

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 7, 1846.

SIR: The general interest felt in the operation of the act of the 3d of March, 1845, on the revenues and expenditures of the Post Office Department, induced me to direct the Auditor to prepare a quarterly statement of them, from its re-organization in 1836 to the 30th of June last. The tables accompany this report, marked A and B.

From table A it appears that the annual average income, from the 1st of July, 1836, to the 30th of June, 1845, amounted to the sum of - - - \$4,364,624 65

Whilst the income for the year ending the 30th of June, 1846, the first under the new law, amounted to - - - 3,487,199 35

Making a loss of revenue, the first year under the new law, when compared with the annual average of the nine preceding years, of - - - - - 877,425 30

And making a loss of revenue, the first year under the new law, as compared with the preceding, of - - - 802,642 45

The revenues, as above stated, include the postages paid on matter which went free through the mails prior to the passage of the late law, of which no account was kept prior to the commencement of the last fiscal year. This diminution of the revenues of the department arises principally from the loss on letter postage, which, when compared with that of the preceding year, amounted to \$778,533 64; being the entire loss sustained by the department, except \$24,108 81.

No inconsiderable portion of this deficiency in the revenues of the past year may be traced to other causes than a reduction of the rates of postage by the act of the 3d. of March, 1845.

First. Expresses still continue to be run between the principal cities with as much regularity as the mails, and, it is believed, collect and transport letters for pay, out of the mails, in great numbers. The penalty provided by law for the commission of such offences can rarely be enforced for the want of sufficient proof. The writer, the receiver, and the carrier, refuse to testify against each other, because, by so doing, they may subject themselves to a similar penalty. The agents of the department have no authority to arrest the offenders, and seize upon their bags or trunks, and have them examined before a proper tribunal, though morally certain that they contain letters; and hence convictions seldom take place, and if they do, a recovery of the money after judgment, from inability of such offenders to pay, is as uncertain as the convictions.

Second. Advantage is taken of that provision of the law which limits

the weight of a single letter to half an ounce, to cover the correspondence of third persons; and even packages of letters addressed to different individuals are collected together and placed under a single cover, and directed to some third person for distribution, by which means, one hundred letters thus enveloped, weighing eight ounces, are charged, under 300 miles, 80 cents, and over 300, \$1 60; when the department is entitled to receive, under the law, five or ten dollars, according to the distance. These practices can seldom be detected, and when detected, the only penalty is the payment of the true postage. The department is thus compelled to pay for the transportation, whilst those who collect and distribute receive the profits.

Third. Advantage is taken of that provision of the law which authorizes letters in relation to the cargo to be taken over mail routes free of postage, to cover correspondence in relation to other matters. They are generally marked on the outside of the letter, "*in relation to the cargo,*" free. Agents are unable to detect the imposition; those engaged in the practice refuse to disclose the facts, and the carriers are themselves often ignorant of the truth of the case, and the offenders escape with impunity. If that privilege had been restricted to the bills of lading, or open letters relating to the cargo, much abuse would have been avoided on the principal railroad and steamboat routes.

Fourth. Transient newspapers, advertisements, printed or lithographed circulars, in great numbers, are addressed to postmasters and others not ordering them, which are not called for, and, if called for, refused to be taken from the offices.

These and similar practices to evade the payment of postage, with the immense mass of dead letters, averaging annually between one and a half and two millions in number, encumber the mails unnecessarily, and without any profit to the department.

To remedy these evils, I respectfully suggest that the law be so amended as to make the single letter weigh one-quarter instead of the half ounce, except in the case of a letter weighing less than half an ounce, and written upon a single sheet of paper.

That the same power be given to the Post Office Department to prevent a violation of its revenue laws, as is now given the Secretary of the Treasury against smugglers.

That all letters passing over mail routes which relate to the cargo, be free when they are unsealed, and subject to the inspection of the post office agent when fraud is suspected.

And that the postage on newspapers be so adjusted as to approach more nearly the cost of transportation and delivery, and be made more equal and just between the publishers. This may be accomplished without any material interference with the policy of disseminating intelligence among the people by their general circulation. When this policy was first adopted newspapers were few in number, and published in the principal cities, and low postages seemed necessary to secure the object; and the rates were fixed without much regard to the size or weight, or the distance they were to be transported, whilst the letter postage was made high, so as to cover the expense of the transportation of both. The reasons upon which this policy was founded have, in some measure, ceased. Newspapers are now published in the principal villages throughout the Union, and fur-

nish the means of information to almost every neighborhood. The injustice to written correspondence, by taxing it with the transportation of newspapers, has been partially removed by the reduction of the rates of letter postage. From this act of justice, an injury has resulted to the community at large, by transferring the cost of transporting newspapers upon the general revenues. No satisfactory reason now exists why those who buy and sell newspapers should have the cost of transportation paid out of the revenues collected from the great body of the people.

The low postages on papers, without regard to size, weight, or the distance to be taken, operate unfairly between the publishers themselves, by enabling those papers published in large commercial cities to compete with the village press for circulation in their respective localities, whilst the sending papers free for thirty miles from the place of publication counteracts to some extent this advantage—each alike unjust to the other, and both unjust to the community, as the burden of both is thrown upon the treasury.

As an act of justice between the publishers themselves, the rates of postage should be regulated according to the size or weight of the paper, and the distance to be carried, reserving the right to them of taking their own papers over mail routes out of the mails; and as an act of justice to the community, these rates should be so high as to cover any deficiency which the reduced rates of postage on letters may make, so as to render the income of the department equal to its expenditures.

Transient newspapers, or those sent by others than the publishers to the subscribers, as they are usually sent in lieu of letters, should be rated higher than other newspapers.

All printed matter passing through the mails should be prepaid, and all letters be prepaid, or rated with double postage. Some such amendments of the late law are believed to be necessary, to give the cheap postage system a fair trial, by securing to the department its legitimate revenues; and if adopted by Congress, it is confidently believed, from the reductions which have been made in the two sections already let to contract, and anticipated savings in the other two sections, with a proper economy in the other branches of the service, that there will be no need of calling upon the treasury for further aid after the 1st of July, 1848, when the whole service will be placed under the new law.

Table B exhibits the expenditures quarterly under the appropriate heads. From this it will be seen that the annual average expenditure from the 1st of July, 1836, to the 30th of June, 1845, amounted to	\$4,499,593 58
And the expenditure for the year ending the 30th of June, 1846, (the first year under the new law,) to the sum of	4,084,297 22

Making a reduction for the first year, under the new law, when compared with the annual average expenditure of the nine preceding years, of	415,296 36
And when compared with the expenditures of the previous year, a reduction of	236,434 77

The whole expenditure for the year ending 30th of June, 1846, amounted to	\$4,084,297 22
The income for the same time, including the postages paid by the different branches of the executive government, amounted to	3,487,199 35
Leaving a deficiency of revenue of	597,097 87
The deficiency was supplied by drafts from the treasury, as the service required	650,000 00
Leaving a balance in hand on the 1st of July, of the moneys drawn from the treasury during the fiscal year, of	52,902 23

The tables submitted by the First Assistant Postmaster General accompany this report, marked C, 1, 2, 3, and furnish many minute and interesting details of the service.

The mail service of the United States, exclusive of Texas, is performed by 3,530 contractors on 4,285 post routes; the aggregate length of which is 149,679 miles. Its transportation throughout the year ending the 30th of June last, amounted to 37,398,414 miles; and the engagements for said transportation, stated by the year, amounted to \$2,665,078.

This exceeds the amount of service rendered the preceding year, in the length of routes, 5,739 miles, and in the annual transportation of the mails, 1,764,145 miles; but it is less than the expense of the preceding year by the sum of \$202,913. There is, however, \$4,893 excess in the cost of mail agencies for the last over the preceding year, and about \$9,189 for four and a half months' transportation of mails in Texas, from the 16th of February to the 30th of June, 1846, to be deducted from this difference; which would leave the cost of last year's service at the rate of \$188,831 a year less than that of the preceding year.

This saving is not produced by retrenchments in the service; for whilst the retrenchments ordered during said year, amount, when stated by their annual results, to about \$45,000, the new and improved service, exclusive of that in Texas, amounts to about \$72,000, of which \$31,000 is the cost of the new routes put in operation under the post route act of March 3, 1845.

It is the saving effected in the reletting of the contracts in New England and New York that produces the reduction in the cost of the last year's service; and also the amount that the new and additional service costs over and above the retrenchments ordered during the year.

And I am gratified to state that a saving in a ratio equally as great is effected in the reletting of the mails in the northwestern and southwestern States and Territories, the service under which has gone into operation since the close of the last contract year. Comparing the cost under the present contracts in that section of the Union, stated by the year, with those that expired on the 30th of June last, there appears a reduction of \$323,901 per annum, being a saving of 33 per cent. This, as in the case of the New England and New York contracts, is not produced by the curtailments of the service, but by the reduction in the rates at which the contracts were taken. So far from lessening the amount of accommodation which the mails dispensed, except in reducing the grade from coach

to horse conveyance, whenever required by the special provision in the new postage act of 1845, the department has, in the new contracts, increased the frequency and despatch of the mails.

The mails have been expedited one business day between New York city and New Orleans, and 24 hours from Washington to St. Louis and Nashville, by the way of Louisville; 55 hours to St. Louis, by Springfield and Dayton. Daily lines have been established between Montgomery, Alabama, and Vicksburg, by Jackson; from the end of the Georgia railroad to Memphis, by Tusculumbia and Holly Springs; and to Nashville, by the way of Huntsville, and a tri-weekly to Knoxville. A similar increase in speed and frequency of trips has been given to other sections in proportion to the importance of the routes, which is sufficiently shown by the increase of transportation over a million and a half of miles during the year.

The operation of the act of 1845 has been favorable to the revenues of the department, by a reduction in the cost of transportation in the two sections of the Union let to contract under it. The regulation of the department which compelled an underbidder to take the stock of an old contractor, was repealed, and the contracts were directed to be given to the lowest bidder without regard to the means of transportation, other than what was necessary for the "due celerity, certainty, and security of the mails." These provisions enlarged the field of competition for the service, and caused a reduction in the cost. While the revenues of the department have been benefited by these provisions, the service has been occasionally greatly impaired. The department has been compelled, in many instances, to reject the bids of contractors of established reputation, well known to it for their energy and efficiency, as well as ability to perform the service, and accept in lieu of them new and inexperienced ones, wholly unknown to the service, and of doubtful means, when there was but a difference of a few dollars in their bids. The provision of the law introduced a species of bidding and contract, until that time unknown to the service, by which the bidder proposed to take the mails with "due celerity, certainty, and security," reserving to himself the right to use any mode of conveyance that his interest might require; thus taking from the department the right to prescribe a specific mode of transportation, which had always before been exercised. In many instances the department was constrained to accept that form of service, especially from old contractors who had their stock on the road, in consequence of the great difference between that and other bids where a specific mode of conveyance was proposed. The effect has been frequent failures to execute contracts as required, or to put the lines in operation according to their propositions; and, when put in operation, an inability, in some instances, to keep up the service, and changes and uncertainty in the mode of transportation. These have produced failures and irregularity in the delivering of the mails, causing much complaint in some sections of the country, and occasioning great trouble and increased expense to the department before new contractors could be obtained. These evils were more sensibly felt at the recent lettings, because of the great distance of portions of the section from the seat of government, and the unavoidable delay in sending through the mails the acceptances to contractors, receiving their replies, and making provision for the new service in the cases of failure.

Notwithstanding the inconvenience to the department, experienced in putting into operation these provisions of the law, and the complaints

produced by it, they are wise and salutary in counteracting, to some extent, a spirit of monopoly, and in keeping the expenses of the department within proper bounds.

The deductions from the pay of contractors for failures and irregularities in the performance of mail service, for the year ending 30th of June last, amounted to \$26,273 54.

The service in Texas has not been satisfactorily performed. Upon the passage of the act of May 29, 1846, establishing post routes in Texas, the late Postmaster General of Texas, Daniel J. Toler, was appointed the special agent of the department, and despatched with proper instructions, to put the routes in operation, and superintend the service generally. A contract was made with Charles Morgan, to transport the mails from New Orleans to Galveston and back, once in every five days, in ocean steamers. The Galveston and New York were engaged in the performance of this service, when the New York was lost in a storm, on the gulf. The agent, Toler, was on board, and reported the loss of his papers connected with the service, which had been prepared for the department. The other vessel, the Galveston, it is understood, has been much engaged in the transportation of troops and supplies to the Rio Grande. Irregularity in the delivery of the mails at Galveston ensued. Independently of this, great derangement of the mail service existed in other parts of Texas, and was justly the cause of much complaint. So soon as the department was informed of this state of things, which information was greatly delayed from some unknown cause, a second agent was despatched to Texas, with proper instructions for the regulation of the service; and the postmaster at New Orleans was directed to forward the mails to Galveston whenever opportunity occurred, under the provisions of the 17th and 18th sections of the act of 1825. The facts of the case did not seem to warrant an annulment of so favorable a contract as the one with Mr. Morgan, who, it is expected, will, at no distant day, supply the place of the New York, and cause the service to be again regularly performed. Recent reports from the agents induce the belief that the whole service in Texas will be soon in operation, as authorized by the act of Congress.

On the 30th of June, 1846, there were 14,601 post offices. Eight hundred and seventy-seven new offices were established during the year, and 459 discontinued, making an increase of 418 offices during the year. On this day the number is 14,793.

There were appointed during the year 4,958 postmasters, of whom 2,905 were appointed in consequence of resignations or deaths; 301 in consequence of change of sites of the offices; 877 by the establishment of new offices; 871 by removals; 4 where commissions expired and were not renewed.

Near one-third of the offices in the United States has been voluntarily vacated, since the passage of the act of the 3d of March, 1845. This, in a great degree, is attributable to the increased labor in the offices, and the diminished compensation to postmasters, produced by it. Prior to the passage of that law, a certain per centum on the proceeds of the offices was given to the postmasters as a compensation for their services, and for the payment of the expenses of their offices, including rent, fuel, pay of clerks, &c., together with the franking privilege. The latter was much more valued by many holding the smaller offices, than the pecuniary consideration allowed them. This mode of paying the expenses of the offices

from the commissions allowed to the postmasters, was the best that could have been adopted to secure proper economy in their management. The commissions allowed to postmasters, by the 14th section of the act of 1825, as the postages were regulated, were an ample if not liberal compensation for the services performed by them, particularly in the larger offices. The act of 3d of March, 1845, abolished the franking privilege, and left their commissions as regulated by the act of 1825. The reduction of the rates of postage increased the business of their offices, in some cases, more than double, and at the same time diminished the revenue of the offices, and the commissions of the postmasters: thus doubling their labor and diminishing their compensation. They were thereby deprived of the means of employing the additional assistants which the increased business of their offices required, and even of the ability to retain the number at the same price, engaged in the service prior to the passage of the law; and hence, within the first month after that law went into operation, four hundred and seventy-seven resignations were received at the department.

The construction placed upon the act by the Attorney General, which was communicated to Congress with my annual report, enabled the department to increase their compensation to the same amount they had received the preceding year, and had the effect of arresting, in some degree, the resignations which were going on: so that, in the month of August, they numbered only 265, and in September 228—making 970 resignations in the first quarter. This order of the department only enabled them to continue the same number of assistants at the same compensation which they had prior to the passage of the law, which was not greater than the business of the offices required, and wholly inadequate to the performance of their increased duties. An accurate opinion may be formed of the reduced amount of compensation by a comparison of the revenues of some of the principal offices for a few years past.

	1842.	1843.	1844.	1845.	1846.
New York -	\$344,771	\$323,599	\$323,450	\$294,511	\$191,691
Philadelphia -	167,879	148,787	150,711	139,748	88,182
Baltimore -	84,980	81,122	81,721	84,360	42,038

There are no returns made to the department by which the increased business of the offices can be correctly ascertained. Some idea, however, may be formed by comparing the weight of all the mails sent from the above-named offices, which was taken for one week, in June, 1838, under the order of one of my predecessors; with the weight of the mails sent upon railroad and steamboat routes only, taken under my order for one week, in the month of May last.

Weight of the mails sent from the New York office for one week, in June, 1838 - - - - - 19,221 lbs.
 Weight of the mails sent from the Philadelphia office for one week, in June, 1838 - - - - - 20,849 "

Weight of the mails sent from the Baltimore office for one week, in June, 1838	2,720 lbs.
	<hr/> 42,790 " <hr/>
Weight of the mails sent from the New York office for one week, upon the railroad and steamboat routes	60,002 "
Weight of the mails sent from the Philadelphia office for one week, upon the railroad routes	48,287 "
Weight of the mails sent from the Baltimore office for one week, upon the railroad routes, estimated	20,000 "

There can be no doubt that the business in the offices has greatly increased—perhaps in a greater ratio than the compensation of postmasters has been reduced, in consequence of the low rates of postage under the act of 1845 ; and yet the postmasters are left, for their compensation and the expenses of their offices, to the per centum allowed by the act of 1825, deprived of the franking privilege, and unable even to receive official letters free, without the trouble and expense of returning them as vouchers, accompanied by an affidavit, to the auditor for settlement. It is of the utmost importance to the community that the offices, distributed as they are in every neighborhood, and intimately connected with every interest, should be under the control of men of integrity, qualified to discharge the duties with accuracy and promptitude. It cannot be expected that such men will give their time and attention to the discharge of these duties without a reasonable compensation. The omission of the act of 1845 to provide an increased compensation proportioned to the increased labors has deprived the department of the services of many of its most efficient officers, and still prevents, in many cases, individuals qualified for the discharge of these duties from accepting them.

It is a duty which I owe to the public to call attention to the express which has heretofore been run, and will, probably, be again, during the business season at New Orleans. At seasons of the year when much advantage can be derived from the exclusive possession of early commercial intelligence, a private express is run over that part of the mail route which is covered by coach conveyance, between Atalanta, in Georgia, and Mobile. The matter to be conveyed is forwarded from New York through the mails to Atalanta or Montgomery, in Alabama ; and is despatched by a relay of horses with more than double the expedition that can be given to the mail stage, conveying daily its thousands of pounds. By the time the mail coaches reach Mobile, the express, if run from Montgomery, overtakes the mail of the preceding day, gaining 24 hours ; if from Atalanta, gaining 48 hours, and proceeds in the mail-boat to New Orleans. The matter said to be taken generally consists of a single newspaper, containing intelligence of the foreign markets, brought to Boston by the English steamers. In addition to the time gained by the express, it is obvious that much more may be secured by using the telegraph to Washington, from which place the intelligence may be forwarded before any portion of the mail, by the foreign steamers, can be delivered even in New York.

The department has been urged with much earnestness to establish a government express over that part of the mail route where the service is now performed in coaches. This is represented as the only mode by

which the private express can be put down, because it abstains from the transportation of written matter, for which alone the owner or carrier can be subjected to the penalties of the act of the 3d of March, 1845. The revenues of the department are not materially affected by the express. If the whole postage on the matter taken by it for a year was paid, it would not equal the expenses of such a line for a single day. Its effect on individual interest is far different. It gives the speculator undue advantage over the regular dealer. It enables the purchaser to defraud the seller in open market by obtaining his commodities at less than their value. If the right to take a newspaper over mail routes, out of the mails, for such purposes, be secured to the citizen by the act of the 3d of March, 1845, as is claimed, it may be questioned how far the government should interfere in its exercise by creating a competition against its own citizens, in their lawful pursuits and enterprises. If it be not secured, then it should be so declared, and the practice suppressed by the imposition of penalties sufficient to accomplish the object.

If such a line should be established by the government, it must necessarily be for the transmission of intelligence similar to that taken by the private express, and must be special and exclusive in its character, and limited to the use of a few, or it would be broken down by its own weight. There would then be two mail lines passing over the same route, one going with the utmost despatch for the benefit of a few, the other with the usual speed of travel for the community at large. The department cannot say what portion of the matter put in the mails shall be sent with great despatch, and what shall be taken with the common speed of the mails. It cannot so regulate the rates of postage as to charge more upon the mail matter taken with great speed, than is paid upon that which is taken with less. The postages, by the act of the 3d of March, 1845, are made uniform. If such a line should be established, the object of those urging it could not be accomplished. The use of the telegraph being under the control of private individuals, would enable those interested to communicate intelligence to New Orleans a day or two in advance of the letters brought by the foreign mails, with the utmost speed that could be given them. There would be no increase of the postages by its establishment, whilst the increased expenditure would not fall short of fifty thousand dollars annually, to be paid out of the treasury.

If the department had the power to establish such a line, and had yielded to the urgent solicitations for it, similar appeals would have been made in behalf of other important commercial points, and could not, with justice, have been declined, and thus the department would have been involved in heavy expenditures, which its present revenues would not justify.

It is the duty of the department to give the utmost expedition to the mails; but this is not performed by attempting a speed which all must see cannot be maintained as the law now stands, and which cannot be usefully undertaken until the department has the exclusive control of the telegraph, and is authorized to rate the postages so high as to exclude from the mails much of the matter that now gives weight to them.

Similar appeals were made to the department, during the last session of Congress, for the suppression of an express line, then in operation over the same part of this important route. Instructions were given to the agents of the department to refer the case to the district attorney for prosecution. For the reasons assigned in this report, no prosecution was instituted. The whole subject was then laid before the appropriate committees of

Congress. For these reasons I have declined establishing the express line which has been so anxiously sought by a portion of the citizens of New Orleans.

The contractors for the transportation of the mails between New York and Bremen, by ocean steamers, are rapidly progressing with the construction of the first vessel; and but little doubt is entertained that the service will be commenced early in the spring. From the reports of the agent appointed to inspect timbers, machinery, &c., the work has so far proved most satisfactory, and promises to add to the high reputation of the mechanics of this country for the judgment and skill exhibited in its construction.

The act of 3d of March, 1845, providing for the transportation of the mails between this and foreign countries, under which the contract was made with Edward Mills and his associates, seemed to contemplate the establishment of more lines than the one selected. Various propositions were received and communicated to Congress at its last session; among the number a line from Charleston, by Havana to Chagres, in steamers, and from Panama to Oregon, in sail or steam vessels, was recommended, and no action taken upon the subject. The clause in the act of the 19th of June, 1846, appropriating \$25,000 for the service between New York and Bremen, provides that "no further sum shall be diverted to any other object than the transportation of the mails within the United States." This has not been regarded as a repeal of the act of the 3d of March, 1845, but as an intimation of the wish of Congress that no further contract for foreign service should at this time be made under it. No further efforts have, therefore, been made to secure additional service, notwithstanding the anxious desire of the department to provide a direct communication with our settlements on the Pacific coast. Recent events in that remote region would seem to add to the importance, if not necessity, of the line, as proposed at the late session of Congress. The finances of the department, however, will not admit of its establishment, without the previous legislation of Congress.

The telegraph between this city and Baltimore has been kept regularly in operation until the 1st of December. A statement of the income and expenditures from the time it was placed under the control of the department, is herewith communicated, marked D.

Under the authority given at the last session of Congress, an arrangement has been made with Messrs. Vail and Rogers, the principal officers having charge of it, by which the line will be kept up until the 4th of March next, for its profits, and without further calls upon the treasury.

In my last annual communication, I brought to your notice this extraordinary invention of Professor Morse for the transmission of intelligence; its importance in all commercial transactions to those having the control of it; and to the government itself, particularly in a period of war. I then expressed the opinion that an instrument so powerful for good or for evil could not, with safety to the citizen, be permitted to remain in the hands of individuals, uncontrolled by law. Another year's experience gives additional weight to the opinions then expressed.

Telegraphic lines have been established from New York to Boston, Buffalo, Philadelphia, Baltimore, and Washington city; and others are in contemplation from this city, south, and from Buffalo, west, and will be extended to the principal cities of the Union in a few years. It now enables those controlling it to transmit intelligence instantaneously between

the different cities where it has been established, and to the important commercial points in the south and west, several days in advance of the mails. The evils which the community may suffer, or the benefits which individuals may derive from the possession of such an instrument, under the control of private associations or incorporated companies, not controlled by law, cannot be over estimated.

I may further add, that the department, created under the constitution, and designed to exercise exclusive power for the transmission of intelligence, must necessarily be superseded in much of its most important business in a few years, if the telegraph be permitted to remain under the control of individuals. It is the settled conviction of the undersigned that the public interest, as well as the safety of the citizen, requires that the government should get the exclusive control of it, by purchase, or that its use should be subjected to the restraints of law. Entertaining these opinions, I addressed a letter to the president of the association owning the patent right, to ascertain, as far as practicable, the probable cost, if Congress should be inclined to make the purchase. A copy of the reply is herewith communicated, marked E.

The association is willing to dispose of the right to the government, but is unwilling to enter into any negotiation upon the subject without authority first given by Congress. I also caused inquiries to be made, from the best sources of information, as to the cost of construction, the expense of keeping up the lines, the profits, and the capability of such lines for the transmission of intelligence. I have received replies, giving minute and detailed statements upon the subjects referred to, which remain on the files of the department for the use of Congress, should they be deemed necessary.

Very respectfully, your obedient servant,

C. JOHNSON.

To the PRESIDENT OF THE UNITED STATES.

A.

Statement of revenue of the Post Office Department under the several heads of receipts, from the 3d quarter of 1836 to the 2d quarter of 1846, inclusive.

Quarter.	Letter postage.	Newspapers and pamphlets.	Fines.	Miscellaneous receipts.	Quarterly receipts.	Annual receipts by fiscal years.
3d quarter of 1836 - - - - -	\$820, 961 82	\$98, 593 59	\$766 66	\$134, 313 81	\$1, 054, 635 88	
4th quarter of 1836 - - - - -	854, 506 75	104, 203 54	-	142 50	958, 852 79	
1st quarter of 1837 - - - - -	998, 014 95	114, 355 80	15 00	593 63	1, 112, 979 38	
2d quarter of 1837 - - - - -	1, 001, 350 65	108, 560 71	35 00	364 39	1, 110, 310 75	\$4, 236, 778 80
3d quarter of 1837 - - - - -	920, 060 42	108, 255 31	5 00	255 93	1, 028, 576 66	
4th quarter of 1837 - - - - -	899, 959 83	108, 800 42	110 00	782 13	1, 009, 652 38	
1st quarter of 1838 - - - - -	1, 008, 269 94	123, 858 46	50 00	1, 538 12	1, 139, 716 52	
2d quarter of 1838 - - - - -	947, 835 05	117, 823 54	50 00	1, 079 31	1, 066, 787 90	4, 238, 733 46
3d quarter of 1838 - - - - -	919, 636 03	121, 528 41	25 00	1, 330 80	1, 042, 520 24	
4th quarter of 1838 - - - - -	969, 195 92	121, 682 01	55 00	1, 222 05	1, 092, 154 98	
1st quarter of 1839 - - - - -	1, 073, 287 94	131, 116 54	55 00	451 90	1, 204, 911 38	
2d quarter of 1839 - - - - -	1, 014, 326 46	126, 545 73	160 00	4, 037 91	1, 145, 070 10	4, 484, 656 70
3d quarter of 1839 - - - - -	989, 694 75	127, 192 78	35 00	1, 907 22	1, 118, 829 75	
4th quarter of 1839 - - - - -	977, 318 46	127, 209 99	50 00	486 07	1, 105, 064 52	
1st quarter of 1840 - - - - -	1, 058, 034 89	138, 724 38	52 50	550 15	1, 197, 361 92	
2d quarter of 1840 - - - - -	978, 727 97	142, 102 46	122 50	1, 312 80	1, 122, 265 73	4, 543, 521 92
3d quarter of 1840 - - - - -	934, 821 81	159, 015 87	200 00	1, 053 02	1, 095, 090 70	
4th quarter of 1840 - - - - -	918, 389 04	141, 277 52	47 50	24, 184 49	1, 083, 898 55	
1st quarter of 1841 - - - - -	987, 563 22	134, 651 67	27 50	1, 890 38	1, 124, 132 77	
2d quarter of 1841 - - - - -	971, 964 54	131, 900 40	37 50	1, 301 81	1, 104, 604 25	4, 407, 726 27
3d quarter of 1841 - - - - -	951, 583 06	138, 097 05	82 50	1, 532 50	1, 091, 295 11	
4th quarter of 1841 - - - - -	960, 926 58	141, 011 94	140 00	3, 349 32	1, 105, 427 84	
Special appropriation, by the act of Sept'r 9, 1836 - - - - -	-	-	-	-	482, 657 00	
1st quarter of 1842 - - - - -	1, 048, 243 40	151, 810 54	300 50	547 78	1, 200, 902 23	
2d quarter of 1842 - - - - -	992, 562 16	141, 305 72	197 50	15, 159 10	1, 149, 224 48	5, 029, 506 65
3d quarter of 1842 - - - - -	937, 601 65	139, 280 90	82 50	1, 235 95	1, 078, 200 30	
4th quarter of 1842 - - - - -	926, 722 25	135, 758 45	162 50	8, 496 02	1, 071, 139 22	
1st quarter of 1843 - - - - -	955, 421 43	139, 089 58	92 50	4, 111 92	1, 098, 715 43	
2d quarter of 1843 - - - - -	918, 562 21	129, 149 16	67 50	391 61	1, 048, 170 48	4, 296, 225 43
3d quarter of 1843 - - - - -	879, 871 56	129, 272 70	50 00	1, 195 09	1, 010, 899 35	

4th quarter of 1843 -	-	-	-	-	900,248 04	130,809 51	47 50	4,732 73	1,035,837 78	
1st quarter of 1844 -	-	-	-	-	974,757 82	145,331 44	20 00	2,684 34	1,192,793 60	
2d quarter of 1844 -	-	-	-	-	921,284 11	144,330 18	17 50	2,635 31	1,068,267 10	4,237,287 88
3d quarter of 1844 -	-	-	-	-	880,757 39	162,666 80	5 00	1,787 66	1,045,216 85	
4th quarter of 1844 -	-	-	-	-	892,624 63	152,714 89	15 00	1,163 12	1,046,517 64	
1st quarter of 1845 -	-	-	-	-	988,741 22	152,254 47	30 00	3,789 01	1,144,814 70	
2d quarter of 1845 -	-	-	-	-	898,108 14	141,129 06	40 00	14,015 41	1,053,292 61	4,289,841 80
3d quarter of 1845 -	-	-	-	-	691,726 10	125,793 81	30 00	10,760 23	828,310 14	
4th quarter of 1845 -	-	-	-	-	674,691 86	131,120 41	47 50	12,468 12	818,327 89	
1st quarter of 1846 -	-	-	-	-	748,724 09	145,561 55	92 20	2,415 79	896,793 63	
2d quarter of 1846 -	-	-	-	-	766,555 69	159,666 72	65 00	17,480 28	943,767 69	3,487,199 26
Drawn of the special appropriation made by the act of March 3, 1845, section 21, during the year end- ing June 30, 1846 -					-	-	-	-	-	650,000 00

B.

Statement of expenditures of the Post Office Department, under the several specific heads, from the 3d quarter of 1836 to the 2d quarter of 1846, inclusive.

Quarter.	Compensation.	Ship, steam-boat, and way letters.	Transportation.	Wrapping paper.	Office furniture.	Advertising.	Mail bags.
3d quarter of 1836	\$214,155 10	\$7,000 94	\$539,646 80	\$5,934 93	\$1,051 58	\$8,706 69	\$11,337 22
4th quarter of 1836	212,694 04	8,953 75	485,294 99	5,145 47	1,051 55	12,565 12	11,399 03
1st quarter of 1837	235,016 39	5,793 16	504,522 63	5,358 23	1,734 62	7,571 60	18,558 56
2d quarter of 1837	236,087 06	6,430 81	552,321 28	6,011 08	1,837 87	15,892 24	16,456 02
3d quarter of 1837	232,062 37	11,330 60	600,111 03	7,602 32	1,469 35	12,252 79	18,733 59
4th quarter of 1837	221,384 08	9,177 57	711,687 73	6,714 46	1,434 83	18,690 67	13,059 40
1st quarter of 1838	250,567 40	5,382 92	777,846 28	5,534 03	1,801 54	7,682 91	16,539 84
2d quarter of 1838	239,126 24	9,621 27	870,929 33	3,136 97	1,787 56	5,985 64	12,814 00
3d quarter of 1838	239,203 85	10,444 14	830,696 87	3,478 84	1,228 05	9,312 18	7,565 38
4th quarter of 1838	237,466 22	12,785 92	786,128 97	9,106 83	1,190 62	10,586 64	13,903 16
1st quarter of 1839	261,796 42	7,217 27	801,288 53	3,536 85	1,351 90	6,596 17	10,363 84
2d quarter of 1839	249,489 79	11,513 97	756,498 02	3,713 68	1,204 14	8,844 97	14,100 90
3d quarter of 1839	254,669 71	12,072 97	843,483 22	3,923 60	1,284 59	16,477 38	11,086 31
4th quarter of 1839	246,397 17	11,228 12	773,372 43	4,105 61	1,664 74	9,296 91	6,954 20
1st quarter of 1840	269,549 70	5,916 92	781,452 95	4,114 31	2,029 40	6,475 44	10,773 48
2d quarter of 1840	258,631 32	6,182 92	814,734 01	4,625 06	1,478 10	6,566 55	15,706 42
3d quarter of 1840	265,587 00	4,678 26	744,946 57	4,234 01	1,385 14	5,714 95	10,121 72
4th quarter of 1840	244,970 02	3,406 05	730,207 27	4,074 95	1,208 12	5,515 47	10,190 91
1st quarter of 1841	257,934 70	3,459 88	758,993 65	4,393 76	1,012 13	5,867 93	8,246 20
2d quarter of 1841	252,847 50	7,800 59	800,666 42	4,118 74	1,339 43	16,165 30	7,848 23
3d quarter of 1841	254,242 62	7,941 25	682,479 67	4,686 91	1,914 56	10,917 41	2,209 82
4th quarter of 1841	249,213 78	5,943 74	1,885,725 09	4,363 70	1,785 98	9,671 89	7,565 92
1st quarter of 1842	277,361 56	3,712 49	805,410 40	4,036 29	1,533 93	9,533 23	5,443 78
2d quarter of 1842	260,717 19	4,359 52	818,580 90	4,679 54	1,318 96	6,351 20	3,695 33
3d quarter of 1842	253,929 47	2,828 97	724,244 70	3,601 55	1,486 71	5,302 09	2,891 34
4th quarter of 1842	244,014 23	2,663 16	788,166 27	4,127 99	1,051 69	9,244 64	2,792 86
1st quarter of 1843	255,309 76	2,823 29	728,302 75	3,387 12	988 99	11,206 48	2,754 82
2d quarter of 1843	241,756 11	3,078 76	741,798 75	3,994 93	981 33	6,323 66	5,902 31
3d quarter of 1843	237,771 02	2,784 04	711,123 92	3,294 94	720 84	5,438 49	2,906 54

4th quarter of 1843	-	-	-	236,914 25	2,367 55	743,535 49	3,891 20	728 99	10,143 63	1,637 23
1st quarter of 1844	-	-	-	261,539 38	3,062 39	745,470 12	3,669 23	785 31	7,851 04	4,785 36
2d quarter of 1844	-	-	-	252,005 55	3,379 20	712,817 25	4,734 59	857 48	6,264 29	6,051 38
3d quarter of 1844	-	-	-	259,647 84	3,317 62	677,002 24	3,236 54	684 73	5,554 80	3,359 03
4th quarter of 1844	-	-	-	251,006 05	2,568 41	744,883 70	4,124 88	617 62	9,353 24	4,497 18
1st quarter of 1845	-	-	-	268,395 38	3,912 70	711,087 92	3,803 89	1,007 00	18,838 81	4,091 03
2d quarter of 1845	-	-	-	253,972 79	2,427 60	765,656 62	4,531 09	891 37	6,635 97	4,009 51
3d quarter of 1845	-	-	-	258,550 37	3,328 44	589,092 71	2,471 15	528 84	8,715 40	4,360 26
4th quarter of 1845	-	-	-	250,975 08	3,539 98	685,097 26	3,336 17	836 07	8,315 89	4,835 94
1st quarter of 1846	-	-	-	272,688 12	4,300 03	659,648 70	4,968 90	682 87	21,368 70	5,004 31
2d quarter of 1846	-	-	-	259,866 17	6,019 41	663,615 99	5,021 50	491 78	12,248 98	4,403 03

B—Continued.

Quarter.			Blanks.	Mail-locks, keys, and stamps.	Mail depreda- tions and spe- cial agents.	Clerks for offices.	Miscellaneous payments.	Quarterly ex- penditures.	Annual expen- ditures.
3d quarter of 1836	-	-	\$9,971 67	\$42 46	\$5,716 94	\$130,065 19	\$27,072 74	\$960,702 26	
4th quarter of 1836	-	-	9,023 83	1,433 25	3,133 97	33,303 98	16,988 24	800,987 22	
1st quarter of 1837	-	-	7,960 11	1,215 32	3,783 58	59,584 28	16,854 89	867,953 37	
2d quarter of 1837	-	-	8,043 64	1,133 09	3,817 70	54,126 89	12,890 75	914,987 43	\$3,544,630 28
3d quarter of 1837	-	-	12,950 15	3,870 00	4,911 80	46,314 70	13,622 77	965,231 47	
4th quarter of 1837	-	-	10,052 56	2,245 91	5,248 79	50,226 57	30,614 33	1,080,536 90	
1st quarter of 1838	-	-	11,171 56	3,517 16	2,975 31	54,262 79	12,247 21	1,149,528 95	
2d quarter of 1838	-	-	10,364 08	3,942 19	5,782 68	55,140 29	17,184 64	1,235,364 89	4,430,662 21
3d quarter of 1838	-	-	9,413 63	1,861 91	4,751 53	44,004 66	15,659 67	1,177,690 71	
4th quarter of 1838	-	-	7,910 63	2,710 58	3,110 47	54,110 57	13,496 20	1,152,506 81	
1st quarter of 1839	-	-	10,624 21	1,663 92	7,353 97	56,993 29	12,287 36	1,181,073 73	
2d quarter of 1839	-	-	6,814 27	3,039 23	5,986 47	53,824 31	10,305 31	1,125,335 06	4,636,536 31
3d quarter of 1839	-	-	7,527 75	3,061 14	3,851 75	53,723 18	11,213 78	1,222,475 38	
4th quarter of 1839	-	-	13,753 88	2,777 45	3,756 80	53,535 42	12,540 69	1,139,383 42	
1st quarter of 1840	-	-	8,929 46	1,747 34	7,837 45	53,498 85	14,473 27	1,166,798 97	
2d quarter of 1840	-	-	8,421 69	3,571 88	4,477 55	54,032 35	10,950 02	1,189,577 87	4,718,235 64
3d quarter of 1840	-	-	6,044 92	1,517 75	8,813 85	52,279 30	10,709 87	1,116,033 34	
4th quarter of 1840	-	-	10,980 48	1,716 32	5,836 65	52,003 20	17,805 21	1,087,914 65	
1st quarter of 1841	-	-	10,184 35	1,174 99	6,051 17	54,640 49	17,415 10	1,129,394 39	
2d quarter of 1841	-	-	3,902 25	626 97	4,336 25	53,394 66	13,098 93	1,166,185 27	4,499,527 65
3d quarter of 1841	-	-	1,264 41	1,169 93	5,311 45	53,562 61	11,577 27	1,037,277 91	
4th quarter of 1841	-	-	15,663 59	1,554 83	13,765 36	53,510 36	16,952 03	2,265,716 27	
1st quarter of 1842	-	-	7,143 88	1,103 90	6,293 72	55,015 16	13,351 16	1,189,939 50	
2d quarter of 1842	-	-	6,641 56	2,307 04	6,752 16	53,973 99	12,440 69	1,181,818 08	
3d quarter of 1842	-	-	6,672 41	3,072 11	8,682 78	52,300 21	10,719 05	1,075,731 39	5,674,751 76
4th quarter of 1842	-	-	6,449 57	8,056 98	6,367 26	50,601 42	12,928 62	1,136,464 69	
1st quarter of 1843	-	-	9,644 06	1,171 12	8,699 35	50,735 11	10,691 06	1,085,713 91	

2d quarter of 1843	-	-	-	2,906 80	2,165 25	6,947 00	50,524 44	10,464 38	1,076,843 72	4,374,753 71
3d quarter of 1843	-	-	-	3,909 69	589 12	6,585 72	44,193 52	14,172 15	1,033,489 99	
4th quarter of 1843	-	-	-	7,933 26	2,216 62	7,033 58	48,378 75	20,762 13	1,085,542 68	
1st quarter of 1844	-	-	-	7,433 75	929 70	8,381 20	53,582 50	13,240 30	1,110,530 28	
2d quarter of 1844	-	-	-	7,463 35	1,812 12	9,013 61	50,998 93	11,552 00	1,066,949 75	4,296,512 70
3d quarter of 1844	-	-	-	7,244 37	184 75	6,527 33	48,674 49	11,984 21	1,027,417 95	
4th quarter of 1844	-	-	-	4,052 95	2,039 50	13,947 78	49,043 12	11,004 38	1,097,228 81	
1st quarter of 1845	-	-	-	4,652 92	464 24	6,270 98	52,490 01	13,567 44	1,088,582 32	
2d quarter of 1845	-	-	-	5,809 18	622 11	2,651 86	48,290 04	12,004 77	1,107,502 91	4,320,731 99
3d quarter of 1845	-	-	-	13,809 38	291 07	2,538 76	50,906 01	15,537 43	950,129 82	
4th quarter of 1845	-	-	-	3,946 70	842 79	2,346 13	49,114 16	12,337 06	1,025,523 23	
1st quarter of 1846	-	-	-	5,300 78	905 17	2,021 15	56,326 80	11,796 41	1,045,011 94	
2d quarter of 1846	-	-	-	5,938 05	35	3,604 72	68,110 94	26,051 00	1,055,372 22	4,076,037 21
Special objects:										
Electro-magnetic telegraph	-	-	-	-	-	-	-	-	1,871 23	
Publishing table of post offices and regulations	-	-	-	-	-	-	-	-	160 33	
Official letters	-	-	-	-	-	-	-	-	6,228 45	8,260 01

C No. 1.

Table of mail service for the year ending June 30, 1846, as exhibited by the state of the arrangements at the close of the year. (a)

States.	Length of routes.	Annual transportation and rate of cost.						Total annual transportation.	Total annual rate of cost.
		Mode not specified.		In coaches.		By railroad & steamboat			
	Miles.	Miles.		Miles.		Miles.		Miles.	
Maine - - - -	3,955	784,728	\$25,523	258,870	\$8,535	70,621	\$6,733	1,114,492	\$40,791
New Hampshire - - - -	2,384	242,684	6,479	400,264	12,501	62,400	6,429	705,348	25,409
Vermont - - - -	2,520	280,696	8,984	444,928	17,039	62,100	700	727,724	26,723
Massachusetts - - - -	3,618	376,980	13,234	811,626	29,572	722,204	63,092	1,910,810	105,898
Rhode Island - - - -	385	53,250	2,406	74,880	1,846	30,261	4,850	158,394	9,102
Connecticut - - - -	1,788	363,896	16,184	156,936	7,719	211,176	19,960	732,008	43,863
New York - - - -	13,304	1,812,529	65,605	1,678,318	64,294	1,453,652	108,019	4,944,499	237,918
New Jersey - - - -	2,021	106,097	3,961	404,456	17,088	223,288	37,801	733,841	58,850
Pennsylvania - - - -	10,276	902,060	35,305	1,603,056	76,642	359,216	43,357	2,861,332	155,304
Delaware - - - -	605	66,040	2,620	84,874	5,267	(c)	-	150,914	7,887
Maryland - - - -	2,351	228,956	11,111	302,276	26,823	391,768	95,745	923,000	133,679
Virginia - - - -	10,021	1,048,260	42,439	857,177	74,035	515,112	77,092	2,420,549	193,585
North Carolina - - - -	7,323	682,524	25,157	666,952	60,000	337,272	87,200	1,586,748	172,557
South Carolina - - - -	4,605	366,548	20,849	421,220	46,911	229,330	50,199	1,017,088	117,959
Georgia - - - -	5,782	475,566	26,919	422,336	58,542	330,720	64,701	1,228,622	150,162
Florida - - - -	2,937	86,216	7,684	173,861	22,458	87,984	14,767	348,061	44,909
Ohio - - - -	11,337	911,599	32,569	1,569,469	113,589	617,344	20,796	3,098,412	166,954
Michigan - - - -	4,073	334,384	13,869	300,456	16,067	195,312	18,352	830,152	48,288
Indiana - - - -	6,855	617,906	25,648	594,670	43,227	(d)	-	1,212,576	68,875
Illinois - - - -	8,473	563,262	25,809	1,285,496	95,248	35,776	4,234	1,884,534	125,291
Wisconsin - - - -	2,881	210,792	10,743	91,312	4,948	-	-	302,104	15,691
Iowa - - - -	1,409	110,344	4,762	64,064	3,896	-	-	174,408	8,658
Missouri - - - -	7,909	576,072	26,425	427,400	34,658	473,616	e 7,176	1,477,088	68,259
Kentucky - - - -	7,613	570,448	21,793	655,724	69,160	1,056,016	f 31,897	2,282,188	125,850
Tennessee - - - -	6,906	622,076	22,280	704,292	68,880	-	-	1,326,368	91,160
Alabama - - - -	6,723	607,684	38,607	680,936	110,105	197,704	g 78,700	1,456,324	227,412

Mississippi - - - -	4,361	484,328	34,935	318,240	54,874	28,701	5,300	831,272	95,109
Arkansas - - - -	4,458	438,412	27,872	105,456	18,392	46,800	10,000	590,668	56,264
Louisiana - - - -	2,806	225,216	27,146	7,488	2,054	103,256	13,470	365,960	42,670
	149,679	14,079,553	629,918	15,537,033	1,164,590	7,781,828	870,570	37,398,414	2,665,078
3,186									
Add Texas - - - -									
h Add expenses of mail agencies incidental to the railroad and steamboat mails, and payable under the head of transportation - - - -	-	-	-	-	-	-	-	-	42,406
Service from February 16, 1846 -	-	-	-	-	-	-	-	-	9,189
	152,865								2,716,673

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

b The Steamboat route on lake Champlain is under a New York number, excepting an occasional service between Burlington and St. John's.

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

d The Madison railroad transportation is performed under a contract for coach service.

e This embraces the steamboat service from St. Louis to New Orleans.

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

g This includes the route from Mobile to New Orleans.

h The other expenditures incident to transportation, such as amounts paid for ship, steamboat, and way letters, locks, &c., are not included in this table, because they are the subjects of separate appropriation and account.

S. R. HOBBIE,
First Assistant Postmaster General.

C No. 2.
Railroad service, as in operation on the 1st November, 1846.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
Maine - -	61a	From Bangor to Upper Stillwater	9	-	6	\$15 00		
	92	From Portland to Portsmouth, New Hampshire.	52½	61½	12	6,718 00	\$6,733 00	Contract not executed.
New Hampshire - Vermont.	201	From Concord to Lowell, Mass.	50	50	12	6,429 00	6,429 00	
Massachusetts -	401	From Boston to Portsmouth, N. Hampshire.	54½	-	13	9,292 00	-	Contract not executed.
		Branch to Marblehead, embracing side supply.	4	-	6			
	402	From Boston to South Berwick junction, Maine, with 3 miles branch from Dover to Great Falls, embracing side supply.	77½	-	12	6,921 00		
	404	From Boston to Lowell	26	-	18	3,600 00		
		Branch to Woburn	3	-	6			
	406	From Boston to Fitchburgh	50½	-	6	1,994 00		
	407	From Boston to Worcester	45	-	13	6,429 00	-	Offer of department.
	410	From Boston to Providence, R. Island, embracing side supply.	43	-	18	7,006 00		
	412&413	From Boston to Plymouth	45	-	6	2,000 00	-	Under a coach contract.
	461	From Taunton to Mansfield	12	-	13	1,114 00		
	462	From Taunton to New Bedford	21	-	13	1,950 00		
	464a	From Myrick's station to Fall River.	11½	-	12	637 00		
	476	From Worcester to Albany, N. York.	157	-	12	20,186 00	-	Contract not executed.
	503&504	From Springfield to Northampton.	20	570½	6	1,282 00	62,411 00	Under coach contract. From November 2, 1846, put under railroad contract, and extended to Greenfield. Whole distance 38 miles, and whole pay \$3,257.

Rhode Island	-	602	From Providence to Stonington, Connecticut.	48½	48½	6	4,850 00	4,850 00	
Connecticut	-	672	From Norwich to Worcester, Massachusetts.	59	-	12	7,586 00	-	Offer of department.
		685	From New Haven to Springfield, Massachusetts.	62	121	12	7,971 00	15,557 00	Offer of department.
New York	-	806 pt	From New York to Greenport -	93	-	6	7,972 00		
		812 pt	From New York to White Plains	27½	-	6	558 00		
		815 pt	From Piermont to South Middletown.	53	-	6	2,229 00	-	Pro rata for this part of the route. Offer of department.
		921	From Albany to Schenectady -	16	-	14	1,900 00		
		934	From Troy to Schenectady -	20½	-	7	490 00		
		938	From Troy to Saratoga Springs	32	-	6	490 00		
		964	From Schenectady to Utica -	78	-	14	11,700 00	-	Offer of department. Once daily in winter.
		967	From Schenectady to Saratoga Springs.	22	-	6	943 00		
		1023	From Utica to Syracuse -	53	-	14	7,950 00	-	Offer of department. Once daily in winter.
		1070	From Syracuse to Auburn -	26	-	14	3,900 00	-	Offer of department. Once daily in winter.
		1078	From Junction to Skaneateles -	5½	-	7	260 00		
		1087	From Auburn to Rochester -	78	-	14	11,700 00	-	Once daily in winter.
		1096	From Ithaca to Owego -	30	-	6	333 00		
						8 months, residue in coach.			
		1145	From Rochester to Attica -	44	-	14	6,600 00	-	Once daily in winter.
		1180	From Attica to Buffalo -	31	-	14	4,800 00	-	Once daily in winter.
		1189	From Lockport to Lewiston, including branch to Niagara Falls, 7 miles.	27	-	7	750 00		
		1194 pt	From Buffalo to Lewiston -	29	665½	7	1,000 00	63,575 00	
New Jersey	-	1301	From New York to New Brunswick.	36	-	14	11,788 00	-	Contract not executed.
		1301a	From New Brunswick to Philadelphia, Pennsylvania.	53	-	14	20,878 00	-	Contract not executed.
		1302	From New York to Paterson, New Jersey.	17	-	13	1,500 00		
		1304	From New York to Morristown, New Jersey.	32	-	12	1,585 00		

C No. 2.—*Railroad service*—Continued.

States.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
N. Jersey—Cont'd	1319pt	From Elizabethtown to Somerville.	Miles. 26	Miles. 164	7	\$1,800 00	\$37,551 00	
Pennsylvania	1401	From Philadelphia to Lancaster	70	-	14	12,200 00		
	1401a	From Lancaster to Columbia	12	-	14	1,504 00		
	1406	From Philadelphia to Pottsville, embracing supply of side offices.	98	-	6	10,500 00		
	1471	From Lancaster to Harrisburg	36	-	14	6,300 00		
	1489	From Harrisburg to Chambersburg.	52	-	14	9,100 00		
	1507	From Chambersburg to Hagerstown, Maryland.	20	-	6	1,000 00		
	1579	From Williamsport to Ralston	25	-	6	1,286 00		
	1612	From Summit to Johnstown	19	332	3	200 00	42,090 00	This is horse service during the winter. Whole distance is 26 miles; 19 miles is the proportion for railroad service the year round.
Maryland	1901	From Baltimore to Philadelphia, Pennsylvania.	97	-	13	30,600 00		
	1902	From Baltimore to Washington, District of Columbia.	40	-	17½	12,720 00		
	1903	From Baltimore to Cumberland Branch to Frederick	179 3	-	7	43,225 00		
	1905	From Baltimore to Columbia, Pennsylvania.	72	-	6	7,000 00	-	Susquehannah bridge, 1 mile, included.
Ohio	1927	From Annapolis to Junction	20	411	6	2,200 00	95,745 00	
	2139pt	From Tiffin to Sandusky	37	-	3	540 00	-	Contractors perform 6 times a week service. Under coach contract. Pro rata for this part of the route.
	2181	From Monroeville to Sandusky	16	-	7	400 00		
	2286	From Xenia to Cincinnati	65	-	7	6,526 00		

Virginia -	-	2291	From Mansfield to Monroeville	39	157	6	1,454 00	8,920 00	Contract not executed.
		2420	From Junction to Gordonsville	50	-	7	4,500 00	-	
		2422	From Aquia Creek to Richmond	76	-	7	19,500 00	-	Contract not executed.
		2424	From Richmond to Petersburg	24½	-	7	5,818 50	-	Contract not executed.
		2436	From Petersburg to City Point	12	-	7	500 00	-	
		2439	From Petersburg to Weldon, N. Carolina.	64	-	7	15,200 00	-	Contract not executed.
		2442	From Hicksford to Gaston, N. Carolina.	20	-	7	2,000 00	-	Contract not executed.
		2453	From Norfolk to Boykin's Depot	57	-	3	1,222 00	-	Contract not executed.
		2519	From Winchester to Harper's Ferry.	32	335½	6	3,200 00	51,940 50	
North Carolina -	-	2801	From Raleigh to Gaston	87	-	7	8,700 00	-	
South Carolina -	-	2822	From Weldon to Wilmington	160	247	7	37,500 00	46,200 00	Contract not executed.
		3104	From Columbia to Branchville	68	-	7	8,187 50	-	
		3125	From Charleston to Augusta, Georgia.	139	207	7	33,012 50	41,200 00	
Georgia -	-	3251	From Augusta to Atlanta, with branch to Warrenton.	172	-	7	35,521 00	-	
		3256	From Savannah to Macon	192	-	6	20,580 00	-	
		3283	From Macon to Griffin	58	-	7	5,000 00	-	
		3291	From Atlanta to Oothecologia	78½	-	6	6,857 00	-	
		3298	From Union Point to Athens	41	541½	6	3,600 00	71,558 00	
Michigan	-	3702	From Detroit to Kalamazoo	147	-	6	9,302 00	-	Contract not executed.
		3704	From Detroit to Pontiac	25	-	6	1,072 00	-	
		3712	From Monroe to Hillsdale	68	-	6	3,000 00	-	Contract not executed.
		3715	From Toledo, Ohio, to Adrian, Michigan.	33	273	6	1,650 00	15,024 00	Contract not executed. 23d November, 1846, service ordered to be discontinued.
Indiana -	-	3902 pt	From Madison to Edinburg	56	56	6	2,400 00	2,400 00	
Kentucky	-	5012	From Frankfort to Lexington	28	28	7	1,800 00	1,800 00	Contract not executed.
Alabama -	-	5513	From Decatur to Tuscumbia	43	-	6	1,843 00	-	
		5580	From Montgomery to Chehaw	45	88	7	8,000 00	9,843 00	
Mississippi	-	5704	From Jackson to Vicksburg	46	46	6	3,943 00	3,943 00	Contract not executed.
				4,402½				587,769 50	

S. R. HOBBIE, *First Assistant Postmaster General.*

C No. 3.

Steamboat service, as in operation on the 1st November, 1846.

State.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Massachusetts	454	From New Bedford to Edgartown	Miles. 43	Miles. -	8 mon's 4 4 mon's 3	\$450	-	Contractors are to be allowed \$100 a year additional if the offices of Holmes's Hole and Edgartown shall yield \$580 a year. From 25th November to 25th March, service is by packet from Wood's Hole.
Do	457	From New Bedford to Nantucket	65	108	6	\$2,438	\$2,888	
New York	801	From New York to Stonington	125	-	6	9,000	-	Offer of department.
Do	802	From New York to Norwich	142	-	6	4,239	-	Do
Do	803	From New York to New Haven	80	-	6	6,000	-	Do
Do	806pt	From Greenport to Norwich	35	-	6	1,750	-	
Do	808	From New York to Tompkinsville	8	-	6	150	-	
Do	809	From New York to Troy	150	-	14	13,750	-	To carry thrice a day if regular lines of boats run so often.
Do	814	From New York to North Shore	8	-	6	125	-	Offer of department pro rata for this part of route.
Do	815pt	From New York to Piermont	24	-	6	1,071	-	Offer of department.
Do	947	From White Hall to St. John's	150	-	6	1,500	-	
Do	109	From Salubria to Geneva	39	-	6	1,463	-	
Do	1193	From Lewiston to Ogdensburg	300	-	6	1,500	-	Do
Do	1249	From Greenport to Sag Harbor	12	1,073	6	250	40,798	
New Jersey	1305pt	From New York to Middletown point.	28	28	6	214	214	Three times a week during winter.
Ohio	2056	From Buffalo to Detroit	385	-	7 }	12,000	-	
		And from Buffalo to Toledo	325	-	7 }			
Do	2233	From Cincinnati to Maysville	64	774	6	1,310	13,310	Horse service during suspension of navigation—say two months.
Virginia	2401	From Washington to Aquia creek	54	-	7	12,752	-	Under contract in virtue of a special act of Congress.
Do	2432	From Richmond to Norfolk	180	-	6	2,400	-	With right in department to reduce to 3

Do	-	2450	From Norfolk to Hampton	-	21	-	6	1,000	-	times a week in winter, at a corresponding reduction of pay.
Do	-	2451	From Norfolk to Baltimore	-	200	-	7	8,000	-	With right to reduce the number of trips in winter, at a reduction of pay.
Do	-	2452	From Norfolk to Cherrystone	-	50	475	2	1,000	25, 152	No contract. Estimate of steamboat part of route.
North Carolina	-	2822 pt	From Wilmington to Charleston	-	170	-	7	37, 500	-	
Do	-	2856	From Franklin depot to Plymouth	-	103	273	3	3, 500	41, 000	Four months once a week.
South Carolina	-	3126	From Charleston to Savannah	-	100	100	7	9, 000	9, 000	
Florida	-	3517	From Chattahoochie to Appalachicola	-	150	-	2	5, 500	-	This service is employed by the trip, through agents.
Do	-	3528	From Savannah to Pilatka	-	345	-	1	5, 500	-	
Do	-	3531	From Pilatka to Enterprise	-	125	-	1	1, 500	-	Do do do
Do	-	3536	From Casonville to Cedar Keys	-	67	687	1	1, 131	13, 631	
Michigan	-	3783	From St. Joseph's to Chicago	-	-60	60	6	2, 600	2, 600	Do do do
Missouri	-	-	From St. Louis to New Orleans	-	1, 250	-	3	6, 240	-	
Do	-	-	From St. Louis to Keokuck	-	206	1, 456	4	*936	7, 176	This is performed under a coach contract.
Kentucky	-	5001	From Louisville to New Orleans	-	1, 448	-	6	*23, 920	-	
Do	-	5027	From Carrollton to Frankfort	-	67	-	3	1, 200	-	Pro rata for steamboat part of route.
Do	-	5032	From Cincinnati to Louisville	-	132	1, 647	7	3, 850	28, 970	
Alabama	-	5510	From Gunter's Landing to Decatur	-	61	-	6	4, 325	-	To be run once in 5 days, from 1st November to 1st July. Pay 75 per cent. of postages at Galveston, both on its delivery and distribution.
Do	-	5581	From Stockton to Mobile	-	37	-	7	-	-	
Do	-	5612	From Mobile to New Orleans	-	185	283	7	24, 000	28, 325	Service employed by the trip through agent at New Orleans.
Arkansas	-	5904 pt	From Rock Roe to Napoleon	-	178	178	3	6, 000	6, 000	
Louisiana	-	6002	From New Orleans to Covington	-	54	-	3	1, 800	-	If boats are run oftener, contractor is to take the mail with like frequency.
Do	-	6004	From New Orleans to Galveston	-	450	-	1	-	-	
Do	-	6006	From New Orleans to Shrevesport	-	500	-	(†)	*1, 300	-	No. 6004 is in other statements placed with the Texas service.
Do	-	6019	From St. Francisville to New Orleans	-	147	1, 151	2	7, 000	-	
Texas	-	21	From Galveston to Houston	-	80	80	1	300	300	* Estimated.
Totals	-	-	-	-	-	8, 373	-	-	229, 464	

No. 6004 is in other statements placed with the Texas service.

Add 5581 and 6004.

* Estimated.

† Twice a week to Natchitoches, 374 miles; once a week residue.

S. R. HOBBIE,
First Assistant Postmaster General.

D.

Receipts and expenditures of the electro-magnetic telegraph between Washington and Baltimore, from April 1, 1845, to September 30, 1846.

Receipts and payments by quarters.				Receipts from the tele- graph.	Payments on account of telegraph, in- cluding sala- ries of offi- cers.
Quarter ending June	30, 1845	-	-	\$193 56	\$1,859 05
Do	September 30, 1845	-	-	219 88	1,425 12
Do	December 31, 1845	-	-	312 04	2,102 42
Do	March 31, 1846	-	-	422 12	1,681 31
Do	June 30, 1846	-	-	743 02	341 75
Do	September 30, 1846	-	-	421 76	1,906 73
Total of receipts				2,312 38	9,316 38
Arrears of salaries paid up to March 31, 1845				-	590 28
Total of expenditures				-	9,906 66

In the expenditures, as above stated, are included the salaries of the officers of the telegraph, which are as follows:

1 superintendent,	6 quarters,	at \$2,000 per annum	-	\$3,000 00
1 assistant superintendent,	6 do	1,400 do	-	2,100 00
1 do	6 do	1,000 do	-	1,500 00
2 inspectors of wires,	6 do	300 do each	-	900 00
Salaries for the year and a half				7,500 00

E.

NEW YORK, November 4, 1846.

SIR: In compliance with your request, through Mr. Kendall, we have conferred together in relation to a sale of Morse's electro-magnetic telegraph to the United States.

After full consideration, and in reference to the indisposition to treat on the subject exhibited by Congress at their last session, we deem it inexpedient to make any proposition at present. If, at the approaching session, they shall be induced to authorize yourself or a commission to treat with us, and make provision to carry the conditions which may be agreed upon into immediate effect, we shall be ready to enter promptly into a negotiation.

With high consideration, your obedient servants,

AMOS KENDALL,
Agent for Messrs. Morse, Vail & Gale.
FRANCIS O. J. SMITH,
In his own right.

Hon. CAVE JOHNSON, *Postmaster General.*