

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT.

30th November, 1830.

To the **PRESIDENT of the United States:**

SIR: I have the honor to submit the following report of the transactions, condition, and prospects of this Department.

The expenditures of the Department, for the year commencing with the 1st of July, 1827, and extending to the 1st of July, 1828, were	\$1,623,893 80
The receipts, being the amount of postages returned for the same period, were	1,598,877 95

Showing an excess of expenditure beyond the revenue, for that year, of	25,015 85
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The expenditures, from the 1st of July, 1828, to the 1st of July, 1829, were	1,782,132 57
The amount of postages returned for the same period, was	1,707,418 42

Showing an excess of expenditure, for that year, of	74,714 15
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The total expenditures from the 1st of July, 1829, to the 1st of July, 1830, were	1,932,707 95
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To wit: for compensation to postmasters, -	595,234 93
transportation of the mail, -	1,274,009 98
incidental expenses, -	63,463 04

The amount of postages returned for the same period, was	1,850,583 10
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Exhibiting an excess of expenditure beyond the revenue, for this last year, of	82,124 85
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This deficit of the current receipts of the last year to meet the expenditures of the Department, it will be observed, has not increased, above that of the preceding year, in so great a ratio as that of the preceding year increased beyond the deficit of the year anterior to the 1st of July, 1828. The inference deduced from this fact, as well as the increasing prosperity of the Department, will be shown more distinctly in an exhibit of the receipts and expenditures of the Department, by half years, for the two preceding years. Thus the regular increase of the revenue of the Department will sufficiently demonstrate its ability, by its future receipts, to fulfil its exten-

sive engagements, should no considerable charges be created, for a few years more, in addition to those incident to the present establishment.

The expenditures for the latter half of the year 1828, were \$831,190 96
The receipts for the same period, - - - 826,255 36

Excess of expenditure, - - - 24,935 60

The expenditures of the first half year of 1829, were, 930,941 61

The receipts, - - - 881,163 06

Excess of expenditure, - - - 49,778 55

The expenditures of the second half year of 1829, were - 948,366 74

The receipts, - - - 892,827 60

Excess of expenditure for that half year 55,539 14

The expenditures of the first half year of 1830, were, - 984,341 21

The receipts, - - - 957,755 50

Excess for the last half year, - - - 26,585 71

(It should be noted that the excess of this last half year would have appeared, as it actually was, but \$17,919 16, had not a portion of the current expenditures that were made in the preceeding year been entered in the accounts of the first half of the present year.)

The whole amount of postages from the 1st of July, 1829, to the 1st of July of the present year, as presented in the foregoing statement, is - - - \$1,850,583 10

The amount of postage from the 1st of July, 1828, to the 1st of July, 1829, was - - - 1,707,418 42

Giving an increase in this one year, of - 143,164 68

The amount of available funds at the disposal of the Department on the 1st of July, 1829, was reported to be - 230,849 07

Deduct the excess of expenditure for the last year - - 82,124 85

Leaves this amount of surplus - 148,724 22

The system of financial operations, as mentioned in my report of the last year, has fulfilled all the anticipations of its efficiency. The promptitude evinced by the "depositing Postmasters" in general, and the entire certainty of the accounts, both with the banks and those postmasters, exclusive of the security in all these transactions derived to the public from this system, have, in no small degree, contributed to the ability of the Department to meet its extensive demands.

In the several States, improvements in mail facilities have been loudly called for; and, in many instances, the growing population and extending settlements of the country have absolutely required them. In making such improvements, care has been taken so to extend them as to give the greatest possible accommodation at the least expense, and in such a manner as would be most likely to increase the revenue. It is in part owing to these im-

provements that the amount of revenue is so much augmented, though they have, at the same time, considerably increased the expenditures of the Department.

Between the 1st of July, 1829, and the 1st of July, 1830, the transportation of the mail was increased, in stages, equal to 745,767 miles a year; On horseback and in sulkies, - - - 67,104 miles a year;

Making an annual increase of transportation, equal to 812,871 miles a year, beyond the amount of any former period.

The annual transportation of the mail, on the 1st of July last, was about 9,531,577 miles in stages; and the whole yearly transportation in coaches, steamboats, sulkies, and on horseback, amounted, at that period, to about 14,500,000 miles.

The existing contracts for transporting the mail in the southern division, embracing the States of Virginia, North Carolina, South Carolina, Georgia, and the Territory of Florida, will expire with the current year. In the renewal of those contracts, provision has been made for extending stage accommodations over 1,502 miles of post roads, on which the mail has hitherto been carried on horses only, or in sulkies, and on which the annual transportation in stages will, from the 1st of January next, amount to 278,656 miles. The frequency of trips will also be increased on 894 miles of existing stage routes, to the annual increase of 138,358 miles; making, together, an increase of *stage transportation* of the mail, from the 1st of January next, of 417,014 miles a year.

Provision is also made for the more frequent transportation of the mail on different routes, as follows:

Increase of trips on horse routes	-	-	-	31,824 miles a year;
Increase of trips on existing routes, changed from				
horse to stage routes	-	-	-	118,456 do.
Increase of trips on stage routes	-	-	-	138,358 do.

Making, together, a total increase of - - - 288,638 miles of transportation of mails, in a year, beyond the amount of present transportation in that division, besides the improvement of substituting stages for horse transportation.

Among these improvements are included, a line of stages from Edenton to Washington, N. C.; from Newbern to Wilmington, N. C.; a steamboat line from Wilmington to Smithville; and a line of stages from Smithville, N. C., to Georgetown, S. C.; all of which are to run twice a week each way. These arrangements will complete the regular communication, by steamboats and stages, between Baltimore, Md., and Charleston, S. C., along the sea-board, by way of Norfolk, Va., Elizabeth City, Edenton, Washington, Newbern, Wilmington, and Smithville, N. C., and Georgetown, South Carolina—an accommodation desired alike by the public and the Department.

Provision is also made for expediting the mail on many important routes; among which is the whole route between this place and Fort Mitchell, via Richmond, Va., Raleigh, N. C., Columbia, S. C., and Milledgeville, Ga.; which line will be traversed in two days less time than at present; so that the mail will run from this city to New Orleans in 13 days, after the 1st of January next.

Allowing the average expense of transportation, by horse or sulkey, to be five cents per mile, and by stages to be thirteen cents per mile, which is

about the mean rate paid in the southern division, the value of these improvements, exclusive of the value of increased expedition, will be as follows:

Annual amount of transportation changed from horses to stages, 278,656 miles, at 8 cents per mile, (the mean difference)	\$ 22,292 48
To be added for increased number of trips on the same, amounting, annually, to 118,456 miles, at 5 cents per mile	- 5,922 80
Increased number of trips on former stage routes, amounting, annually, to 138,358 miles, at 13 cents per mile	- 17,986 54
Increased number of trips on horse and sulkey routes, amounting, annually, to 31,824 miles, at 5 cents per mile	- 1,591 20
Making the total annual value of the improvements	- \$47,793 02

The contracts have been made for the ensuing four years from the 1st of January next, including all these improvements, at a sum less than the amount now paid for transporting the mails in that division, by \$25,047 87

To this sum add the estimated value of the improvements, as before stated,

And the actual saving to the Department in the renewing of the contracts, will amount, annually, to	- 72,840 89
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Besides the very considerable amount gained in the increased expedition of the mails on many routes of great interest to the community, the value of which cannot be well estimated.

In this saving in the expense of the contracts, and the additional revenue which may be anticipated from the improvements they secure, together with the general increase of postages, which is still progressive, will be seen a foundation for the belief which has been expressed, that the current revenue of the Department for the succeeding year will be sufficient for its disbursements.

The rules that have been adopted in relation to the conduct of postmasters, placing the investigation of all official delinquencies under the immediate superintendence of an Assistant, and subjecting them to the strict scrutiny of an able and vigilant officer, has been productive of the happiest results. There are, at the present time, in the United States, 8,401 post offices; and among that number, scattered over the whole Union, it is not possible to prevent disorders, to the great loss of individuals, and sometimes of the Department, without the unremitted and undivided attention of a competent officer. The duties of this branch of the Department, under its present organization, have, however, been so discharged as to secure as great a degree of confidence in the fidelity of its officers, generally, as could have existed in any former period, when the number was comparatively small.

I have the honor to be,

With great respect,

Your very obedient servant,

W. T. BARRY.