

REPORT
OF
THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 2, 1843.

SIR: It is cause of satisfaction to the undersigned, in submitting to you a statement of the condition of the Post Office Department and its operations for the past year, that he is enabled to say that, for the two years he has had the honor of superintending its affairs, the annual current expenses have been met by its annual revenue; and that an extension of the service has been made, commensurate to the growth and spread of our population.

The idea of making the Post Office Department a source of revenue to the Government, has not been entertained by any one charged with its management since the termination of the last war; during a short period of which, an increase of fifty per cent. upon the then rates of postage was imposed for revenue purposes. Nevertheless, the principle upon which it was originally established—that its expenditures should be limited by its income—has been distinctly engrafted upon all the legislative enactments concerning its organization, and prescribing the duties of those charged with their administration.

I have thought this principle, upon which the department has been established, a sound and safe one for the Government, and am opposed to its abandonment. If, however, the expenditures of the department were fixed by law, and appropriations from the general treasury annually made to meet them, much of that labor and responsibility in the supervision of the service, which now rest upon its chief, would be removed.

It is no small task, to say nothing of the responsibility, so to adjust the mail service of the United States as to accommodate the wants of the community, and at the same time to produce, by its own operations, the revenue to meet its own expenditures. This reflection suggests to me the propriety here of doing an act of justice to those who have been associated with me in this department, by a frank acknowledgment of the able assistance which they have given by their constant and zealous labors; thus enabling me to give to the country the best service which the means of the department would allow.

The amount of annual transportation of the mail, as ascertained on the 30th June, 1842, was 34,835,991 miles: the cost of which was \$3,110,783.

The amount of annual transportation on the 30th of June, 1843, was 35,252,805 miles: the cost of which was \$2,976,284.

It will be observed, that the cost of transportation for the last year was

less by \$134,499 than it was for the previous year: whilst the transportation throughout the year was greater by 416,814 miles.

The number of post offices supplied in 1842 was 13,733; and the number supplied in 1843 was 13,814.

To accommodate the service to the extension of population, reductions in the service in some sections, and an extension or increase in other portions of the Union, were rendered necessary.

The aggregate of these reductions was \$134,253, and the amount of additional and new service was \$98,555. For a more detailed statement of service I refer your excellency to the report of the First Assistant Postmaster General. (No. 1.)

For similar reasons, it became necessary to discontinue, in the year preceding 1st July, 1843, 400 post offices; and to establish, during the same period, 481.

The total expenditures of the department for the fiscal year ending the 30th June, 1842, as stated in the report of this department to the House of Representatives under date of 26th February, 1843, were \$4,975,370 42. In this amount was included \$392,664 51 for debts paid out of the special appropriation at the extra session.

The total expenditures of the service for the year ending 30th June, 1843, were \$4,374,713 75, including payments on account of debts due by the department, for which the appropriation above was made.

The amount of gross revenue for the year ending 30th June, 1841, as stated in my annual report of 3d December, 1842, was \$4,379,317 78. That of 1842 was \$4,546,246 13.

The revenue of 1843, so far as the returns exhibit the amount for the year ending 30th June, is \$4,295,925 43.

A considerable portion of the current revenue of the department for the years 1842 and 1843 has been absorbed in the payment of demands claimed by deputy postmasters for expenditures in previous years, by the allowance of credits therefor in the settlement of their accounts; which credits, so allowed, have been charged to the expenditures of those years; the probable amount of which is not less than \$50,000.

It will at once occur to the impartial mind, that a public service so complicated and extensive as that of the General Post Office, requiring the harmonious co-operation of twenty thousand agents and officers scattered over the vast extent of our territory, must be subjected to occasional, if not vexatious interruptions, by the infidelity of some of its agents, and often by causes which no exertion can overcome, or foresight avoid.

It is the duty of the head of this department, under the regulations and restrictions of law, to provide by contract for the transportation and regular delivery of the mails. This duty is performed once in four years, in each of the great divisions of the Union, and from time to time, as the public exigencies require. Bonds with schedules for the arrival and departure of every mail are taken by the Government, so as to provide for the continuous travel of the mail in unbroken connexion, by the division of time and distance in suitable proportions. When failures in the regular delivery of the mails, arising from negligence of contractors or their agents, take place, the law is rigidly enforced by fines and deductions from their pay; and when that is found inefficient to produce a strict performance of the contract, the higher and only power given to the Postmaster General—that of annulling the contract—is exerted.

When the extent of our territory and the condition and nature of the public highways and channels of intercommunication are considered, there is more cause for admiration of the general regularity of the system, than reason of just complaint at occasional failures.

Upon two of the great mail-routes—the one from Washington city to New Orleans, the other from Baltimore to Cincinnati—there have been experienced, within the last few months, irregularities in the service, which have given rise to complaints, manifested through the public press. The causes of these failures have been investigated; and where they have been found to arise from neglect or inattention on the part of contractors, the proper and only corrective has been applied.

Many of the failures, however, on these two lines, have been caused by obstacles wholly beyond the competency of the most vigilant contractors to overcome. The mail upon the great southern route is transported by railroad and steamboats from Washington city to New Orleans, with the exception of the distance between Madison, in Georgia, and Mobile, in Alabama. Between these points it is transported in post-coaches daily. The whole time allowed is seven days eight and a half hours; in winter, twenty-four hours more are allowed.

That portion of the route between Mobile and New Orleans, and between Charleston and Wilmington, which is performed by steamboats, is difficult—often obstructed by high winds or dense fogs. If a failure occurs, from any cause, between Washington city and Madison, Georgia, where the stage line commences, a double mail is thereby thrown upon the stage service, which is often too large to be transported in a single stage. A portion thereof is necessarily left for the time, which produces confusion and irregularity in the delivery at Mobile and New Orleans for several successive days. From causes not unlike these, irregularities and failures have taken place on the great western route.

The service between Baltimore and Cincinnati is on railroad to Cumberland, and a double line of daily four-horse post-coaches to Cincinnati.

This mail, in the fall and winter season, though it is transported from Cumberland to Wheeling, over the mountains, at a running speed of seven miles per hour, cannot be brought to the Ohio river before dark. Here a difficulty is presented, which, as yet, the department and the contractors have been unable to overcome. The proprietor of the ferry across the river cannot be induced to encounter the dangers of crossing the mail stages in the night. In winter, and in a great portion of the spring and fall, when the mail arrives at Wheeling after dark, and in contract time, it is detained, for the reason above, some ten or twelve hours.

It is matter of regret that, while the General Government was expending so much money in constructing that great line of communication—the Cumberland road—east and west of the Ohio river, it omitted to construct a bridge over that stream. The public mail will ever be liable to detention and interruption at this point, until such bridge shall be erected. Whether it shall be built by the same Government, and paid for out of the same fund, which constructed the Cumberland road, must be left to the decision of that department of the Government which has the legislative control of the fund.

I have thought it due to the President of the United States, who cannot be indifferent to any portion of the public service, and whose

attention has been arrested by the complaints to which I have alluded, to furnish him with this somewhat tedious, and, perhaps, unnecessary explanation.

I am gratified, however, in being able to state that the service, generally, is performed satisfactorily to the public, and with a punctuality in all its departments which does credit to the several subordinate agents concerned. Contractors have been promptly paid as their demands have been presented; and the revenue of the department collected has been accounted for with unusual and praiseworthy punctuality, by the deputy postmasters.

Greater security has been given to the public mail by the substitution of new mail-locks, of an excellent quality, within the past year.

The vigilance of the special agents in ferreting out and bringing to justice depredators, has tended greatly to lessen, within the past year, violations of the mail.

The difficulties of effecting contracts with the railroad companies for transporting the mails, at prices in proportion to the services rendered, and within the means of the department to pay, in justice to other portions of the Union, as heretofore reported by me, still exist; and I can do no less than refer to and re-urge the views upon that subject presented to your consideration in my last annual report.

If, however, the power of contracting with these companies every four years shall be continued with the Postmaster General, I would respectfully suggest that the acts of Congress be so far changed, as to dispense with the idle ceremony and useless expense of advertising for the lowest bids on those roads where there is, and can be, no competition. A contract could be as well, if not better made by private arrangement, than public advertisement.

Experience has convinced me that the law of 1836, for the re-organization of this department, requires, in many particulars, a modification—which I shall take the liberty, from time to time, in an appropriate manner, to present to the notice of the committees of the two Houses of Congress usually appointed to take charge of the legislative business of the Post Office Department.

It will appear, by a reference to the statement of the gross revenue of the department for the years 1841, 1842, and 1843, as given above, that, while the revenue of 1842 was greater than that of 1841, that of 1843 is less, by \$250,320 70, than the revenue of 1842.

The causes of this declension in the revenue of 1843 may be various—some referring themselves to the state of the business of the country. I am, however, fully persuaded, by facts and testimony which have been brought to my knowledge, that one cause, if not the principal one, may be ascribed to the operations of the numerous private posts, under the name of *expresses*, which have sprung into existence within the past few years, extending themselves over the mail-routes between the principal cities and towns by which, and at which, the railroads pass and terminate. That these private posts are engaged in the business of transporting letters and mail-matter for pay, to a great extent, is a fact which will not be seriously controverted. That the revenue of the department has been greatly reduced by their operations, no one will question who may investigate the facts.

The facts which relate to one of these cases, as reported to the depart-

ment, were submitted to the late Attorney General, (Mr. Legare,) for his opinion of the law arising upon them. A copy of his opinion is annexed, (No. 2.) Influenced by that opinion, which was in accordance with my own judgment upon the subject, I directed a prosecution against all the offenders to be instituted in the United States court for the southern district of New York. A case *vs. Adams & Co.* was tried a few days since in that court, and resulted in the acquittal of the defendants. This acquittal, from an official report by the district attorney, a copy of which (No. 3) accompanies this report, would seem to have been caused by a defect in the existing laws. Under these laws, I am advised, this case cannot be brought before the Supreme Court for final adjudication.

The laws for the punishment of offences for transporting mail-matter over post roads, were enacted when the transportation of the United States mail was confined to stages, steamboats, and horses. Railroads were not then in existence in the United States, and the penal sanctions of the law are not adequate to the suppression of the practice.

Railroads, whilst they are the most expensive mode of transporting the United States mail, furnish, to those who choose, the easiest and cheapest mode of violating the laws prohibiting the establishment of private posts. Duty compels me to state it as my opinion, that, without further legislation upon this subject by Congress, the revenue of the department will, in time, be so far affected by the inroads of private expresses, that the service will either have to be reduced below the just wants of the public, or appropriations from the general treasury will be required to meet the current expenditures of the department.

In the course of the past year, I have been called on to express my opinions upon this subject officially. These opinions have been attacked and controverted by many; and the question is distinctly presented, whether the power granted to Congress, to establish post offices and post-roads, is plenary and exclusive.

It is contended by some, that, though this power is granted to Congress, individuals and companies have a right to carry on the business of transporting letters, &c., over the post-roads of the United States; and all laws which forbid them are void, and usurpations upon individual right.

Others contend that the post-office system is an odious monopoly, and ought to be abolished. These are grave questions, urged by a portion of a powerful press, and sustained by the influence of those whose interests are involved. They are questions which, if they have not been settled by the legislative and judiciary departments of the Government, should now be settled.

The power to establish post offices and post-roads was exercised by Congress under the articles of confederation. From the moment Congress thus assumed the power, by the sanction of the States, no State or citizen of a State presumed to exercise the right. If there be any one subject concerning the internal interests of the States and the people, which should be regarded as purely national, it is the business of transporting by authority of law, and of right, letters from one State to and through another. A uniform, equal, and harmonious system can only be conducted by a power co-extensive with that system. It is absurd, therefore, to contend that the mail system can be left to the States or to individual enterprise. The members of the convention who formed the constitution understood this subject better. They knew that the control

of this subject must be confided to a power which pervaded, *pro hac vice*, the whole sphere of its operations. Consequently, among the leading prominent grants of power by the States to Congress, is the grant over this subject, in the following words: "Congress shall have power to establish post offices and post-roads."

This grant of power is found in the same clause, and is expressed in the same words and language of the grants of power to coin money, to regulate commerce, to declare war, &c. It is a grant which covers the whole ground. It is ample, full, and, consequently, exclusive. If doubt could exist as to the exclusiveness of this grant, that doubt must vanish upon a reference to the 10th article of the amendments to the constitution, which declares: "The powers not delegated to the United States by the constitution, nor prohibited by it to the States, are reserved to the States, respectively, or to the people." The power to establish post offices and post-roads is plainly and distinctly delegated to the United States. It is, therefore, not a power reserved to the States, respectively, or to the people.

I will not extend or elaborate an argument upon a proposition so plain, and which, I conceive, has been settled and adjudicated by all the departments of the Government, and by the people themselves.

The exclusive right to establish post offices and post-roads being in the United States, Congress has the power to pass laws to protect that right. Without such laws, it is impossible to exercise the power and perform the delegated trusts beneficially to the people. More especially cannot this be done, if Congress neglects this duty, and, at the same time, leaves the General Post Office to depend upon its own revenue to defray the expenses of the system.

The General Government should either protect the department against the inroads of private posts, or provide the ways and means to meet the necessary expenses of the service.

The impolicy of permitting the business of conveying letters and packets, in whole or in part, by private posts or expresses, so long as the Post Office Department is left to create, by its operations, its own means of support, must be apparent. These private expresses will only be found to operate upon the great and profitable thoroughfares between great commercial points, while the extremes are left to depend upon the operations of the United States mail, crippled and broken down for the want of means.

Between New York and Boston, between Philadelphia and Baltimore, or between New York and Buffalo, individual enterprise might supply the wants of the community in the rapid and cheap transportation of letters and packets. Will the same enterprise penetrate the savannas and swamps of the south, or the wilds of the west, and daily or weekly convey to the door of the planter and the husbandman the letter of business or friendship—the intelligence of commerce and politics?

Individual enterprise may be rewarded by the payment of six cents for carrying a letter between New York and Boston; but can that same enterprise be invoked to carry a letter for twenty-five cents daily between Philadelphia and St. Louis, or from Chicago to Savannah, or from St. Augustine, Florida, to Burlington, in Iowa?

If the great thoroughfares between commercial cities are left to the operations of private posts, the extreme points (whose connexions in business and commerce tend to swell the postage collected at the cities) must suffer, or the means to reach them by the mails be furnished out of the general treasury.

It is not wholly true that the larger cities furnish the entire surplus, which is elsewhere expended. Though the returns show a large amount of postage collected at these points, much of that amount is paid by the extremes in commercial connexion with them.

Connected with this subject, in some degree, is the business of transporting newspapers by contractors out of the mail, over mail routes, in violation of law. When appealed to by postmasters and contractors to instruct them in their duty upon this subject, I addressed to the contractors a circular letter, in which I gave them my opinion of what the law of Congress was upon this subject. A copy of that letter (No. 4) accompanies this report. The correctness of the opinions contained in this letter has been questioned. I was conscientious in the views therein expressed, believed them to be correct, and felt it a public duty to publish them, when called for by those to whom the duty of transporting the mail was confided. Though I am not distinguished by the pride of opinion in official and legal matters, I am gratified to find the views I have taken of the acts of Congress fully sustained by the official opinion of the Attorney General, to whom the subject has been referred by the President. A copy of that opinion is also annexed, (No. 5.)

There is at the present moment considerable agitation in the public mind on the subject of the reduction of postage; and it seems to be expected by some that the Postmaster General should recommend the reduction of the rates of postage. My opinions upon this subject were given to Congress, in answer to a resolution, at the last session. These opinions were necessarily hypothetical, and accompanied by a distinct annunciation that, if any considerable reduction in the rates of postage should be deemed advisable by Congress, it should be preceded by a provision to relieve the department from certain heavy annual responsibilities, and accompanied by a proper regulation and restriction of the franking privilege. Without such relief and modification of the existing laws, it was my opinion then, and it is my opinion still, that, if any considerable reduction in the rates of postage be made, the mail service would not yield a sufficiency of revenue to meet its own expenditures upon the then and present existing scale of operations.

It is contended by many, whose opinions are entitled to respectful consideration, that a reduction of postage to a uniform and low rate would be followed by an increase of its revenue equal to the annual wants of the service, on its present basis, extended from time to time, as the demands of the public shall require.

I concur in the correctness and justice of the position that the Post Office Department should not be regarded as a source of revenue to the Government; that, if its receipts be greater than its expenditures, the rates of postage should be reduced, and the annual surplus (if any) should not be carried into the treasury.

It seems to have been a principle at the foundation of the mail system of the United States, that the department should sustain itself by its own income. Of the soundness of this principle I am fully persuaded, and should regard its abandonment as impolitic at any time - particularly at the present moment, when the national income is unequal to the ordinary demands upon it.

If this principle should be abandoned, and the Post Office Department made to lean upon the treasury for support, I should fear that that constant vigilance so necessary to its useful administration would be aban-

done by those charged with its affairs, and a degree of wasteful expenditure and extravagance ensue, wholly inconsistent with our republican institutions.

Any reduction of the present rates of postage, by which the department is left in the possession of an income to meet its own expenditures, I shall be pleased to see made.

The example of England, in the reduction of postage to one penny, is relied upon as sufficient to justify the United States in at once making a similar reduction in the rates of postage.

Without obtruding any opinion of my own upon this subject, I have thought I would best subserve the public interest by submitting the facts which belong to the question of reduction of postage in England, and the results of that reduction, so far as they have been developed, and the facts which it is believed bear upon the question in this country.

It should be remembered that at the time of the reduction of postage in England, and at the present period, the Post Office Department was regarded, as it was in fact, a source of revenue to the Crown. Its whole expense of management was paid out of the public treasury, and its whole receipts were paid into the same treasury.

In the United Kingdom, the annual transportation of the mail is about 20,000,000 of miles. In the United States, it amounts to 35,252,805 miles.

In 1838, when the subject of reduction of postage was under consideration in Parliament, the whole annual expense of management of the department was \$3,353,434.

The whole amount of cost of management (expenditures) of the mail service of the United States, for the year 1843, was \$4,374,713 75.

The gross income of the British Post Office was \$11,421,907. The gross revenue of the United States Post Office may be stated at \$4,295,925 43.

The British Post Office yielded a net revenue to the Crown, beyond its expenses, of \$7,965,648. The United States Post Office receipts are about equal to its expenditures.

The cost of mail conveyance in Great Britain and Ireland is much less than in this country. The average cost for all grades, except the railway and packet service, (which I am unable to ascertain,) is scarcely five cents a mile. The coach conveyance of the mail is just five cents per mile. In the United States, the average cost, exclusive of railroad and steamboat transportation, is nearly seven and a half cents per mile; for mail conveyance in coaches, the cost is three and four-fifths of a cent per mile greater in the United States than in Great Britain.

The rates of postage in England, which produced this enormous revenue, were as follows:

Rates of general inland postage on single letters on any distance not exceeding

8 miles	-	-	-	2d.—equal to	4 cents.
15 "	-	-	-	4 "	8 "
20 "	-	-	-	5 "	10 "
30 "	-	-	-	6 "	12 "
50 "	-	-	-	7 "	14 "
80 "	-	-	-	8 "	16 "
120 "	-	-	-	9 "	18 "
170 "	-	-	-	10 "	20 "
230 "	-	-	-	11 "	22 "

Not exceeding—

300 miles	-	-	-	12d. equal to	24 cents.
400 "	-	-	-	13 "	26 "
500 "	-	-	-	14 "	28 "

and 1 penny for each additional 100 miles, or part of 100 miles, over 500 miles.

There existed, also, what were called the London local posts. The charge upon single letters for a distance or circle of three miles from the London office was 2d.—equal to 4 cents; beyond that, and within 12 miles, 3d.—equal to 6 cents.

Penny posts were established for the accommodation of any town, at the discretion of the Postmaster General.

Letters from soldiers and sailors, if prepaid, might be sent to any place in the kingdom for one penny.

Newspapers, if stamped, were sent through the mail free of postage. The stamp duty on each newspaper was 1d.—equal to 2 cents; and this duty was retained in the act of 1836, in lieu of postage on newspapers. The amount derived from this duty on newspapers circulated through the mails was estimated to be \$889,997 annually. Nothing is allowed to be written on the paper—not even the name of the person sending it—without subjecting it to triple postage.

The franking privilege of members of Parliament was limited to an ounce; and not more than ten to be sent, and fifteen to be received, each day. Official franks unrestricted.

Besides the postage to be derived from inland letters, postage, varying according to circumstances, and in some degree depending upon the country from and to which sent, was imposed on foreign letters, the average rate of which was 46½ cents on each letter.

Deputy postmasters are paid generally by a fixed salary from the public treasury.

Such, substantially, was the system of the British post office, and its sources of revenue, in 1838.

In the United States, the Post Office Department, unlike that of England, is made to depend upon its own revenue to defray its expenditures. It does not contribute to the general treasury.

To continue the present amount of mail service (which cannot, without injustice to the public, be reduced in any considerable degree) will require annually about the sum of \$4,500,000.

The annual income cannot exceed that amount, for years to come, under the present system.

The reform in the British system was urged, and ultimately adopted, upon the ground that the charge for transporting a letter was out of proportion to the expense incurred. It was stated, in the report of the committee of Parliament, that the postage received was more than three times the amount of the expense incurred in transporting and delivering a letter.

It was contended by the projector of the reform in England, that a reduction of postage to one penny for all distances in the kingdom, would increase the number of letters to five-fold; and the committee were of opinion that the revenue derived to the Crown from the post office would not sustain any diminution.

These opinions, and others similar, were sustained with great earnest-

ness and ability, against the judgment of the Postmaster General, and others associated with him in the department.

The committee conclude their report with this remark, in recommending the adoption of the uniform penny system of postage: "that they believe, at no distant period, it will improve the post office revenue itself," and "that it is the opinion of most of the witnesses, except the officers of the Post Office Department, that the adoption of it, as recommended by Mr. R. Hill, would occasion a very great increase in the number of letters posted, and a far greater increase than would be required to maintain the revenue at its present amount."

Such were the opinions and calculations upon which the system of uniform penny rates of postage was ultimately adopted.

The rates of postage, as established in England under this system, are as follows:

Letters, not exceeding $\frac{1}{2}$ ounce, 1*d.*—equal to 2 cents.

Do.	1	do.	2	do.	4
Do.	2	do.	4	do.	8
Do.	3	do.	6	do.	12

So in proportion up to sixteen ounces; beyond which no letter will be received, except parliamentary documents.

The postage is to be prepaid, or the letter will be rated at double postage.

Prepayment of postage is to be made by money, or by the use of stamps.

Single stamps are obtained at the cost of 1*s.* 1 $\frac{1}{2}$ *d.* per dozen; double stamps at 2*s.* 2*d.* per dozen.

All foreign letters are rated variously, according to the countries from which sent.

Foreign and colonial letters rated at various prices, from 6 to 66 cents the single letter.

Newspapers printed in England, and stamped, are sent free of postage. Foreign newspapers pay postage.

Connected with this system, was the abolition of the parliamentary franking privilege.

Upon 5th December, 1839, the old high rates of postage were discontinued, and a uniform rate of 4*d.* substituted. That rate ceased on the 10th January, 1840, and the present uniform penny-system was put in full operation.

The results of the present system in England are exhibited by the official reports of the department, as late as the 24th April, 1842, a tabular view of which is hereto annexed, (No. 6.)

The official returns for 1843 have not been received at this department, nor have I been able to procure them.

These results have not met the anticipation of the advocates of the system in the ratio of increase in the number of letters, the expenses of management, or the amount of revenue.

I have selected the number of letters posted for a week in each of the years 1839, '40, '41, and '42, from the returns above referred to.

In a week preceding the 24th November, 1839, under the old and high rates of postage, there were posted 1,585,973 letters.

For one week ending 22d December, 1839, when the uniform rate of 4*d.* was imposed, there were posted 2,008,687 letters.

The number of letters posted in the week preceding the 24th May, 1840, under the uniform penny rate, was 3,138,035.

The number of letters for one week preceding 20th June, 1841, was 3,773,136.

The number of letters mailed for one week preceding 24th April, 1842, was 3,929,513.

This shows an increase of less than $2\frac{1}{2}$ -fold upon the letters posted under the old system, instead of five-fold, as estimated by Mr. R. Hill, and the other advocates of the system.

It is not for me to say whether three years is a sufficient length of time to ascertain the maximum increase of letters under the operation of the penny system. It is doubtless as long a period as was contemplated by the committee, when, in their opinion, the increase of the number of letters would "improve the post office revenue."

The annual cost of management of the post office under the old system—say for the year preceding the 5th January, 1839—was £3,296,486.

Annual cost for the year preceding 5th January, 1840, £3,633,595.

Cost of management for the year preceding 5th January, 1841, £4,121,650.

Cost of management for the year preceding 5th January, 1842, £4,503,211.

Gross revenue for the year preceding 5th January, 1839, under the old rates of postage, was £11,262,134.

Gross revenue for the year preceding 5th January, 1840, under the old rates, (except for one month the 4d. rate was in operation,) £11,475,662.

Gross revenue for one year preceding 5th January, 1841, under the penny rate, £6,444,499.

Gross revenue for the year preceding 5th January, 1842, £7,178,592.

The amount of net revenue paid into the treasury for the year preceding 5th January, 1839, was £7,965,648.

Do. do. 5th January, 1840, £7,842,067.

Do. do. 5th January, 1841, £2,322,370.

Do. do. 5th January, 1842, £2,675,380.

In this statement of net revenue is included the sum of £45,156, for the year 1839, charged to the Government for postage.

In 1840, £44,278 was charged to the Government for postage.

In 1841, £90,761 do. do. do.

In 1842, £113,256 do. do. do.

There has been an increase of letters, but not to one half the extent anticipated; and an increased charge for the management greater than was estimated.

Instead of an increase of revenue to the Crown, as was predicted by the committee, there was a loss of £5,290,268.

The system of penny postage in England, so far as revenue is concerned, has resulted in a loss of near two-thirds the revenue under the old system, and an increase of cost of management equal to 30 per cent.

These facts will serve to show that the tax, in the shape of postage, upon the English correspondence, has been lessened; that the postage upon newspapers is paid in the shape of a stamp duty, higher than the postage paid on newspapers in the United States; that the correspondence through the mail has been increased, and that the revenue derived to the Crown has been greatly lessened. And they further prove, that the income of the British Post Office is still greater than its cost of management. Two other facts should not be overlooked in the comparison of the revenue of the

British Post Office under the old and new rates of postage. The first is, that not only all foreign and colonial letters, which are delivered in England, but those which pass through England, in their transit to and from other countries, are subjected to a heavy postage. The second, that by law the transportation of letters by private conveyance, except where the carrier shall himself deliver the letter to the person addressed, is prohibited by severe penalties.

If the British Crown did not need the revenue; or if it did, and the subject was willing to be taxed in the form of stamp duty, or excise, equal to the reduction of the rate of postage, as more equal and less burdensome, no one will question his right, and the justice of yielding to the demand to have the postage reduced.

If the Post Office Department of the United States yielded a revenue over its expenses, or if the charge of its management were paid from the general treasury, no one would doubt the propriety and justice of a reduction.

It is a question for Congress and the people to settle, whether they will so far change the laws of the United States concerning the Post Office Department, as to direct its expenses to be paid out of the treasury.

The number of chargeable letters delivered, which annually pass through the Post Office of the United States, has heretofore been estimated at 24,507,994. The number of similar letters annually posted in England, under the old rates of postage, was estimated by the committee of Parliament at 77,500,000.

The number, under the penny rate, of like letters, may be estimated at 204,334,676.

With a view to put Congress in possession of correct information upon this subject, I have directed an accurate account to be kept at each post office of the United States, during the month of October, of the number of letters under each rate of postage; the number of free letters, and by what official franked; the number of newspapers, pamphlets, &c. These returns are not quite complete. I hope to have them ready by the 1st of January, to be furnished to Congress, if required.

The questions connected with this subject, it occurs to me, which it will be the duty of the representatives of the people to settle, are: whether the present amount of mail service is greater than the country requires? If not greater, can it be performed at less expense? Whether at the same or less expense, shall it be paid out of the treasury, or by the postage on mail matter?

If Congress shall enter upon the question of reduction of postage upon the principle avowed by the advocates of the British reform—viz: of preserving, if not improving, the amount of revenue—and shall require the Post Office Department to maintain itself, the information (which I hope to have ready by the 1st of January) of the number of letters posted will be important.

By a comparison between the business, and population, and extent of territory of the two Governments, and a comparison between the number of letters posted in both countries, under the respective rates, an estimate of the probable increase of posted letters in this country, upon a *pro rata* reduction of postage, may be made; and that rate of postage may be ascertained, which will give the amount required to defray the expenses of the mail system of the United States.

If, however, it shall be the pleasure of Congress to follow the example of the British Government, by placing the expenditures of the department as an annual charge upon the public treasury, and by bringing to the aid of that treasury whatever of postage may be collected, the report of the number of letters which now pass through the mail can be of little consequence.

This change of system will simplify the operations of the service. The amount required for the service of each current year, in the opinion of each Congress, will be appropriated from the treasury. The postage collected will be paid into the treasury. The department, thus protected and sustained, will continue the sphere of its operations, limited only by the amount appropriated.

I have deemed it a duty to present to your view (entertaining a hope that you will submit it to Congress) this synopsis of facts, digested from the best sources within my possession, and leave the question of reduction of postage, without any recommendation of mine, to be decided by that department of the Government to which the people have wisely delegated the power.

If Congress should determine not to make the reduction of postage to the extent indicated by the views and published opinions of those who have agitated the subject, I would respectfully recommend, as I have done on former occasions, that the present rates of postage be so changed as to correspond with the coins of the United States.

There is a large class of printed matter, such as handbills, the prospectus of a newspaper, prices current, the drawings of lotteries, proof-sheets, &c., now charged with letter postage, which ought not to pay higher rates than newspapers and pamphlets. A just discrimination between newspapers, as to size or weight, should be made in the imposition of postage.

The franking privilege, if not abolished altogether, should in some way be restricted, and its abuse checked.

There are other modifications of the existing laws which will no doubt present themselves to the consideration of Congress, whose enactments, whatever they may be, will be administered, so far as that duty shall be devolved on me, in the same spirit in which they may be passed—with a view singly to promote the intentions of Congress, and to advance and extend the usefulness of this department to every section of the country.

I am, sir, with great respect, yours,

C. A. WICKLIFFE.

To the PRESIDENT OF THE UNITED STATES.

Table of mail service, for the year ending June 30, 1843, as exhibited by the state of the arrangements at the close of the year.*

State and Territory.	Length of routes.	Annual transportation and rate of cost.			Total annual transportation.	Total annual rate of cost.			
		On horse.	In coaches.	By railroad and steamboat.					
	Miles.	Miles.	Miles.	Miles.					
Maine	3,911	290,211	\$14,624	702,000	\$51,823	36,400	\$5,000	1,029,511	\$71,447
New Hampshire	2,279	115,784	4,380	466,000	36,651	73,632	2,338	655,481	43,999
Vermont	2,101	130,161	5,858	583,266	40,151	(c)		713,430	46,009
Massachusetts	3,371	172,710	7,401	914,815	64,350	510,556	59,993	1,598,081	131,749
Rhode Island	318	15,111	905	66,456	4,350	39,352	4,800	111,852	10,115
Connecticut	1,924	116,404	5,131	444,874	31,976	299,329	11,261	770,638	51,371
New York	13,018	881,141	40,011	2,903,685	211,481	991,238	100,811	4,778,061	352,329
New Jersey	2,024	102,271	4,034	408,821	22,056	230,228	35,036	731,321	62,330
Pennsylvania	10,328	979,062	45,152	1,612,711	103,331	429,056	38,354	3,030,862	187,437
Delaware	619	48,785	2,424	100,324	5,875	(b)		158,110	8,303
Maryland	2,335	230,320	13,289	293,400	34,575	373,290	94,371	887,010	117,235
Virginia	11,740	1,123,582	58,769	779,594	67,086	434,284	73,898	2,386,460	199,753
North Carolina	6,945	592,748	31,890	689,922	65,762	313,810	53,843	1,616,510	151,495
South Carolina	4,490	287,824	21,212	498,788	66,736	143,968	31,400	936,581	122,378
Georgia	6,587	416,491	31,578	781,923	85,139	229,108	44,954	1,448,525	171,671
Florida	1,735	85,174	9,123	107,604	28,173	77,106	6,900	269,884	44,194
Ohio	11,577	917,593	43,295	1,834,181	139,599	305,262	11,722	2,977,036	194,607
Michigan	3,522	274,498	12,319	367,952	17,216	111,252	11,100	756,702	40,675
Indiana	6,362	562,924	21,005	612,768	41,683			1,175,692	68,688
Illinois	7,027	262,071	21,368	1,060,680	95,619	35,776	4,234	1,458,530	121,269
Wisconsin	1,511	112,008	7,351	83,831	4,883			195,812	12,234
Iowa	413	69,680	3,345	57,512	3,573			127,192	6,919
Missouri	7,809	470,128	25,783	536,732	37,053	390,000	(c) 6,240	1,386,850	61,081
Kentucky	7,425	535,000	23,315	731,822	78,331	547,772	(d) 28,920	1,814,604	130,566
Tennessee	6,761	540,276	21,712	694,761	77,323			1,239,400	96,065
Alabama	6,133	540,138	35,782	622,110	109,273	144,848	(e) 73,000	1,289,386	918,035
Mississippi	4,478	553,018	39,292	391,930	50,599	38,061	5,699	914,002	95,580
Arkansas	3,372	387,232	25,343	112,944	18,462	31,200	10,000	531,376	53,625
Louisiana	1,925	211,536	23,276	7,484	2,100	45,210	12,600	264,264	37,976
	142,295	11,146,229	602,064	18,114,171	1,611,568	5,692,402	733,687	35,252,805	2,947,319

A additional expenses of mail agencies incident to the railroad and steamboat mails, and payable under the head of transportation, \$24,065.(f)

* A change has been adopted in the preparation of this table to make it conform to the mode of keeping the accounts in the Auditor's office, and occasional reports from this office, turned from time to time. The entire service and pay of the route is 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. This change is necessary, to prevent the accruing discrepancies that must appear in every instance, and which are liable to be taken as evidence of gross error in the statement.

NOTES.

- (a) The steamboat route on Lake Champlain is under a New York number.
 (b) The Baltimore, Wilmington, and Philadelphia railroad, is under a Maryland number.
 (c) This embraces the steamboat service from St. Louis to New Orleans.
 (d) This embraces the steamboat service from Louisville to Cincinnati, and from Louisville to New Orleans.
 (e) This includes the route from Mobile to New Orleans.
 (f) The other expenditures incident to transportation, such as amounts paid for ship, steamboat, and way-letters, dock, &c., are not included in this table, because they are the subjects of separate appropriation and account.

S. R. HOBBIE,
First Assistant Postmaster General.

POST OFFICE DEPARTMENT,
Contract Office, Nov. 4, 1843.

SIR: From the foregoing table, the following results appear:

That the cost of mail-service, including the agencies incident to the railroad and steamboat routes, was less for the last, than the preceding year, by \$134,499; whilst the transportation throughout the year was greater by 416,814 miles:

That the average cost of transporting the mail was $8\frac{1}{2}$ cents per mile; on the horse routes, $5\frac{1}{2}$ cents; on the coach-routes, $8\frac{1}{2}$; and on the railroad and steamboat routes, $12\frac{1}{2}$ cents:

That the railroad and steamboat mail-service constitutes about 16 per cent. of the whole service in the extent of annual transportation, and over 24 per cent. in cost; the coach transportation 52 per cent. of service, and 54 per cent. of cost; the horse conveyance about 31 per cent. of service, and 20 per cent. of cost.

The changes in the service during the year ending June 30, 1843, may be expressed, in totals, as follows:

Curtailment ordered	-	-	-	-	\$132,253 00
Saving effected under the new contracts, as finally estimated in the northwestern and southwestern sections, which went into operation on July 1, 1842	-	-	-	-	100,831 00
					<hr/> 233,084 00
Additional and new service ordered	-	-	-	-	98,585 00
					<hr/>
Reduction	-	-	-	-	\$134,499 00
					<hr/> <hr/>

It is to be observed, that the above amounts, and all amounts given in this report, are stated by the entire year, and not from the dates when the allowance or the curtailment was made. They do not embrace the deductions made for failures of service; nor, on the other hand, the allowances of the month's extra pay where service is discontinued. The books of the Auditor only can give the precise amounts, as modified by the dates, and the other circumstances alluded to. It may be generally assumed that the sum, whether of addition or reduction, will appear less on the Auditor's books, than in this estimate of it by annual amounts.

The last annual letting of mail-contracts was for the section composed of Virginia, North Carolina, South Carolina, Georgia, and Florida; and the service, under the new contracts then awarded, commenced with the current contract year. There have also been let to contract numerous routes throughout the United States, created by a recent act of Congress, the service on which has gone into operation since July 1, 1843. This service has not yet been fully adjusted; but an examination into the first quarter's operation shows:—

That the additional and new service since 1st July last, (\$28,108 of which is for the new routes created by Congress,) indicates an additional expense, for the year, of	-	\$41,300 00
That the service in the southern section has been re-let at less than the cost of last year		
by about	-	\$7,500 00
And the orders of curtailments amount to	-	21,883 00
		<hr/> \$29,383 00

showing, thus far, an annual increase of expense of transportation for the present over the last year, of \$11,917.

The advance in the price of railroad and steamboat transportation in the southern section has been so great as nearly to absorb the entire saving effected upon the coach and horse routes at the last letting. The cost of railroad and steamboat service since July 1st, 1843, is \$62,838 more than during the last year: \$58,838 of this increase arises upon the railroad and steamboat routes of the southern section alone. A detailed statement of this species of service in the United States, as it stands under the arrangements of the current year, is subjoined.

Agreeably to your request, I append the schedules of departure and arrival of the mail on the two great routes, from Washington to New Orleans, and from Washington to Cincinnati.

Respectfully submitted :

S. R. HOBBS,

First Assistant Postmaster General.

Hon. C. A. WICKLIFFE,
Postmaster General.

Statement of railroad mail service, as in operation November 4, 1843.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of weekly trips.	Annual cost.	Annual cost in each State.	Remarks.
Maine	86	Portland to Portsmouth	35	Miles.	12	-	\$5,000 00	
New Hampshire	301	Concord to Lowell	49	-	12	-	2,958 00	
Massachusetts	101	Boston to Portsmouth	54	-	13	\$10,068 50	-	Embracing side supply.
Do	102	Boston to Dorset	67	-	6	5,969 00	-	Embracing side supply, and extending 7 miles further, to the junction with the Portsmouth railroad, without additional pay.
Do	211	Boston to Lowell	36	-	18	3,600 00	-	
Do	111	Boston to Worcester	45	-	13	8,500 00	-	
Do	418	Boston to Providence	43	-	18	7,006 00	-	Embracing side supply.
Do	443	Worcester to Springfield	35	-	13	8,250 00	-	
Do	481	Mansfield to Taunton	12	-	12	1,500 00	-	
Do	486	Taunton to New Bedford	21	-	12	2,100 00	-	
Do	518	Springfield to Albany	100	-	6	10,000 00	56,993 50	
Rhode Island	part 801	Providence to Stonington	-	48	6	Estimated proportion.	4,600 00	With right to six weekly trips more.
Connecticut	651	Hartford to New Haven	36	-	11	6,319 00	-	
Do	681	Norwich to Worcester	59	-	6	4,000 00	-	
Do	702	Bridgport to West Stockbridge.	96	-	6	3,945 00	-	
New York	818	Jamaica to Huntington	27	-	3	180 00	11,261 0	Brooklyn to Jamaica is under contract for coach service. The department has no official evidence whether service is performed on railroad or not.
Do	874	Hudson to Pittsfield	42	-	3	2,000 00	-	Embracing branches to Lebanon Springs, daily, part of the year, and to West Stockbridge.
Do	912	Albany to Schenectady	16	-	{ 13.8 months 71.4 months }	{ 3,300 00 }	-	
Do	935	Troy to Schenectady	14	-	6	212 00	-	The daily mail service between Ithaca and Owego, 29 1/2 miles, contracted to coach conveyance, is understood to be performed on railroad during the summer season.
Do	969	Schenectady to Utica	78	-	{ 13.8 months 71.4 months }	{ 15,600 00 }	-	
Do	971	Schenectady to Saratoga Springs.	22	-	7	1,325 00	-	
Do	1004	Utica to Syracuse	53	-	{ 13.8 months 71.4 months }	{ 9,275 00 }	-	
Do	1038	Syracuse to Auburn	26	-	{ 13.8 months 71.1 months }	{ 4,275 00 }	-	
Do	1082 & 1119	Auburn to Rochester	78	-	{ 13.8 months 71.4 months }	{ 13,650 00 }	-	Embracing supply of side office.
Do	1165	Rochester to Batavia	33	-	{ 13.8 months 71.4 months }	{ 4,950 00 }	-	
Do	part 1165	Batavia to Attica	10	-	{ 13.8 months 71.4 months }	-	-	Amount not yet finally adjusted.
Do	1173	Attica to Buffalo	30	-	{ 13.8 months 71.4 months }	{ 3,800 00 }	-	Embracing supply of side offices.
Do	1191	Lockport to Lewiston	20	-	7	1,060 00	-	
Do	part 1191	Buffalo to Youngstown	35	-	7	1,100 00	-	Residue 2-horse coach service, and remainder of compensation \$750.
Do	1229	Junction railroad to Skaneateles.	5	-	7	300 00	-	
Do	part 1260	Pierpont to Goshen	45	-	6	1,286 00	-	
Do	-	Extended to South Middletown.	7	-	6	200 00	-	
New Jersey	1301	New York to New Brunswick.	36	511	11	11,789 00	62,353 00	
Do	1301a	New Brunswick to Philadelphia.	54	-	11	-	-	Railroad service is performed between Elizabethtown and Somerville, about 26 miles, 6 times a week, which is embraced in a coach contract.
Do	1365	Trenton to Philadelphia	30	-	11	20,878 00	-	
Do	1302	New York to Paterson	17	-	12	1,385 00	-	
Do	1314	Newark to Morristown	12	-	12	1,565 00	-	Extension to New York included.
Pennsylvania	1401	Philadelphia to Columbia	82	155	14	16,400 00	35,636 00	
Do	1406	Philadelphia to Pottsville	98	-	7	6,875 00	-	
Do	1416	Philadelphia to Westchester	33	-	12	420 00	-	

State.	Number of route.	Terminal.	Distance.	Total distance in each State.	Number of weekly trips.	Annual cost.	Annual cost in each State.	Remarks.
Pennsylvania	1175	Lancaster to Chambersburg	35	Miles.	7	\$19,000 00	-	Contractors run 14 times a week, and, it is said, apply to this route more pay than \$12,000, taken from their other route.
Do	1514	Hagerstown to Chambersburg	30	-	6	1,114 00	-	
Do	1616	Summit to Johnstown	33	-	3	360 00	-	
Do	1710	Williamsport to Ralton	25	-	6	1,386 00	-	
				365			\$34,354 00	
Maryland	1901	Baltimore to Philadelphia	99	-	13 1/2 months	30,600 00	-	Part of the trip, a portion of the year, in steamboats.
Do	1902	Baltimore to Washington	40	-	11 1/2 months	12,500 00	-	
Do	1903	Baltimore to Cumberland	179	-	7	43,935 00	-	
Do	1907	Baltimore to Columbia	71	-	6	6,246 00	-	
Do	1910	Junction of Baltimore railroad to Annapolis	96	-	6	1,400 00	-	
Ohio	2182	Monroeville to Sandusky	417	15	3	-	91,371 00	There is railroad service from Sandusky south to Belleview, 3 times a week, 15 miles, and still further, (but the distance is unknown to the department,) which is covered by a coach contract.
							400 00	
Virginia	2120	Junction to Gordonsville	50	-	7	1,500 00	-	
Do	2122	Richmond to Aquia	75	-	7	19,500 00	-	
Do	2424	Richmond to Petersburg	241	-	7	5,818 50	-	Contract not executed. Embraces side supply and special service.
Do	2426	Petersburg to Cuy Point	12	-	7	500 00	-	Contract not executed.
Do	2429	Petersburg to Weldon	64	-	7	15,800 00	-	Contract not executed.
Do	2453	Norfolk to Weldon	80	-	7	8,000 00	-	Contract not executed.
Do	2519	Winchester to Harper's Ferry	32	337 1/2	6	3,300 00	56,718 50	
North Carolina	2801	Raleigh to Gaston	67	-	7	8,700 00	-	* Estimated for the railroad part of the route; contract not executed.
Do	2822	Weldon to Wilmington	160	-	7	37,500 00	-	
South Carolina	3104	Columbia to Branchville	68	217	7	8,187 50	16,200 00	
Do	3125	Charleston to Augusta	139	-	7	33,012 50	-	
Georgia	3251	Augusta to Madison, with a branch to Warrenton	106	207	7 1/2	25,525 00	41,300 00	Contract not executed.
Do	3256	Savannah to Macon	192	-	7 1/2	20,580 00	-	
Do	3283	Macon to Griffin	58	-	6	5,000 00	-	
Do	3295	Union Point to Athens	41	-	6	3,600 00	-	
Florida	3510	Tallahassee to Port Leon	79	400 1/2	3	-	51,705 00	There is railroad service 3 times a week, 32 miles and back, between Madison and Seipio, in Indiana, embraced in a coach contract.
Michigan	3602	Detroit to Jackson	79	26	6	5,000 00	900 00	
Do	3604	Detroit to Pontiac	25	-	6	1,500 00	-	
Do	3616	Toledo to Adrian	33	-	6	1,700 00	-	
Kentucky	-	-	-	137	-	-	8,200 00	Embracing side supply.
Alabama	5118	Decatur to Tusculumbia	44	-	6	-	-	
Mississippi	5605	Jackson to Vicksburg	53	-	6	5,300 00	3,000 00	
Do	5612	Bolton's Depot to Raymond	7	60	6	389 00	5,609 00	
				3,714 1/2			551,752 00	

Statement of steamboat mail service, as in operation November 4, 1843.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of weekly trips.	Annual cost.	Annual cost in each State.	Remarks.
			Miles.	Miles.				
Massachusetts	505	New Bedford to Nantucket	65	65	6	-	\$3,000	From November 25 to March 25, service is by packet from Wood's Hole to Nantucket.
New York	part 801	New York to Sonington	125	-	6	\$10,700	-	In winter, 3 times a week, with other service, to make the whole equivalent to 6 times a week the year through.
Do	802	New York to Norwich	142	-	6	4,239	-	
Do	803	New York to New Haven	80	-	6	8,000	-	With right to send mails to Hartford, when run by the proprietor of this line.
Do	807	New York to Tompkinsville	8	-	6	156	-	
Do	810	New York to Troy	139	-	Daily, & part of the year 6 additional.	15,000	-	Steamboat service on Crooked lake, about 25 miles and back, daily, is embraced in a coach contract, No. 1113.
Do	950	White Hall to St. John's	150	-	6	1,500	-	
Do	1103	Salubria to Geneva	38	-	6	2,139	-	Steamboat service on Chautauque lake, about 20 miles and back, 6 times a week, is also under coach contract, No. 1214.
Do	part 1850	New York to Piermont	25	727	6	714	42,448	
Ohio	9060	Buffalo, N. Y., to Detroit, Michigan	365	-	7	10,000	-	For season of navigation in 1843.
Do	9002	Wheeling to Steubenville Steubenville to Wellsburg	23 21	-	6 Gr. 4 months 3 1/2 months	1,322	-	Half pay of the route; during suspension of navigation, service is in four-horse coaches.
				429			11,322	
Virginia	2101	Washington to Aquia	54	-	7	12,752	-	
Do	2132	Richmond to Norfolk	150	-	3	1,200	-	Twice a week during January and February.
Do	2151	Norfolk to Baltimore	280	404	6	7,157	21,109	Contract not executed.
North Carolina	part 2522	Wilmington to Charleston	170	-	7	37,500	-	Estimated for steamboat part of route.
Do	2556	Franklin Depot to Plymouth	103	-	3	3,500	-	
Florida	3517	Chattahoochie to Apalachicola	150	273	2	5,500	41,000	Once a week during 4 months of the year.
Do	3528	Savannah to Pulaski	300	450	1	5,500	-	Contract not executed.
Michigan	3677	St. Joseph to Chicago	-	69	6	-	11,000	
Illinois	4184	Peoria to Ottawa	-	86	6	-	2,900	
Missouri	-	St. Louis to New Orleans	-	1,250	3	-	4,234	Part of a coach and steamboat route. This is paid by the trip, \$20 each way per trip.
Do	-	-	-	-	-	-	6,240	There is steamboat service twice a week between St. Louis and Keokuck, in Iowa, temporarily performed at present by way of experiment.
Kentucky	4634	Cincinnati to Louisville	132	-	7	5,000	-	
Do	4901	Louisville to New Orleans	1,445	1,540	6	23,920	28,920	Service engaged by the trip.
Alabama	5522	Mobile to New Orleans	-	164	7	-	70,000	There is steamboat service from Mobile to Buckton, 36 miles and back, daily, covered by a coach contract.
Arkansas	part 5506	Rock Roe to White river.	-	100	3	-	10,500	Part of a steamboat and coach route.
Louisiana	5931	St. Francisville to New Orleans	150	-	2	9,000	-	There is authority given to engage steamboat service twice to Alexandria, and once a week to Shreveport, at specific amount for the trip, at certain seasons of the year.
Do	5992	New Orleans to Covington	45	195	3	3,600	12,600	
				5,792	-	-	264,773	

Doc. No. 2.

Doc. No. 2.

No. 1—Continued.

RECAPITULATION.

	Miles.	Annual cost.
Railroad service - - - - -	3,714	\$531,752
Steamboat service - - - - -	5,792	364,773
Total - - - - -	9,506	796,525

S. R. HOBBIE,
First Assistant Postmaster General

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Doc. No. 2.

No. 1—Continued.

Schedules of departures and arrivals—Great Southern Route, daily.

Mail is to leave.	Mail is to arrive at	Miles.	Remarks.
GOING TRIP.			
Washington, D. C., at 5½ a. m. - - -	Aquia Creek, by 9½ a. m.* - - -	54	Steamboat.
Aquia Creek, Virginia, at 9½ a. m. - - -	Richmond, by 3½ p. m.* - - -	75	Railroad.
Richmond, at 4 p. m. - - -	Petersburg, by 6 p. m.* - - -	24½	Railroad.
Petersburg, at 6½ p. m. - - -	Weldon, by 4 a. m.* next day - - -	64	Railroad.
Weldon, N. C., at 1 a. m. - - -	Charleston, by 8½ a. m.* next day - - -	330	Steamboat and railroad.
Charleston, S. C., at 9 a. m. - - -	Augusta, by 7 p. m. - - -	139	Railroad.
Augusta, Georgia, at 7½ p. m. - - -	Madison, by 5 a. m. next day - - -	106	Railroad.
Madison, at 5½ a. m. - - -	Columbus, by 5½ a. m. next day - - -	141	Four-horse coaches.
Columbus, at 7½ a. m. - - -	Montgomery, by 11 p. m. - - -	88	Four-horse coaches.
Montgomery, Alabama, at 1½ p. m. - - -	Mobile, by 1 p. m. second day after - - -	193	Four-horse coaches.
Mobile, at 1 p. m. - - -	New Orleans, La., by 2 p. m. next day - - -	164	Steamboat.
	7 days 8½ hours.	1,374	
RETURN TRIP.			
New Orleans, at 11 a. m. - - -	Mobile, by 12 m. next day - - -	-	In the winter, 24 hours more time is allowed between Madison and Mobile, in both directions.
Mobile, at 1 p. m. - - -	Montgomery, by 1 a. m. second day after - - -	-	
Montgomery, at 1 a. m. - - -	Columbus, by 4 p. m. - - -	-	
Columbus, at 5 p. m. - - -	Madison, by 5 p. m. next day - - -	-	
Madison, at 6 p. m. - - -	Augusta, by 3½ a. m. next day - - -	-	
Augusta, at 5 a. m. - - -	Charleston, by 3 p. m. - - -	-	
Charleston, at 3½ p. m. - - -	Weldon, by 9½ p. m. next day.* - - -	-	
Weldon, at 9½ p. m. - - -	Petersburg, by 3½ p. m. next day.* - - -	-	
Petersburg, at 3½ a. m. - - -	Richmond, by 5½ a. m.* - - -	-	
Richmond, at 6 a. m. - - -	Aquia Creek, by 11½ a. m.* - - -	-	
Aquia Creek, at 12 m. - - -	Washington, by 4 p. m.* - - -	-	
	7 days 5 hours.		

The schedules marked thus (*) are fixed by order; contracts not yet executed.

Doc. No. 2.

711

No. 1—Continued.

Great Western Route—daily.

Mail is to leave.	Mail is to arrive at	Miles.	Remarks.
GOING TRIP.			
Washington, D. C., at 6 a. m.	Cumberland, by 9 p. m.	201	Railroad.
Cumberland, Md., at 10 p. m.	Wheeling, by 7 p. m., next day	133	Four-horse coaches.
Wheeling, Virginia, at 6 a. m., next day	Zanesville, by 4 p. m.	56	Four-horse coaches.
Zanesville, Ohio, at 5 p. m.	Columbus, by 4 a. m., next day	51	Four-horse coaches.
Columbus, at 3½ a. m.	Springfield, by 4 a. m.	43	Four-horse coaches.
Springfield, at 10½ a. m.	Cincinnati, by 4 a. m., next day	72	Four-horse coaches.
4 days 18½ hours.		579	
RETURN TRIP.			
Cincinnati, at 11 a. m.	Springfield, by 1½ a. m., next day	-	On account of great bulk and weight of mail, a second line is run, under assurance that it shall arrive at Wheeling in time to make connexions. The mail for Pittsburg, and beyond, is also sent over this route as far as Washington, Pennsylvania.
Springfield, at 2½ a. m.	Columbus, by 8½ a. m.	-	
Columbus, at 10½ a. m.	Zanesville, by 5½ p. m.	-	
Zanesville, at 7 p. m.	Wheeling, by 5½ a. m., next day	-	
Wheeling, at 8 a. m.	Cumberland, by 5 a. m., next day	-	
Cumberland, at 8 a. m.	Washington, by 11½ a. m., next day	-	
4 days 5½ hours.			

Between May 1 and November 1, the mail is to cross the Ohio immediately after its arrival and distribution at Wheeling, and the whole trip is to be performed in 3 days and 7½ hours.

CONTRACT OFFICE, November 4, 1843.

S. R. HOBBIE,
First Assistant Postmaster General.

No. 2.

OFFICE OF THE ATTORNEY GENERAL,
March 22, 1843.

SIR: Your letter of the 18th instant submits to me the following case: "Adams & Co., of New York and Boston, constitute a firm, engaged in what has assumed the name of a private express, between New York and Boston, and between those points and their post-towns. They are openly and avowedly the carriers of what they call packages, besides bundles of goods, samples, merchandise, &c., of light freight. They were seen, on the 15th December, 1842, to take letters sufficient to amount to three dollars, which amount they received for transporting them to [Boston.] Generally, these letters, packages, &c., are conveyed in the train of cars, and the steamboats which carry the mail, always over mail roads, or roads parallel thereto. These men, and others, are in the daily habit of doing this to such a degree as to threaten bankruptcy to the department.

"The evidence of this fact was furnished the district attorney of New York, accompanied by a request that he would institute prosecutions. He replies as in paper No. 3.

"If the facts be as stated, your official opinion is required, whether these men have not incurred the penalty imposed by the acts of Congress of 1825 and 1827?"

Opinion.

I have looked into the acts of 1825 and 1827, and, although they are certainly not drawn with all the precision and explicitness desirable in penal legislation, I have no doubt but that the case you have stated comes within the spirit and intent of the former, and constitutes an offence which it is impossible that you should suffer to pass without an effort to punish and arrest it.

The district attorney must be instructed to proceed, under the act of 1825, against all the parties concerned in this systematic fraud upon the revenue of the country. Should the courts, unexpectedly, rule that what is so clearly within the meaning of the law is not defined with the accuracy necessary in such cases, it will be your duty to bring the matter immediately to the view of Congress, in order that a complete remedy for so crying an evil be promptly adopted. But I am of opinion, on a full examination of the act of 1825, that no further legislation is needed in order to punish and prevent the class of offences in question.

It is plain, from secs. 6, 15, 17, and 19, that it is the duty of every owner and manager of a packet-ship, &c., either in the foreign or coasting trade, to deliver to the postmaster of the respective ports all letters, except those addressed to consignees and owners, &c.

It is unlawful, and a fraud upon the revenue, for any common carrier to be the bearer of any letters, except those of his employers, whether with or without recompense, but *not* in the latter case. By sec. 19, no stage, &c., no packet-boat, or other vessel, which regularly plies on a water declare to be a post-road shall convey letters, except such as relate to some part of the cargo. For the violation of this provision, the owner of the carriage or vessel shall incur a penalty of fifty dollars; and the person who has charge of such vessel or carriage may be prosecuted, under this section, and the property in his charge levied on and sold in

satisfaction of the penalty and costs of suit: "Provided, that it shall be lawful for any one to send letters by special messenger."

This provision is loosely worded, but it admits of no fair judicial construction but this: the only case excepted out of the provisions of this law, is that of a person sending letters by a messenger not generally engaged in such a service.

A messenger regularly going between two points, and taking any letters intrusted to him, for a fee, is not a special, but a general messenger, and, in every sense of the word, a common carrier. To except such a case, would be to make the law repugnant to itself. Suppose the owner or carrier of a boat to set up such an express, and everybody would see that it were a palpable evasion of the law. But if anybody else may do it, why should the owner or master alone be prohibited?

As to the vessel, &c., it can make no difference whether she carry the mail or not. The act is, in this respect, as comprehensive as possible—except that, if the master or owner of a steamboat which carried the mail for an adequate compensation from Government, should take part in, or connive at such a fraud upon the post-office, he would be doubly guilty, in law and morals.

As to the commercial partnership engaged in this violation of the law, I confess I was inclined to agree with Mr. Hoffman, until the 24th section of the act of 1825 was brought to my view. The words of that section appear to me directly to embrace their case.

With regard to the principles of interpretation applicable to laws intended to protect the revenue against fraud, I ought, perhaps, to add, that they are not subjected to the narrow rules formerly applied in the construction of penal statutes. In England, the very opposite principle is adopted, (*Edw. 289, the Adam.*) In our courts, such acts receive the same construction that would be put upon any other remedial legislation—that is, a fair, sensible, practical interpretation, without reference to any merely technical rule in favor of the accused.

The question is: Is it not plainly unlawful to set up a private post, for hire, on a post-road, defrauding the post office of its dues, and making it a mere burden on the honest classes of the community, to the advantage of interlopers and their customers?

It is manifest either that the post-office monopoly ought to be abolished for all, or the laws that protect it from invasion be indiscriminately enforced against all.

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

H. S. LEGARE.

Hon. C. A. WICKLIFFE,

Postmaster General.

No. 3.

U. S. ATTORNEY'S OFFICE,
New York, November 18, 1843.

SIR: I have the honor to enclose you a report of the case of the United States *vs.* Adams & Co. The trial lasted two days.

Through the activity and attention of General Eaton, we were able to present the facts to the jury much more strongly than I anticipated; for almost all our proof had to be eviscerated from reluctant witnesses.

Upon the facts I think we would have obtained a verdict; for the jury, in their written verdict, say that they find for the defendants, "because they believe that there is no law to convict them."

The construction given to the law by the court forbids any hope of future success, under it, against the defendants, either as principals, for conveying letters by their agents, or as aiding and procuring the boat to do so, unless done with the knowledge and consent of the owners of such boat.

I have formally excepted to the decision of the court, so that I may have the right to prepare a bill of exceptions, and bring a writ of error, if you shall think it advisable so to do.

Judge Thompson is too unwell to hold the next circuit, which commences on the last Monday of this month; and it will, therefore, be held by Judge Betts. The bill of exceptions could not, therefore, be argued before the spring circuit, which commences on the first Monday of April, 1844.

The judge's charge, as set forth in my report, is, I believe, substantially correct; omitting, of course, much that he said by way of illustration.

I also enclose two reports of the "Journal of Commerce" and the "Express." These reports, although inaccurate in many particulars, may serve to show the general view taken by the court of the law.

I am, very respectfully, your obedient servant,

O. HOFFMAN.

U. S. Attorney.

HON. CHARLES A. WICKLIFFE,

Postmaster General, &c.

In order to prevent any mistake, I requested the judge to write out the substance of his charge for me. The charge in my report is the one thus furnished by him. The clause respecting the liability of the defendants for the unauthorized acts of their agent, (which I have marked with brackets,) I found omitted (through inadvertence, probably) in the copy furnished by the judge. I have, therefore, inserted the substance of what he said from my notes.

Very respectfully, yours, &c..

O. HOFFMAN.

The United States

vs.

Alvin Adams and William B. Dinsmore.

} *United States District Court.*

This was an action of debt brought against the defendants to recover a penalty of \$50 for a violation of the acts of 1825 and 1827, relative to the Post Office Department.

The declaration contained six counts—charging the defendants with procuring, advising, and assisting the steamboat "New Haven" to carry letters contrary to the 19th and 24th sections of the act of 1825. In one of the counts these sections were recited, and the facts stated which brought the case within them. There was also a count on the third section of the act of 1827, for setting up a horse and foot post. The defendants pleaded the general issue. The cause was tried on the 15th and 16th days of November, 1843.

On the part of the United States :

James Gay was called as a witness, and testified that he was an agent of the Government in carrying the mail ; that, in December last, he saw Stevens, an agent of the defendants, receive on board the steamboat "New Haven" several letters, just before she left the wharf in New York ; that said Stevens received several bills, one of which was a two-dollar bill, with the letters, as compensation for taking them ; that one of the letters was directed "London," and was apparently sealed ; that the witness told Stevens he had no right to take letters ; that the said Stevens went on with the crate of Adams & Co. to Boston, had the keys thereof, and exercised control over them ; and that this was done on the day prior to the departure of the Cunard steamer from Boston.

The district attorney then called J. Howard, Henry C. Norton, Seth Lowe, Asa S. Crosby, and Jed Frye, as witnesses; the substance of whose testimony was, that Frye had received letters enclosed in packages by Adams & Co.'s express; that some of them had received letters not enclosed in a package, and had paid for such letter to the boy, or agent, who brought it; that such letters had an endorsement on them, "by Adams & Co.'s express." On being cross-examined, those witnesses who had received such letters, stated that they could not say that the letters were *actually brought* by Adams & Co.'s express line, as they were not personally acquainted either with them or their agents, nor did they know that the person who so brought the letters to their office was in their employ. And two of them further testified that they had applied to Adams & Co. to take letters, and had been refused.

The defendants then called George B. Fisher, who testified that he was in the employ of the defendants, as the conductor of their express; that Stevens, who had received the letters mentioned by the witnesses for the plaintiffs, acted as conductor for one day only, on account of witness's illness; that he was the book-keeper for Adams & Co.; that the conductors were instructed by Adams & Co. not to take letters; and that, at the office, they refused to receive letters to be carried by their express.

On being cross-examined, the witness testified that he had examined the books of Adams & Co., and that no entry was made therein of the money received by Stevens for taking the letters; and that if he had accounted with the defendants for the money so received, an entry would have been made in their books; the small packages were put in a valise, which was generally filled; witness, when acting as such conductor, has carried money contained in a sealed envelope, and delivered it to the person to whom it was directed, and been told by the person who received it, (after he had read the writing,) that it was all right, and had taken a receipt therefor; that he recollects carrying sums as small as ten dollars, and receiving a receipt therefor; that Adams & Co. charged a commission on money sent, according to the amount.

It was also proved by Cornelius Vanderbilt, the owner, and J. K. Dugan, the captain, of the steamboat New York, that they carried the crates of Adams & Co. by contract; that they were acquainted with the agents of Adams & Co., and had never seen any of them carry letters, nor seen letters delivered to them; and that they had no knowledge that Adams & Co. made a business of conveying letters, or that they carried letters.

The defendants then offered testimony to show the great public benefit received by these expresses, &c.

To rebut this testimony, it was proved by General Eaton, Col. Graham, the postmaster in New York, Mr. Green, the postmaster of Boston, and other witnesses connected with the post office, that these express lines had materially affected the revenue of the Post Office Department.

The testimony having closed,

The counsel for the defendants contended—

1st. That the plaintiffs must prove that the letters delivered to the agent were actually conveyed through to their place of destination.

2d. That if Adams & Co. had given directions to their agents not to receive or convey letters, they were not liable for the illegal acts of such agents, unless such acts were specifically and actually proved to have been done with their knowledge or consent; and

3d. That, upon the proof, the case did not fall within the provisions of the act; that, in order to sustain this penalty against the defendants, it must be shown that the steamboat was openly engaged in conveying letters with the knowledge and consent of the captain or owners, so as to make the captain or owners liable; and, *then*, that the defendants procured, aided, or assisted the captain or owners so to do, and co-operated with the owner or captain for such purpose.

Upon the part of the Government, it was contended—

1st. That it was not necessary to prove that the letters were actually carried through; that if they were delivered and received for that purpose, the law would imply that the conductor who so received them performed the duty he had undertaken.

2d. That it was proved that these packages almost always contained letters; that the defendants charged a commission upon money sent, according to its amount; that they were, therefore, aware that money was sent; that it had been proved by their own witness, (Fisher,) that money had been sent by him in as small an amount as ten dollars; that such money was enclosed in a paper, or letter, giving information to the person to whom it was directed and delivered, of the amount enclosed; that this was a letter within the meaning of the law; that the carrying these packages containing letters, and letters containing money, was so common and notorious, that the jury would believe that the acts of their agents were done with their knowledge and consent; and, if so, that they were then liable, notwithstanding the directions to their agents, which may or may not have been sincere.

3d. The district attorney contended that the 19th section of the act of 1825 declared that no stage or vessel should convey letters on any post-road, or any waters declared to be a post-road, &c.; that the offence prohibited was the *vessel's conveying letters*; that if the offence were committed by the vessel or stage, there were two classes of persons liable to a penalty for such offence, viz: the owner and captain of such vessel, or, under the 24th section, the persons who procured, advised, or assisted in the perpetration by the vessel of *the act forbidden*; that the provision in the 24th section, that the procurers or aiders shall be liable to the same penalties as the persons are subject to who actually perpetrated the act, was a mere reference to such liability, as a standard of punishment, and did not imply that the owner or captain must be liable before the aider or procurer could be made liable to the penalty; that if the vessel conveyed letters, although without the knowledge or consent of the captain or owner, such vessel *perpetrated the act forbidden by the law*, and that all who pro-

cured her to perpetrate this act, or aided or assisted her in doing so, were liable to the penalty; that it had been proved that the "New Haven" did convey letters on a post-route, and *perpetrate the act* forbidden by law, and that Adams & Co. did procure, aid, and assist her in so doing.

It was also submitted by the district attorney, whether the running their expresses, as a general business, was not setting up a "horse or foot post," within the spirit of the 3d section of the act of 1827, as the declaration contained counts also under this section.

The court then delivered the following charge :

Charge to the jury, delivered by Judge Betts, in the case of the United States vs. Adams & Co.

This case presents one of those questions which courts of justice are frequently required to solve,—whether a state of facts, or condition of things, not known at the passage of a penal law, is to be governed by the provisions of such law.

The acts relied upon to sustain the prosecution were passed in 1825 and 1827, and the defendants engaged in the business complained of about two years since. A similar branch of business had been publicly carried on by the parties, about six years before.

Some suggestions were made as to the sufficiency of the pleadings, in charging the defendants to be accessories to the offence, under the 24th section of the act of 1825, and in not averring directly that they violated the statutes as principal offenders: but it is unnecessary to notice this intimation, as I regard the pleadings to be as broad as the statutes, and you will dispose of the case on the assumption that the Government has sufficiently charged against the defendants *every act* that can amount to a violation of the post-office laws, in the transmission of letters.

On the part of the United States, it is averred that the defendants have violated the post-office laws by being concerned in carrying letters, in three ways.

1st. Enclosed in packages of merchandise or other articles.

2d. By carrying parcels of money, addressed from one place to another, and which necessarily imports that the parcels were accompanied by letters of advice. These letters are the same testified to by their agent, Fisher.

3d. By carrying a bundle of letters from New York to Boston, by their agent, Stevens, who received pay therefor.

It is contended on the part of the defendants, that these charges have not been proved, because the Government has not identified the papers carried by their agent, Stevens, or enclosed in packages, to be letters; or shown that Stevens, if he received letters, carried them over a post-route.

Any written communication, whether sealed or folded, transmitted from one person to another, is to be regarded as a letter within the post-office laws, and subject to postage; and for the purpose of applying the law to the case, I shall regard it as proved that mailable matters have been transported through the defendants' express, and by their agents, in the manner claimed by the Government; but that, when enclosed and carried in packages, they were placed there without the assent or knowledge of the defendants.

[The judge reviewed and commented upon the testimony applicable to

these several topics, but it is not thought necessary to spread that part of the charge over this report.]

1st. Does the prohibition of the statutes apply to carrying letters enclosed in the packages, boxes, or parcels conveyed by the defendants; they not knowing that the packages contain letters, and not receiving them to be conveyed as letters?

These packages are transported over the water route, on board the "New Haven" steamboat, in crates owned by the defendants, and placed on board for that purpose, and, in the same crates, over the railroads, after they leave the boat: and those crates may well be regarded as *vehicles*, within the description of the 19th section, if used by the defendants to convey letters as such, in the manner and with the limitations laid down by me as applicable to *vessels*.

There is some difficulty in connecting the provisions of the 24th section with the prohibitions of the 19th, so as to bring the defendants within them, if thus carrying these packages by the boat or railroads was a violation of the law; because the *procuring, advising, or assisting*, if any is proved, has no direct relation to the boat or her owners, but to arrangements between the defendants and those forwarding or receiving packages.

But, admitting that the defendants were liable to the same extent as the owners of the boat: I am of opinion that the transaction is not a violation of the act, unless the testimony shows something more than the carrying of letters concealed in packages, or about the persons of the defendants' agents.

The obvious import of the language limits it to acts of direct and intentional carrying of letters as such. The notorious practice of packet-boats, or other vessels, keeping letter-boxes, or receiving letters otherwise, to carry from port to port, and like arrangements in stages, and other vehicles, on or parallel with post-roads, were the mischiefs undoubtedly in view of Congress, because the terms of the act naturally apply to such a state of things, or method of transportation, and are unusual and inapt to describe or forbid letters being carried when concealed in trunks, boxes, or packages.

Nor could such language be, with propriety, understood as applying to the case of letters carried by individuals on board the boat, or vehicle, about their persons.

If Congress has the power to prohibit individuals carrying letters on post routes, on their persons, or in their trunks, or other packages, it has not in these statutes attempted to exercise such power; and courts of law cannot, in executing these acts, extend them beyond their plain provisions.

The defendants are not sued for carrying letters by themselves, or agents, about their persons, or for enclosing or concealing them in packages, and thus carrying them. Nor, as before stated, could they be; as there is nothing in the statute authorizing such an action. But these methods of transportation have been given in evidence, in support of the charge that they, in that way, procured, advised, or assisted the steamboat, or other vehicle, in conveying letters.

[The court further charged the jury, that if the agents (Fisher and Stevens) carried letters contrary to the directions of the defendants, the de-

defendants are not liable, inasmuch as the agents acted beyond the scope of their authority.]

There is no proof showing that the defendants have been any way concerned in setting up a foot or horse post for the conveyance of letters. This branch of the charge is accordingly unsupported. To constitute this offence, it must be made to appear that such post was set up to convey letters as a business, and the taking of letters by individuals on foot, or on horseback, in their casual passages over mail-roads, is no violation of the act of 1827. And, in this case, no evidence is produced that the defendants carried letters *themselves*, or by their agents, on foot or on horseback, at all.

The jury must accordingly acquit the defendants, unless they find, upon the testimony, that the steamboat, or other vehicle, conveyed letters within the meaning of the law, as expounded by the court, and that the defendants procured or advised the illegal act to be done.

No. 4.

POST OFFICE DEPARTMENT,
September 1, 1843.

SIR: The many complaints, and numerous official reports, made by the agents of the department and postmasters, of the continued violation of the post office laws, by persons carrying, for pay, letters, newspapers, and mail matter over and upon mail-roads, and often in the vehicle employed by the department to transport the mail, and the reduction in the revenue, owing, in no small degree, to the existence and increase of this abuse, have suggested the propriety of addressing you this letter. It is hoped, when your attention is called to the law, and the nature of your obligation to the department, that you will exercise the power you have, not only to protect the department against the inroads upon its rights, but to give a vigilant attention to the fulfilment of your engagements as a contractor for carrying the mail.

The power to establish a post office, and to carry a mail, is granted by the constitution to the Congress of the United States. This grant of power is full, and, consequently, exclusive. No State can establish a post office, or run a mail line; neither can any citizen do so.

Congress, by the act of 1825, section 19, has expressly declared "that no stage, or other vehicle, which regularly performs trips on a post-road, or on a road parallel to it, shall convey letters; nor shall any packet-boat, or other vessel, which regularly plies on a water declared to be a post-road," convey letters, "except such as relate to some part of the cargo. For a violation of this provision, the owner of the carriage, or other vehicle, or vessel, shall incur the penalty of fifty dollars," &c.

The 3d section of the act of 1827 declares "that no person, other than the Postmaster General, or his authorized agents, shall set up any foot or horse post, for the conveyance of letters and *packets* upon any post-road which is, or may be, established as such by law." The person so offending shall, upon conviction, be fined fifty dollars.

The 30th section of the act of 1825 provides that "the Postmaster General, in any contract he may enter into for the conveyance of the mail,

may authorize the person with whom such contract is to be made to carry newspapers, magazines, and pamphlets, other than those conveyed in the mail: *Provided*, That no preference shall be given to the publisher of one newspaper over that of another in the same place."

The 24th section of the same act provides that any person "who shall procure and advise, or assist in, the doing or perpetration of any of the *acts* or crimes by this act forbidden, shall be subject to the same penalties and punishments as the persons are subject to who shall actually do or perpetrate any of the said acts or crimes," &c.

These are the provisions of law which pertain to the subject; from which it clearly appears, 1st. That it is unlawful for any person to run a post, no matter that it be called an "express," or "agency," either by land, by horse or foot, in stage or railroad car, or, by water, in a steamboat or other vessel for the conveyance of mail-matter. 2d. That it is equally unlawful, whether such person shall run his own vehicle, steamboat, or railroad car, or shall obtain the privilege to run the post or express in the stage, car, or steamboat of another; more especially if that other is a mail-contractor. The person who is engaged in this business—he who aids, assists, or employs such person, (the owner of the vehicle)—are all equally guilty of a violation of law.

It is no part of my business to defend and justify the propriety of the acts of Congress made to protect the revenue of the department. If such task, however, were imposed upon me, as an executive officer, it would not be one of difficult performance.

In vain would the Government hope to derive a revenue for its support from an impost upon foreign merchandise, without laws to prohibit and punish smuggling. The smuggler receives no sympathy when he is detected, because he is engaged in cheating the Government out of its just due, and defrauding the honest importer.

It has been the policy of the United States to place the Post Office Department upon its own resources—to require it to raise, by postage, the means to defray its expenses. To do this, a rate of postage upon letters and newspapers has been fixed by law, and the Postmaster General is required to see this law executed. If violated, like him at the head of the customs, he is bound to have prosecuted its violators. In what differs the turpitude of the act (except in amount) of him who cheats, by violating the revenue law, the Government out of its just dues, by smuggling, and of him who cheats the same Government out of its postage by a willful violation of the post office law? In the one case, the honest importer is defrauded; in the other, he who faithfully pays his postage and obeys the law is injured, the department deprived of its revenue, and unable to extend its useful operations with the growing wants of the community.

In aid of these general remarks, and besides calling to your notice the laws above referred to, I beg leave to refer you to the stipulations of your bond to this department, by which it will be seen that you have covenanted not to transport any person or persons engaged in carrying mail-matter out of the mail.

When complaints have been made to some contractors of a violation of law in the above particulars, but little heed has been given; and the answer most generally returned, is, that they do not *know* of such violation. A little attention and wholesome instruction to your agents would enable you to detect these violators.

That these agents or expresses carry matter daily, which, by law, should go in the mail, I presume there can exist no doubt. Under what terms they pass and repass over your road, is unknown to me. You have a right to inquire. May I not hope for your united effort to protect the revenue of the department?

A practice has grown up of sending newspapers in the cars and steamboats employed to transport the mail. This is a right claimed by some editors: others have addressed letters to their subscribers, and invited them to receive their papers in this way, in preference to the mail. This is a subject which has given rise to no small portion of abusive denunciation of the head of this department.

This right is claimed for the cheap or penny papers, as they are called. The laws of Congress have made no distinction between newspapers. The postage is imposed upon all newspapers, without regard to their size or price, and all alike must share the same fate in the mail.

It is true the act of 1825 has authorized the Postmaster General, *in making contracts for the transportation of the mail*, to authorize the contractor, under certain conditions, to carry newspapers out of the mail. Without such privilege, no such right exists; and the contractor who carries them violates his contract with the department.

This privilege, when granted, should constitute an ingredient in the contract.

That such a privilege, upon many of the railroad and steamboat routes, and indeed upon other routes, would be advantageous alike to the publisher and the public, is conceded; but it must be granted upon application, and on specific terms. If, therefore, any publisher wishes to convey newspapers over your line, out of the mail, he should make application to you, state the name and number of papers, daily or otherwise; and, upon your report and application to this department, the terms upon which it can be done will be made known; which terms will be equally applicable to all papers.

You are requested to report to this department, when known to you or your agent, monthly, the name and number of newspapers which are daily transported over your line, by your agents, out of the mail, and between what places.

I am, respectfully, yours,
C. A. WICKLIFFE,
Postmaster General.

No. 5.

ATTORNEY GENERAL'S OFFICE,
November 13, 1843.

SIR: I have carefully examined and considered the circular issued by the Postmaster General, under date of the 1st of September, 1843, addressed to the contractors for the transportation of the mail, and the acts of Congress to which reference is therein made; and am of opinion, upon the question submitted to me:

First. That, under the laws of the United States, it is not competent for any stage, or other vehicle, which regularly performs trips on a post-road, or

on a road parallel to such post-road, to convey letters ; nor does such authority exist to warrant such conveyance to be made by any packet-boat, or other vessel which regularly plies on a water declared to be a post-road, with the exception of letters that relate to the cargo, or some part thereof, transported by such packet-boat or other vessel.

Second. That it is not competent to any person or persons, other than the Postmaster General, or his authorized agents, to set up any foot or horse post, for the conveyance of any letters or packets, upon any post-road established by law.

Third. That the term "packets," used in the acts of Congress, and in the last foregoing proposition, includes *newspapers* : for the conveyance of which, therefore, no foot or horse post can be legally employed, except by the Postmaster General and his agents, upon any post-road established by law ; and,

Fourth. That contractors employed in the transportation of the mail have no authority to carry any newspapers, magazines, and pamphlets, other than in the mail, except by the authority of the Postmaster General, and in pursuance of a contract made for that purpose.

The first proposition I have stated substantially in the terms of the 19th section of the act of the 3d March, 1825, entitled "An act to reduce into one the several acts establishing and regulating the Post Office Department."

The second is sustained by the clear and unequivocal language of the 3d section of the act of the 2d of March, 1827, entitled "An act amendatory of the act regulating the Post Office Department."

The third affirms that the term "packets," used in the act last referred to, includes newspapers ; and this will be rendered apparent, apart from the meaning of the term, by a collation of the provisions of the act of 1827, with those of pre-existing laws upon the same subject, but which are not now in force.

The 14th section of the act of the 20th February, 1792, enacts, "That if any person, other than the Postmaster General, or his deputies, or persons by them employed, shall take up, receive, order, despatch, convey, carry, or deliver, any letter or letters, *packet or packets, other than newspapers*, for hire or reward, or shall be concerned in setting up any foot or horse post, wagon, or other carriage, by or in which any letter or packet shall be carried for hire, on any established post-road, or any packet or other vessel, or boat, or any conveyance whatever, whereby the revenue of the General Post Office may be injured, any person so offending shall forfeit, for every such offence, the sum of two hundred dollars."

The same provision, substantially, is found in the 14th section of the act of the 8th of May, 1794, which prohibited the establishment upon private authority of "any foot or horse post, stage, wagon, or other stage-carriage, on any established post-road, or any packet-boat or other vessel to ply regularly between one place and another, between which a regular communication by water should be established by the United States, and the conveyance thereby of any letter or packet, *other than newspapers, magazines, or pamphlets*," &c.

The act of the 2d of March, 1799, contains the same prohibition re-enacted by its 12th section, in almost the same terms, and excepting from

the operation of the prohibitory clause as to letters or packets, "*newspapers, magazines, or pamphlets.*"

So also by the 16th section of the act of 30th April, 1810, the like prohibition is imposed upon the establishment of private foot or horse posts, &c., for the conveyance, upon the routes designated, of letters or packets, "*other than newspapers, magazines, or pamphlets.*"

As the law stood, therefore, when the act of the 3d of March, 1825, was passed, it is quite clear that, whilst "no private foot or horse post, stage, wagon, or other stage-carriage, or sleigh, on any established post-road, or from one post-town to another post town, or on any road adjacent or parallel to an established post-road, or any packet-boat, or other vessel to ply regularly from one place to another, between which a regular communication should have been established by the United States," for the conveyance of *letters*, could have been set up; "*newspapers, magazines, or pamphlets*" might, in virtue of the exception in the laws referred to, have been so conveyed; and as the act of 1825 made no provision whatever upon the subject of private posts, and repealed all pre-existing laws "for the establishment and regulation of the General Post Office," the right to establish such private posts then existed, without restriction.

The act of 1827, however, revived the prohibition to which I have referred, *without* the exception of "*newspapers, magazines, or pamphlets,*" contained in previous laws; extending its restrictive operation to all "foot or horse posts, for the conveyance of letters or packets, (all packets,) upon any post-road which is or may be established by law." The 19th section of the act of 1825 had inhibited the conveyance of letters by stages or other vehicles, or by packets or other vessels, under private authority; and the additional enactment of 1827 extends the inhibition to foot and horse posts upon post-roads, and embraces within its interdict the conveyance of letters and packets, omitting the exception of "*newspapers, magazines, or pamphlets.*"

The *fourth proposition* refers to the restrictions imposed on contractors who are forbidden to carry *newspapers, magazines, or pamphlets*, other than in the mail, except by the authority of the Postmaster General, and in pursuance of contracts made for that purpose. This is specially provided by the 30th section of the act of 1825, which, in this respect, is but a transcript of the 22d section of the act of 1792, the 22d section of the act of 1794, and the 27th section of the act of 1810.

The restraints and prohibitions to which I have referred are qualified, however, by the 19th section of the act of 1825, as they were by all the previous laws, by the salutary proviso: "*that it shall be lawful for any one to send letters by special messenger.*"

In thus briefly responding to the inquiries propounded by you, I have cautiously abstained from the expression of any opinion as to the policy of the enactments for the regulation of the Post Office Department. I have sought only to ascertain what those laws are, leaving it to the proper authorities to amend them, if believed by them to be defective. Until changed by those competent thus to deal with them, I need not say that it is the duty of the Executive to enforce all their provisions.

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

JOHN NELSON.

To the PRESIDENT.

No. 6.

A comparative statement of the number of letters (including franks, during the existence of the franking privilege) delivered in the United Kingdom, in one week of each calendar month, beginning with November, 1839, and ending with the present time.

Weeks ending	England and Wales.				Total Ireland.	Total Scotland.	Total United Kingdom.	
	Country offices.	London inland, foreign, and ship.	London district post.	Total England & Wales.				
1839.								
21 November	- 764,935	229,292	258,747	1,252,977	179,931	153,065	1,585,973	
22 December	- 963,616	279,457	340,693	1,583,766	225,899	199,032	2,008,687	
1840.								
January	-	Not ascertained.						
23 February	-	1,658,002	431,298	406,476	2,495,776	349,928	353,933	3,199,637
22 March	-	1,607,431	416,887	386,689	2,411,007	321,163	337,326	3,069,496
25 April*	-	1,505,609	410,270	390,989	2,306,868	328,071	319,921	2,954,866
24 May	-	1,588,809	449,333	418,926	2,457,068	338,407	342,560	3,138,035
21 June	-	1,629,123	454,376	441,818	2,525,317	343,761	352,098	3,221,206
19 July	-	1,674,410	452,418	400,753	2,527,611	338,495	356,817	3,222,923
23 August	-	1,746,257	461,689	343,317	2,551,293	315,831	369,436	3,266,560
20 September	-	1,811,213	450,871	340,232	2,602,316	350,318	364,419	3,319,053
25 October	-	1,821,711	472,802	387,818	2,682,361	369,297	366,121	3,417,779
22 November	-	1,805,325	492,574	387,282	2,685,181	385,672	385,262	3,456,115
20 December	-	1,782,579	491,264	405,153	2,678,996	381,306	375,024	3,435,326
1841.								
24 January	-	1,929,661	519,625	467,910	2,917,226	386,555	380,242	3,684,023
21 February†	-	2,133,197	547,621	534,147	3,184,965	460,380	444,819	4,090,164
21 March	-	1,950,501	531,960	447,766	2,930,227	389,877	401,351	3,721,455
25 April	-	1,899,485	511,061	451,601	2,865,150	389,989	389,568	3,644,707
23 May	-	1,908,188	546,170	452,864	2,907,222	391,332	400,581	3,699,135
20 June	-	1,911,452	540,099	506,911	2,958,462	396,374	418,300	3,773,136
25 July	-	2,001,546	522,290	437,471	2,961,307	383,549	401,152	3,746,008
22 August	-	1,994,305	531,773	384,506	2,910,584	377,141	410,224	3,697,949
19 September	-	1,999,372	532,075	378,241	2,909,691	389,696	396,233	3,695,620
24 October	-	2,041,335	551,711	404,271	2,997,317	404,689	407,118	3,809,124
21 November	-	2,029,370	561,481	435,602	3,029,453	403,421	413,248	3,846,122
19 December	-	2,062,129	554,990	458,459	3,075,578	425,681	437,496	3,938,755
1842.								
23 January	-	2,165,323	567,636	481,206	3,214,165	421,273	423,215	4,058,653
20 February†	-	2,385,607	581,571	522,634	3,489,812	486,909	471,763	4,448,484
20 March	-	2,100,176	560,433	448,195	3,108,804	403,711	451,768	3,964,286
24 April	-	2,061,679	579,332	455,279	3,096,290	428,782	404,411	3,929,513

* Easter week.

† Week of the valentines.

GENERAL POST OFFICE, May 21, 1842.

W. L. MABERLY, Secretary.

An account showing the gross and net post office revenue, and the cost of management, for the United Kingdom, for each of the years ending January 5, 1839, 1840, 1841, and 1842; excluding from the account, whether of gross revenue or cost of management, any advances that may have been made by the English to the Irish post office, and advances to the money order office.

Year ending Jan. 5.	Gross revenue.*			Cost of man- agement.†			Net revenue.			Postage charg'd. on Government departments.			Net revenue, exclusive of char- ges on the Govern- ment departments.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1839	2,346,278	0	9½	686,768	3	6½	1,659,509	17	2½	45,156	0	11	1,611,353	16	3½
1840	2,390,763	10	1½	756,999	7	4	1,633,764	2	9½	44,277	13	4	1,589,486	9	5½
1841	1,342,604	5	2	858,677	0	5½	483,927	4	8½	90,761	3	2	393,166	1	6½
1842	1,495,510	9	0½	938,168	19	7½	557,371	9	5½	113,255	15	10	441,115	13	7½

* Namely, the gross receipts, after deducting the returns for "refused letters," &c.

† Including all payments out of the revenue, in its progress to the exchequer, except advances to the money order office.

: This year includes one month of the fourpenny rate.

GENERAL POST OFFICE, *May* 23, 1842.

C. T. COURT,
Accountant general.

Organization of the Army of the United States, 1843.

	Major general.	Brigadier general.	Adjutant general.	Assistant adjutant general (majors by brevet.)	Assistant adjutant general (captains by brevet.)	Inspector general.	Quartermaster general.	Assistant quartermaster general.	Deputy quartermaster general.	Quartermasters.	Assistant quartermasters.	Commissary general of subsistence.	Assistant commissary general of subsistence.	Commissaries of subsistence (majors.)	Commissaries of subsistence (captains.)	Surgeon general.	Surgeon.	Assistant surgeon.	Paymaster general.	Paymasters.	Military storekeepers.	Colonels.	Lieutenant colonels.	Majors.	Adjutants.	Captains.	First lieutenants.	Second lieutenants.	Sergeant majors.	Quartermaster sergeants.	Sergeants.	Corporals.	Principal musicians.	Chief buglers.	Buglers.	Musicians.	Farriers and blacksmiths.	Artificers.	Enlisted men of ordnance.	Privates.	Total commissioned.	Total non-commissioned officers, musicians, artificers, and privates.	Aggregate.							
General staff -	1	1	1	2	4	1	1	1	2	4	28	1	1	2	4	1	20	50			15	1	1	1	1	12	10	10	12														56	56						
Medical department -																										10	10	10	10																	71	71			
Pay department -																										10	10	10	10																	16	16			
Purchasing department -																										10	10	10	10																	2	2			
Corps of engineers -																										10	10	10	10																	43	43			
Corps of topographical engineers -																										10	10	10	10																	36	36			
Ordnance department -																										10	10	10	10																	25	25			
Regiment of dragoons -																										10	10	10	10	10	40	40	1	2	20		10					500	34	615	649	615 dragoons—enlisted men.				
1st regiment of artillery -																										10	20	10	10	10	40	40					20	20					420	43	542	586				
2d regiment of artillery -																										10	20	10	10	10	40	40					20	20					420	43	542	586				
3d regiment of artillery -																										10	20	10	10	10	40	40					20	20					420	43	542	586				
4th regiment of artillery -																										10	20	10	10	10	40	40					20	20					420	43	542	586				
Aggregate of artillery -																										40	80	40	40	40	160	160					80	80					1,680	172	2,168	2,340	2,168 artillery—enlisted men.			
1st regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
2d regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
3d regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
4th regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
5th regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
6th regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
7th regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
8th regiment of infantry -																										10	10	10	10	10	40	40	2				20						420	33	524	557				
Aggregate of infantry -																										80	60	80	80	80	320	320	16				160						3,360	264	4,192	4,456	4,192 infantry—enlisted men.			
Regiment of riflemen -																										10	10	10	10	10	40	40	1	2	20		10						500	34	615	649	615 riflemen—enlisted men.			
Aggregate -	1	2	1	2	4	1	1	1	2	4	28	1	1	2	4	1	20	50			15	1	1	1	1	12	10	10	12																	6,010	716	7,680	8,613	7,590, Total non-commissioned officers, musicians, artificers, and privates.

* General staff officers of these respective grades, being taken from the line of the army, and accounted for in their several regiments, are not included in the aggregate of 8,613.

The law authorizes the appointment of an unlimited number of assistant commissaries of subsistence from the subalterns of the line, according to the necessities of the service.

† There being no change made by law, in the organization of the late second regiment of dragoons, when "converted into a regiment of riflemen," after the 4th of March, 1843, (under the act of August 26, 1842,) the original dragoon organization is necessarily retained; but, the farriers and blacksmiths, not being wanted in a "regiment of riflemen," they have been discharged from the service, although not so required by law.

ADJUTANT GENERAL'S OFFICE, Washington, November 30, 1843.

R. JONES, Adjutant General U. S. Army.

HEADQUARTERS OF THE ARMY, Washington, November 30, 1843.

WINFIELD SCOTT.

General Return of the Army of the United States, from the latest returns, corrected at the Adjutant General's Office.

[illegible]

* The staff officers of these grades being taken from the line of the army, and accounted for in their respective regiments, are not included in the grand aggregate.

The law authorizes the appointment of an unlimited number of assistant commissaries of subsistence.

The number of non-commissioned officers, musicians, artificers, and private, in the several regiments of dragoons, artillery, infantry, and riflemen, according to the last returns received, is 7,911; which, including the West Point detachment of 111, and other small detachments and recruits, (86,) make an excess over the ultimate standard fixed by the act of August 23, 1842, (7,500,) of 251 men. This excess will disappear, it is estimated, by the 31st of December.

ADJUTANT GENERAL'S OFFICE, *Washington, November 30, 1843.*

R. JONES, *Adjutant General U. S. Army.*

HEADQUARTERS OF THE ARMY, *Washington, November 30, 1843.*

WINFIELD SCOTT.

Position and distribution of the Troops of the United States.

Commanders of Military Departments.	Posts.	Situation.	Permanent commanders.	Regiments.	Number of companies.	PRESENT.												ABSENT.					PRESENT AND ABSENT.			Remarks.																																																																																																																																																																															
						Brigadier general.	Assistant adjutant general.	Aids de camp.	Colonels.	Lieutenant colonels.	Majors.	Adjutants.	Quartermasters.	Assistant quartermasters.	Communicaries of subsistence.	Surgeons.	Assistant surgeons.	Captains.	Subalterns.	Non-commissioned officers, musicians, artificers, and privates.	Total commissioned.	Aggregate.	Field officers.	Surgeons.	Assistant surgeons.		Captains.	Subalterns.	Non-commissioned officers, musicians, artificers, and privates.	Total commissioned.	Aggregate.	Commissioned officers.	Non-commissioned officers, musicians, artificers, and privates.	Aggregate.																																																																																																																																																																							
MILITARY DEPARTMENT No. 1, commanded by Brevet Brigadier General M. A. Arbutnot, Bay of St. Louis, and Baton Rouge, Louisiana.	Fort Pickens Fort McRee Fort Morgan Fort Pike Fort Wood Fort Jackson New Orleans barracks Baton Rouge barracks Fort Jessa	Pensacola, Florida Mobile Point, Alabama Petite Coquille, Louisiana Chef Mreleur, Louisiana Near New Orleans, Louisiana New Orleans, Louisiana Baton Rouge, Louisiana Near Natchitoches, Louisiana	Major J. Brown Captain E. S. Hawkins Captain Francis Lee Brevet Major G. I. Rains Brevet Brigadier General M. Arbutnot Lieutenant Colonel W. Whistler Colonel D. E. Twigg	Department staff 7th infantry 7th infantry 7th infantry 7th infantry 7th infantry 7th infantry Regiment tidemen	9 1 1 1 1 1 1 7	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1	1 1 1 1 1 1

REMARKS

TH. LAWSON, *Surgeon General.*

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