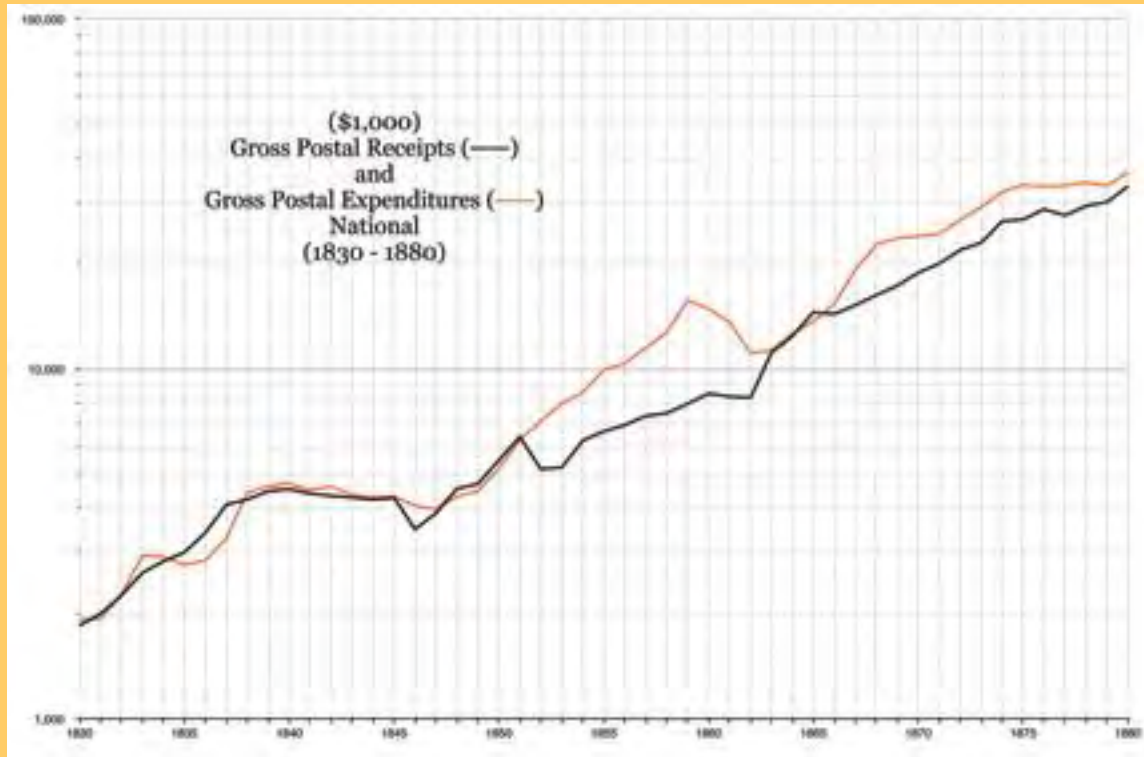
# Continental United States



# Balanced Postal Economy: Systematic Growth at 7% per Annum



# 1830s Revenue Outstripping Expenditures: Postage Reduction Recommended



# Annual Reports, by State, from both the PMG and the Auditor

Table of mail service for the year ending June 30, 1855, as exhibited by the state of the arrangements at the close of the year.

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

States & Territories.	ANNUAL TRANSPORTATION AND RATE OF COST.										Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation by mail.	Total annual rate of cost.		
	Length of routes.		Mode not specified.		In coach.		In steamboat.		By railroad.								Miles.	Dollars.
	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.										
Maine	4,711	1,884	13,530	2,433	34,413	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
New Hampshire	1,983	701	7,378	803	9,143	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Vermont	5,361	583	5,431	1,941	16,074	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Massachusetts	3,122	795	14,599	811	17,179	360	4,500	1,856	134,299	348,691	.....	.....	.....	.....	.....	.....		
Rhode Island	422	157	9,553	113	3,291	59	599	94	9,044	71,864	.....	.....	.....	.....	.....	.....		
Connecticut	1,979	709	11,903	550	9,284	19	600	708	67,530	967,592	.....	.....	.....	.....	.....	.....		
New York	13,766	5,164	59,183	5,478	103,227	402	14,799	3,722	301,830	1,446,935	.....	.....	.....	.....	.....	.....		
New Jersey	3,656	779	6,537	1,475	16,798	397	2,222	405	55,260	943,382	.....	.....	.....	.....	.....	.....		
Pennsylvania	12,379	7,615	65,056	4,663	81,171	35	1,327	1,940	119,622	1,399,853	.....	.....	.....	.....	.....	.....		
Delaware	530	211	3,669	369	7,545	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Maryland	9,757	1,473	30,463	670	18,484	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Ohio	13,453	7,825	62,612	2,910	74,695	247	8,400	2,471	274,276	1,346,092	.....	.....	.....	.....	.....	.....		
Virginia	14,622	9,768	62,710	2,159	39,343	1,130	44,463	965	103,600	1,556,967	.....	.....	.....	.....	.....	.....		
North Carolina	8,859	6,317	35,975	1,975	41,659	133	3,693	434	70,740	888,138	.....	.....	.....	.....	.....	.....		
South Carolina	6,393	4,319	40,971	455	13,218	880	1,800	739	111,709	678,508	.....	.....	.....	.....	.....	.....		
Georgia	9,625	5,740	45,790	911	30,869	1,658	15,770	1,016	147,789	841,399	.....	.....	.....	.....	.....	.....		
Florida	3,989	1,646	14,345	657	13,189	1,636	57,600	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Michigan	6,390	4,078	33,958	893	16,319	770	4,360	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Indiana	3,766	6,314	65,043	1,385	29,291	189	10,637	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Illinois	13,913	8,896	133,354	2,379	54,669	189	10,637	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Wisconsin	6,619	4,255	46,697	2,173	41,518	83	3,836	108	6,300	647,417	.....	.....	.....	.....	.....	.....		
Iowa	6,265	4,930	67,135	1,185	15,770	150	7,600	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Missouri	12,712	9,302	84,863	3,232	103,925	306	15,906	53	3,390	1,498,228	.....	.....	.....	.....	.....	.....		
Minnesota Territory	3,044	3,250	14,057	344	5,977	350	6,521	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Kentucky	9,201	6,117	43,033	1,535	60,693	1,556	145,635	191	17,866	1,017,314	.....	.....	.....	.....	.....	.....		
Tennessee	9,364	7,306	65,973	1,228	39,546	489	15,000	241	31,150	1,254,292	.....	.....	.....	.....	.....	.....		
Alabama	8,279	6,461	70,690	1,234	90,856	306	41,429	358	34,193	1,198,738	.....	.....	.....	.....	.....	.....		
Mississippi	8,442	6,948	88,281	714	40,765	677	69,600	103	8,050	1,356,576	.....	.....	.....	.....	.....	.....		
Arkansas	8,965	6,634	51,563	725	34,258	906	72,000	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Louisiana	5,161	3,079	55,524	734	33,050	458	149,131	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Texas	11,773	8,968	86,012	1,637	57,637	1,170	20,930	.....	.....	.....	.....	.....	.....	.....	.....	.....		
California	3,292	964	25,600	1,064	49,815	204	52,000	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Oregon Territory	592	738	16,767	130	3,650	144	8,100	.....	.....	.....	.....	.....	.....	.....	.....	.....		
New Mexico Ter'y.	980	70	1,150	910	23,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Utah Territory	1,122	992	13,548	140	1,390	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Nebraska Territory	308	308	8,884	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Kansas Territory	570	570	3,228	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
Total	227,908	145,753	1,430,665	49,303	1,915,979	14,619	625,505	18,333	3,073,069	24,879,752	18,850,118	4,453,827	19,202,469	67,401,166	5,345,338			
Route & local agents and mail messengers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	354,970			
Foreign mails	.....	.....	.....	.....	.....	8,599	478,062	52	133,385	.....	.....	.....	.....	.....	611,467			
Total	227,908	145,753	1,430,665	49,303	1,915,979	33,918	1,103,587	18,385	3,206,474	24,879,752	18,850,118	4,730,811	19,304,977	67,674,658	6,311,675			

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

† This embraces the steamboat service from Louisville to Cincinnati, and from Louisville to New Orleans.

‡ This includes the route from New Orleans to Mobile.

§ This is for service from Panama to Aspinwall, performed by the Panama Railroad Company at a stipulated price per pound, according to the weight of mail, and which varies from year to year.

¶ The increase in the cost of coach transportation in Missouri and New Mexico, without a corresponding increase in the service, arises from act of Congress of March 3, 1855, allowing \$63,570 additional in Missouri, and \$16,750 additional in New Mexico.

WM. H. DUNDAS, Second Assistant Postmaster General.

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For each state, by mode of transportation, miles of post road and giving miles of transportation and expense

States.	Letter postage.	Newspaper postage.	Total receipts.	Compensation to postmasters.	Incidental expenses.	Total compensation and incidental expenses.	Transportation.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
Maine	\$31,211 96	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Hampshire	44,477 71	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vermont	978,386 04	.....	.....	.....	.....	.....	.....	.....	.....	.....
Massachusetts	283,965 04	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rhode Island	62,280 63	.....	.....	.....	.....	.....	.....	.....	.....	.....
Connecticut	62,280 63	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey	317,300 34	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pennsylvania	1,170,507 58	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York	3,470,538	.....	.....	.....	.....	.....	.....	.....	.....	.....
Virginia	199,900 96	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Carolina	45,386 87	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Carolina	68,281 03	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgia	15,310 53	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	29,291 96	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan	57,469 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana	71,103 83	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	15,310 53	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin	34,582 13	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa	19,639 18	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	209,970 99	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kentucky	68,471 62	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee	73,972 53	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alabama	73,972 53	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arkansas	16,986 83	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
California	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oregon Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Mexico Ter'y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utah Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nebraska Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Territory	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$1,210,627 43	.....	.....	.....	.....	.....	.....	.....	.....	.....

Statement of the postal receipts and expenditures for the fiscal year ending June 30, 1847.

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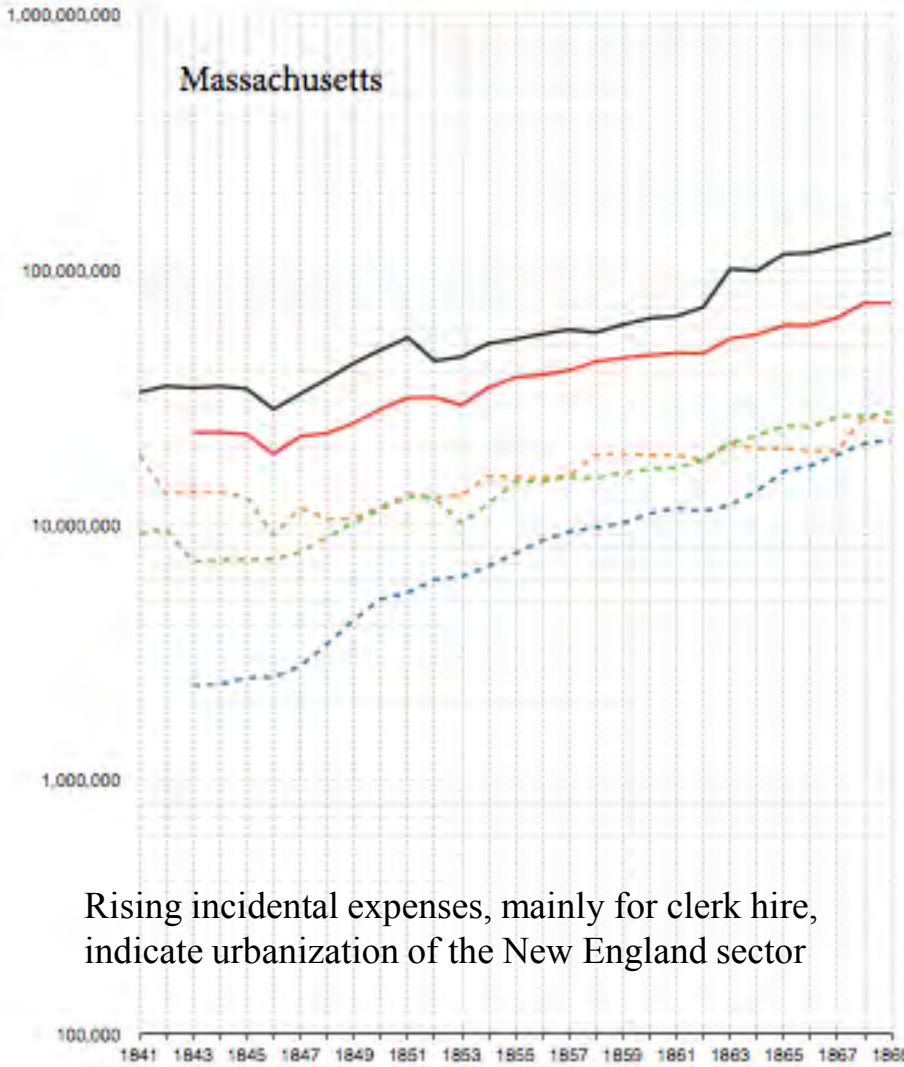
POSTAGE RECEIVED.



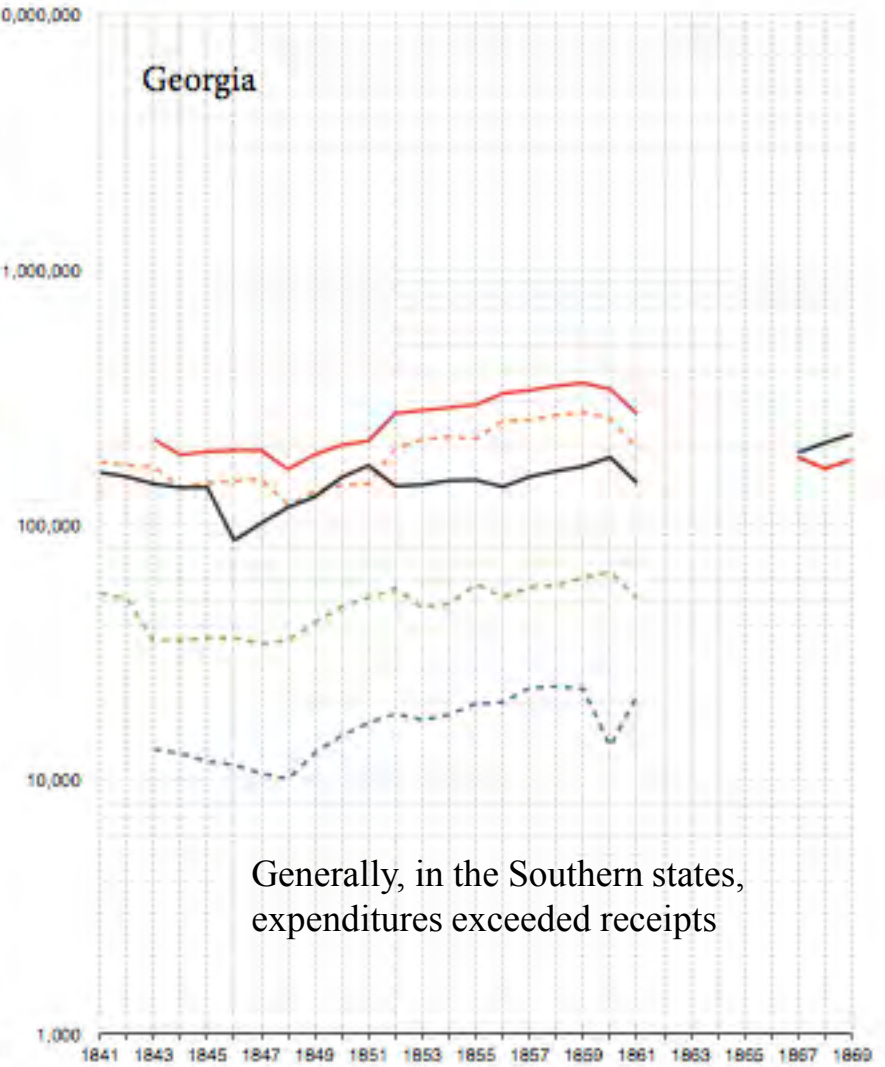
# Regional Disparities

## 1840 - 1870 Receipts and Expenditures

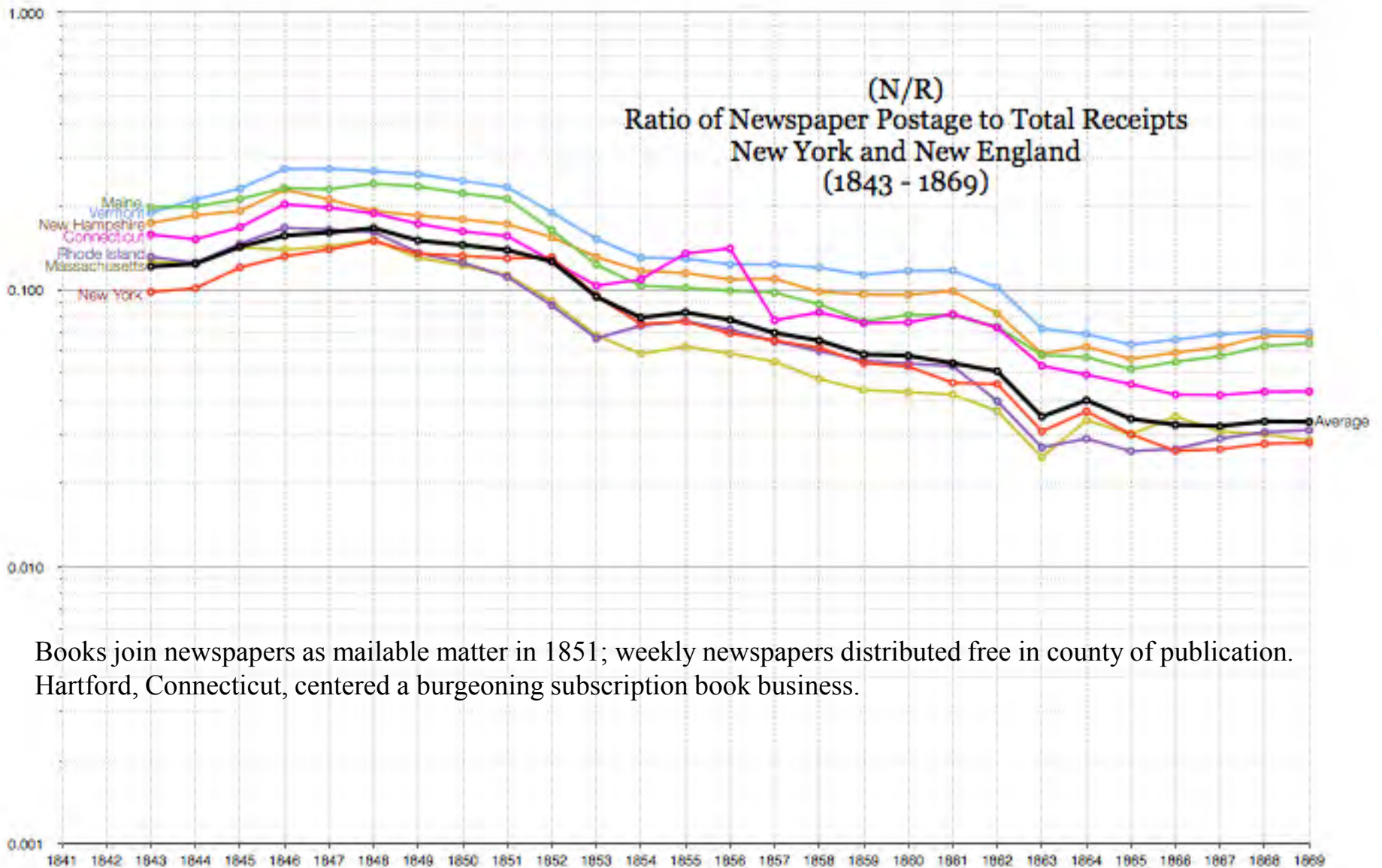
— Total Receipts    — Total Expenditures    - - - Transportation Cost    - - - Postmaster's Compensation    - - - Incidental Expenses



Rising incidental expenses, mainly for clerk hire, indicate urbanization of the New England sector

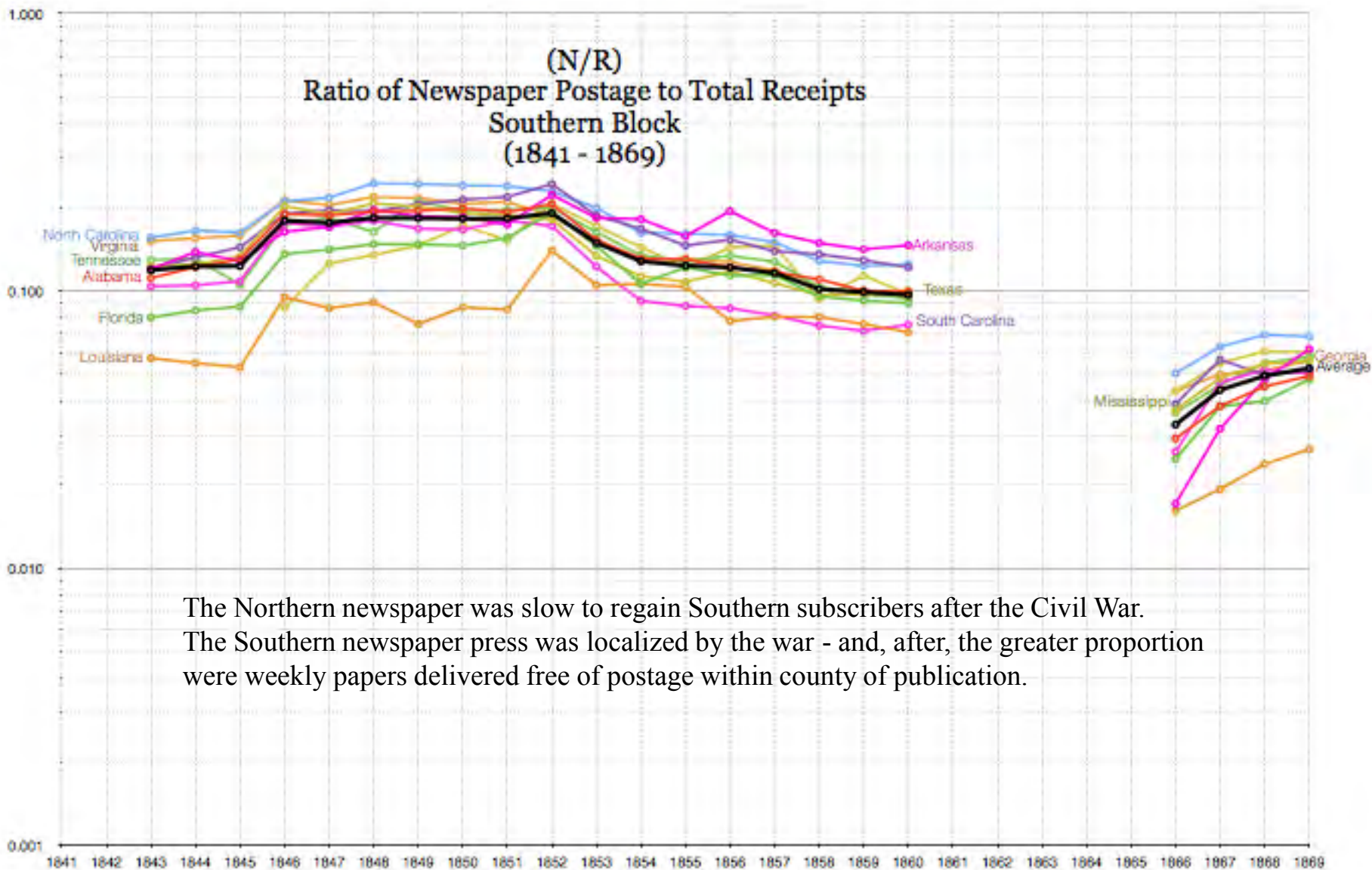


Generally, in the Southern states, expenditures exceeded receipts



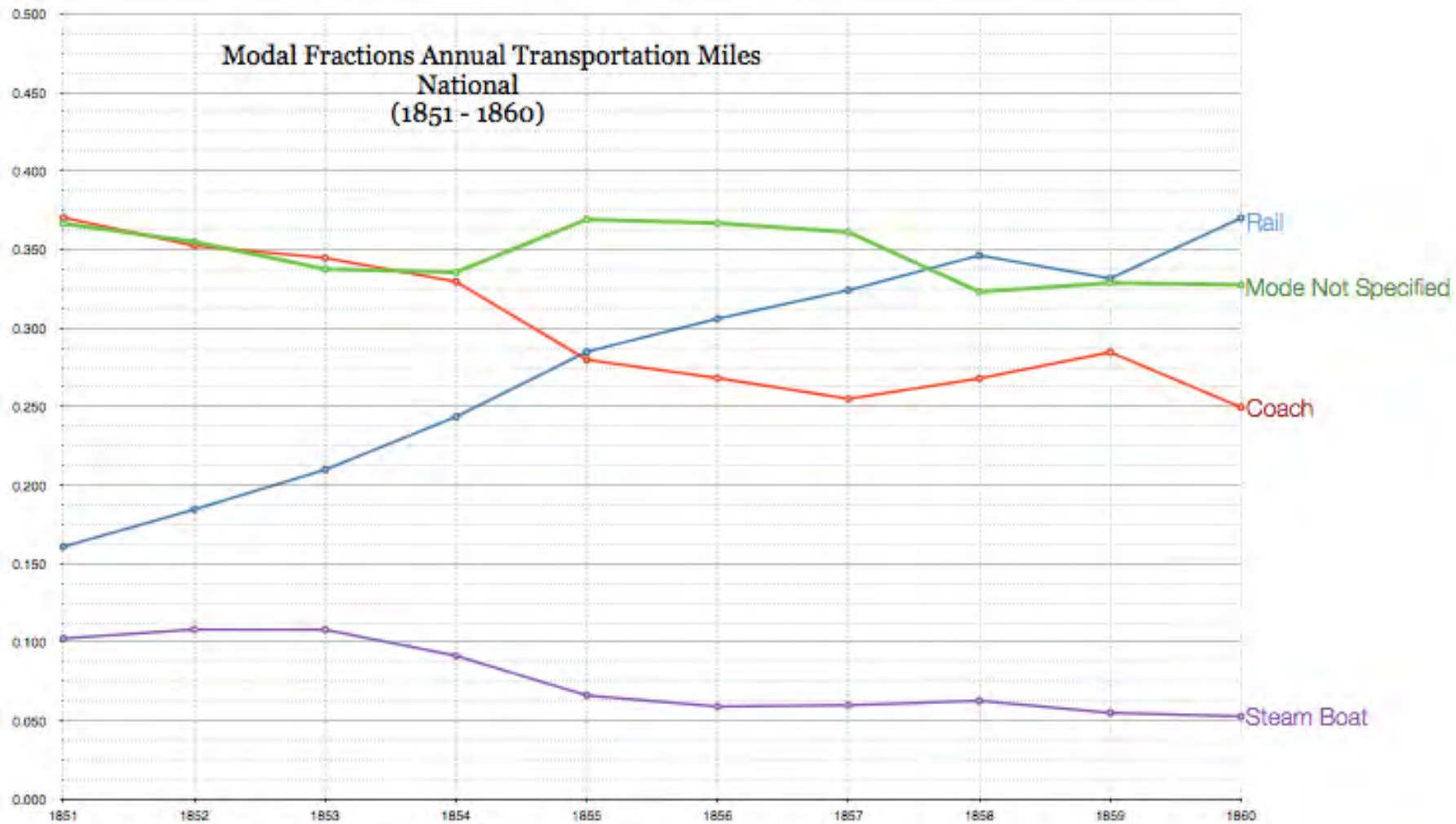
Books join newspapers as mailable matter in 1851; weekly newspapers distributed free in county of publication. Hartford, Connecticut, centered a burgeoning subscription book business.

(N/R)  
 Ratio of Newspaper Postage to Total Receipts  
 Southern Block  
 (1841 - 1869)



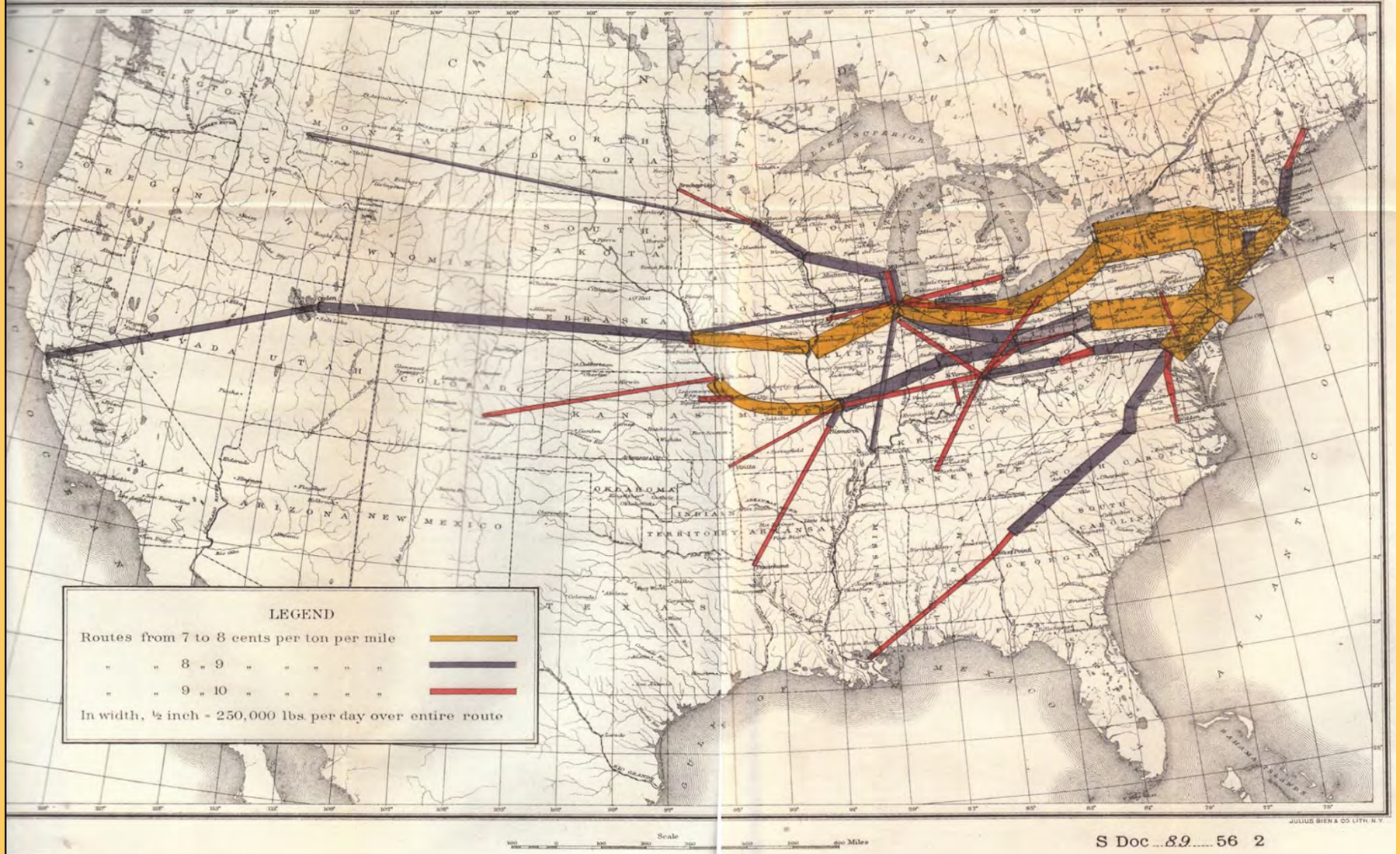
The Northern newspaper was slow to regain Southern subscribers after the Civil War. The Southern newspaper press was localized by the war - and, after, the greater proportion were weekly papers delivered free of postage within county of publication.

# Railroad Supercedes Coach as Primary Carrier on First Class Routes



# Network Climax: the Railway Mail System

MAP SHOWING LOCATION OF DENSE MAIL ROUTES.



S Doc .89. 56 2

By 1900, in order to transport printed matter, economies of scale required an aggressive aggregation of the mails