

REPORT

or

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 6, 1847.

SIR: On the 30th of June last, the post routes in operation in the United States were 153,818 miles in extent, and the annual transportation of the mails over them was 38,887,899 miles, as follows:

On railroads, 4,170,403 miles, at a cost of.....	\$597,475
On steamboats, 3,914,519 miles, at a cost of.....	246,745
In coaches, 15,209,005 miles, at a cost of.....	912,462
By other modes of inferior grade, 15,593,972 miles, at a cost of.....	650,166
	2,406,848

The increase in the extent of the routes since the 1st of July, 1845, is 9,878 miles, and of transportation 3,253,630 miles.

Since the 1st of July last, new routes have been put in operation 8,239 miles in extent, at an additional cost of \$42,943 per annum.

The number of mail contractors in the service during the last year was 3,659; of route agents, local agents, and mail messengers connected with the mail service on railroads and steamboats, 186.

At the lettings in the southern section during the last spring, in the States of Virginia, North and South Carolina, Georgia and Florida, the service was taken at greatly reduced prices. There will be saved in that section about \$108,697 per annum; a reduction of about 19 per cent. from the former prices. This result has been produced by that provision of the act of 1845, which directs that the lowest bidder shall be accepted, without regard to the former contractor or the stock which he may have had employed upon the road. The service in that section has been increased.

A detail of this branch of the service will be found in the tables of the First Assistant Postmaster General which accompany this report, marked A and B, 1 to 7.

The number of post offices in the United States, on the 1st of July last, was 15,146, showing an increase, since the 1st of July, 1845, of 963. The number established during the year was 829, and 284 discontinued.

The changes of postmasters during the year were 3,150. Of this number 2,153 were appointed in consequence of the death or resignation of the former postmasters; 249 in consequence of changing

the sites of the offices; 829 by the establishment of new offices; 216 were removed; and of 3, whose terms of service had expired, the commissions were not renewed. The report of the Second Assistant Postmaster General, marked C, accompanies this.

Resignations have been less frequent since the passage of the act of the 1st of March, 1847, which directed an allowance of increased rates of commissions, and restored to the postmasters in the smaller offices the franking privilege, although the actual increase of compensation is not so great as was expected or probably intended by Congress, at the time of its passage, or as the increased business of the offices, under the reduced rates of postage, would have justified.

The 14th section of the act of 1825 authorized the allowance of commissions, not exceeding the rates therein specified, "*on the amount received in any one quarter.*" The act of 1847 directed their allowance "*on the amount received in any one year,*" at the higher rates. This change in the mode of computing the commissions has had the effect of slightly increasing the compensation of the postmasters whose offices yielded less than \$1,133 25, the increase being gradual up to \$600, and on that sum the increase is only \$40; whilst there is a gradual decrease from that sum of about 7½ per cent. until the sum of \$1,133 25 is attained, and upon offices yielding that sum the compensation to postmasters under both laws is the same.

In the offices yielding from the sum of \$1,133 25 to \$4,511 25, the compensation allowed by the act of 1825 exceeds that allowed by the late law, making a gradual decrease until the sum of \$2,400 is reached, when the loss of compensation amounts to \$95. The loss of compensation is gradually diminished until the sum of \$4,511 25 is reached, and at that point the compensation under both laws is the same. At offices yielding over that sum, the compensation to the postmasters is regularly increased 4½ per cent.

It is believed that if the mode of computing the commissions by the quarter, as prescribed by the act of 1825, had been retained in the act of 1847, the increased rates would have been satisfactory, and would not have afforded a larger compensation than the additional duties of the postmasters or the increased business in their offices would require. If the commissions were computed by the quarter, the increase of compensation to the postmasters—

In offices yielding	\$10 would be.....	\$1
Do do	100 do	9
Do do	1,000 do	95
Do do	10,000 do	577
Do do	40,000 do	1,927

From the best estimates which can be made, the number of letters and papers passing through the United States mail during the last year may be stated as follows:

Paid and unpaid single rates of 5 cents.....	36,152,556
Do do 10 do	12,861,532
Ship and steamboat letters, at 6 cents.....	427,800

Ship and steamboat letters forwarded in the mails from foreign countries, 2 cents added to the regular postage.....	\$850,980
Dropped letters.....	865,308
Printed circular letters.....	1,025,304
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	\$52,173,480
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The free letters sent by persons entitled to the franking privilege, and those sent free to the army, cannot be ascertained with any degree of accuracy, but, it is believed, would not fall short of 5,000,000.

The newspapers passing through the mails annually are estimated at 55,000,000. Pamphlets and magazines at 2,000,000. The number of transient newspapers, paying 3 cents each, cannot be ascertained with any accuracy, as the postage is usually returned with that on letters. The dead letters passing through the offices and returned to the department, as nearly as can be ascertained, number annually about 1,800,000, which, calculated at an intermediate point between the two rates of postage, would make an annual loss to the department of \$135,000. The newspapers, circulars, advertisements, and other printed sheets sent to the offices, and not taken out nor returned to the department, will not, probably, fall short of the number of dead letters returned.

The great labor required of postmasters in the reception and distribution of such a number of letters and newspapers, in addition to the reasons before assigned, would make it just and proper that the former mode of computing their commissions should be restored.

The revenues of the department for the year ending the 30th of June last, including \$65,555 55 due from the United States treasury for the postages of the government, appropriated by the 12th section of the act of the 3d of March, 1847, and not drawn from the treasury, amounted to \$3,945,893 31; exceeding those of the preceding year by the sum of \$458,693 96, being an increase of the last over the preceding year of 13 15-100ths per cent., and falling short of the annual average revenues of the nine years preceding the 1st of July, 1845, by the sum of \$418,731 34.

Of this sum there was derived from letter postage, including the sum yet due from the treasury for the government postages, the sum of \$3,254,512 98, which exceeds the amount of letter postage of the preceding year \$372,815 24, making an increase of 12 93-100ths per cent.; whilst it falls short of the annual average revenues from the same source, for the nine years preceding the 1st of July, 1845, by the sum of \$553,479 91.

In the same time, there was derived from the postages on newspapers, pamphlets, &c., \$643,160 59, making an increase over the preceding year of \$81,018 10, and an increase over the annual average of the nine preceding years of \$114,181 61.

This statement includes the sum of \$35,609 25, paid by the British government for the transportation of her closed mails from

Boston to Canada, part of which properly belongs to the revenues of preceding years, but was not paid until within the last year.

The returns for the quarter ending the 30th September last have not been received and adjusted in the auditor's office, so as to enable me to make a precise statement of its revenues. A comparison of the returns from a number of the larger offices with those from the same offices for the corresponding quarter of the preceding year, indicates an increase of about 17 per cent. The expenses incurred in conducting the smaller offices are so much more than in the larger ones, in proportion to their revenues, that the increase should not be estimated at more than 11 or 12 per cent.; nor would it be safe to estimate the revenues of the current fiscal year by those of the first quarter—they depend so much upon the activity in the trade and business of our citizens, which is always more or less affected by the condition of other countries, that it would not be safe, taking into view the commercial embarrassments which exist in England and some other nations of Europe, to estimate the increase of the present year at so high a rate as that of the last, or to such an amount as the revenues of the first quarter would indicate. I, therefore, estimate the probable increase of the present year at 6 per cent. If this increase is realized, that, together with the \$200,000 appropriated by the 12th section of the act of the 3d of March, 1847, for the postages of the United States, will make the revenues of the current year amount to \$4,313,157, which will exceed the annual average revenues of the nine years before the reduction of postage, \$51,467 65, and only fall short of the annual average expenditures for the same period \$186,436 88, and will exceed the expenditures of the last year \$333,587. The expenditures for the year ending the 30th of June, 1847, amounted to \$3,979,570 63, making only \$33,677 32 more than the revenues.

The expenditures of the present year will exceed those of the last by the following sums:

For the mail steamer Washington	\$100,000
For the steamer Hermann, for 7 months.	58,333
For cost of the mail routes established by the act of the 3d of March, 1847	50,000
Add for contingencies.....	20,000
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	228,333
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From this sum may be deducted the savings which were made in the southern section at the lettings in the spring, amounting to \$108,697.

The means of the department for the present year are estimated at.....	\$4,313,157
Expenditures estimated for the same time.....	4,099,206
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Leaving a surplus of.....	213,951
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It is gratifying to find that within so short a period, after the

great reduction of the rates of postage, the revenues of the department have increased much beyond the expectations of the friends of the cheap postage system, while the expenditures for the same time have diminished more than half a million of dollars annually; and that the department is in a condition to sustain itself without further aid from the treasury.

These results have been produced mainly by two important provisions adopted in the act of 1845 :

1st. The reduction in the rates of postage has produced so great an increase in the business of the offices that the revenues will soon equal those received under the former high rates.

2d. The direction to the Postmaster General to contract with the lowest bidder, without the allowance of any advantage to the former contractor, as had been the case before its passage, had the effect of enlarging the field of competition and reducing the price of transportation, except on railroads and in steamboats, to the lowest amount for which the service can be performed; and will reduce the whole cost of transportation, when the other section is let to contract under it, but little less than a million of dollars per annum from the former prices.

It is not doubted that these results would have been still more favorable if the modifications of the act of 1845, heretofore suggested by this department, had been adopted.

1st. Private expresses still continue to be run between the principal cities, and seriously affect the revenues of the department, from the want of adequate powers for their suppression.

2d. The privilege of sending sealed letters "in relation to the cargo" free over mail routes is the source of innumerable frauds upon its revenues.

3d. If the single letter were made the quarter or third of an ounce, instead of half, (except when written on a single sheet of paper,) and pre-paid, or double postage required when not prepaid, the revenues of the department would have been greatly improved.

4th. The postage on newspapers is unequal and unjust to the publishers themselves. The same postage is charged on each, without regard to weight. Many of the larger class of papers weigh over two and a half ounces each, and pay but one cent and a half for any distance over 100 miles, and if charged as letter postage, would pay, under 300 miles, 15 cents, and over, 30 cents. Other papers weigh as low as half an ounce, only one fifth of that weight, and pay the same rates. Some of the larger size periodicals weigh over 12½ ounces, and pay 14½ cents over 100 miles, and if charged with letter postage would pay, under 300 miles, \$1 30, and over, \$2 60. This inequality of tax on the different publications should be regulated in some way; and no reason is perceived why the postage should not be regulated by weight, as on letters. The weight and bulk of the mails, which add so greatly to the cost of transportation and impede the progress of the mail, are attributable to the mass of printed matter daily forwarded from the principal cities in the Union to every part of the country. Justice requires that the expense of their transportation should be paid by the post-

ages charged on them; and it is believed that the present rates would meet that object if the postages could be equalized and, in all cases, collected.

5th. The payment of postage, or double postage, on all letters passing through the mails for delivery within the United States, and pre-payment on letters destined for foreign countries not having postal arrangements with the United States, and on all printed matter.

6th. The abolition or modification of the franking privilege, so as to cover only official correspondence, for which payment is made to the department by the 12th section of the act of 1847.

These suggestions for the modification of the act of 1845 have been presented in former reports of this department, and the reasons therefore given more at large. To them I may now add, that since the introduction of postage stamps, as directed by the 11th section of the act of the 3d of March, 1847, the pre-payment of letters would be less felt as an inconvenience to the people than formerly.

The favorable operation of the act of 1845 upon the finances of the department leads to the conclusion that, by the adoption of such modifications as have been suggested by this department for the improvement of its revenues, and the suppression of abuses practised under it, the present low rates of postage will not only produce revenue enough to meet the expenditures, but leave a considerable surplus annually to be applied to the extension of the mail service to the new and rapidly increasing sections of our country, or would justify a still further reduction of the rates of postage. In the opinion of the undersigned, with such modifications of the act of 1845 as have been suggested, an uniform less rate might, in a few years, be made to cover the expenses of the department; but by its adoption the department would be compelled to rely upon the treasury for some years. At this time, during the existence of a foreign war, imposing such heavy burdens upon the treasury, it might not be wise or prudent to increase them, or to do anything which would tend to impair the public credit; and, on this account alone, recommendation for such a reduction is not made.

Postage is a tax not only on the business of the country, but upon the intelligence, knowledge, and the exercise of the friendly and social feelings; and, in the opinion of the undersigned, should be reduced to the lowest point which would enable the department to sustain itself. That principle has been uniformly acted on in the United States, as the true standard for the regulation of postage, and the cheaper it can be made, consistently with that rule, the better.

As our country expands and its circle of business and correspondence enlarges, as civilization progresses, it becomes more important to maintain between the different sections of our country a speedy, safe, and cheap intercourse. By so doing, energy is infused into the trade of the country, the business of the people enlarged and made more active, and an irresistible impulse given to industry of every kind; by it wealth is created and diffused in numberless

ways throughout the community, and the most noble and generous feelings of our nature between distant friends are cherished and preserved, and the Union itself more closely bound together.

After presenting the condition of the finances, I thought it would not be unacceptable to submit statements of the operations of those branches of the department having control of them, as well as their organization, and requested the third assistant postmaster general. John Marron, esq., and the auditor for the department, P. G. Washington, esq., to report to me the detailed operations of their offices for the last two years; the latter being charged by provision of law with the adjustment of the accounts, as well as with the collection of debts; and the former, by regulation, with keeping summary cash accounts in advance of the official settlements, so as to be prepared for the timely issue of drafts and warrants in payment of the balances certified by the auditor to be due from the department. These reports, marked E and F, exhibit the duties assigned to each, the great amount of labor performed by them, and the zeal, punctuality, and fidelity with which their duties are discharged, as well as those of other officers connected with the collection and disbursement of the revenues. It is with pleasure I state that, of the 15,146 postmasters in the United States, whose accounts have to be rendered and settled quarterly, there were only 154 delinquent in making their returns at the close of the last year, and most of these cases arose from an inability to supply some of the offices with mails, for the transportation of which contracts could not be obtained on the new routes. In other cases, postmasters had just entered upon the duties of their offices; whilst some of the offices were vacant from inability to procure persons to discharge the duties.

The returns of dead letters are believed to exceed 450,000 each quarter.

In the year ending the 30th of June, 1846, there were sent out from the department 2,340 dead letters, containing \$17,822. Of this number 2,021 were received by the owners, containing \$16,169; and 319 were returned to the department, containing \$1,653 49, of which \$254 was worthless.

In the year ending the 30th of June, 1847, there were sent out 2,782 dead letters, containing \$21,055. Of these 2,365 were delivered to the owners, containing \$19,474; and 417 returned, containing \$1,580 93. Of this sum \$147 was worthless. During the two years, \$1,911 54 were added from this source to the funds of the department. Since the re-organization of the department in 1836, there has been added to its funds, from the dead letter office, the sum of \$10,329 28.

The exhibit E likewise shows the number of letters containing other articles of value, and the disposition made of them.

The mass of dead letters coming into the office, for the transportation of which the department receives no pay, is taken, except those containing articles of value, and, under the supervision of one of the clerks of the department, burnt. If this immense number of letters could be returned to the writers, it is not doubted

that a large portion of them would be taken out and the postage paid. This would have been ordered, but the number of clerks now authorized by law would be unable to perform such additional duties. A large number of these dead letters is from foreign countries, addressed to emigrant citizens resident in the United States in a foreign language; and, from misdirection, or the misunderstanding of the direction by the postmasters, never reach their destination. If these letters were advertised, under the direction of the Postmaster General, after they come into the dead letter office, it is believed that many of them would finally reach the persons addressed, and the postage upon them would, probably, equal any expenditure that would be required to meet that object.

The table of the auditor exhibits the important fact, that the revenues for the two years preceding the 1st of July, 1847, amounting to about \$7,300,000, has been collected, except \$21,948 34, being less than one-third of one per cent. on the whole amount. The balance is believed to be good, as, in most cases, indulgence has been given to the representatives of deceased postmasters, or their sureties; whilst the whole amount has been disbursed without the loss of a dollar, or is now in the treasury ready for use; thus showing that the large revenues of the department, collected by over fifteen thousand postmasters throughout our widely extended country, in small sums, from almost every citizen in the community, under the immediate supervision of those energetic, faithful, and indefatigable officers and their subordinates, are at once made applicable to the expenditures of the department; and that, in practice, there is no difference between the accruing revenues of the department and its available funds.

The other assistant postmasters general, Messrs. Hobbie and Brown, and other officers connected with the department, have not been less vigilant, active, and energetic in the discharge of the duties assigned them.

The regulations adopted by you early in the year 1845, providing for the due attendance of the officers in the several departments, and for the punctual discharge of their duties, have been strictly complied with in this, and have infused great vigor into the regular business of the bureaus, including that of the auditor.

It may not be amiss here to state that, in the regulation of the salaries of the bureau officers in the city, the three assistant postmasters general, whose duties are as important to the country, and require as much talent and labor, as any other, have been left much less than other officers performing similar services; and justice requires that they should be placed upon a footing of equality.

The expenditures of the department, for the year ending the 30th of June last, amounted to \$3,979,570 63, which is less than those of the preceding year by the sum of \$96,466, and less than the annual average expenditure of the nine years preceding the 1st of July, 1845, by the sum of \$520,022.

The principal item of expenditure is the sum paid the contractors for transporting the mails. In the last year there was paid for transportation \$2,476,455 68.

The compensation paid to railroads of the first class is much more than that paid for the inferior grades of service, in proportion to the length of routes or the amount of service performed, which induced me, in a former report, to recommend a reduction of the maximum allowed for that class of service.

The principal routes of the first class are those extending from New York, by Philadelphia, Washington, and Charleston, to Atlanta in Georgia, and to Montgomery in Alabama, over which the great southern mail is transported; and from Baltimore to Cumberland, over which the principal western mail is taken, and they are paid the maximum sums allowed by law—for single daily service at the rate of \$237 50 per mile, and for more than one daily trip at the rate of \$300 per mile. It has been found useless to attempt to contract with railroads for a less amount than the maximum allowed by law. They are generally without competition for the mail service, and the contention with the department seems to have been, from the passage of the act of 1838, to obtain, under one pretence or another, more than the amount prescribed in that act. The phraseology of that act, and of the subsequent acts, is of a character to admit of controversy as to the meaning of Congress, and it has been the fruitful source of annoyance to the department, and, occasionally, of much public inconvenience.

The 2d section of the act of the 7th of July, 1838, made all railroads post routes, and directed the Postmaster General to have the mails transported over them, "provided he can have it done upon reasonable terms, and not paying therefor, in any instance, more than 25 per cent. over and above what similar transportation would cost in post coaches." What Congress meant by "*similar transportation*" became an important, as well as difficult, question. The Postmaster General finally decided it by taking an average of the cost per mile of the coach service between Baltimore and Cincinnati, the most important and rapid, as well as the most expensive, in the United States at the time. That was found to cost \$190 per mile, to which 25 per cent. was added, making the sum of \$237 50 per mile, as the maximum for railroad service. This decision gave great dissatisfaction to the company whose road lies between this city and Richmond, nor was it satisfactory to some other companies who performed more than one trip daily; and the Postmaster General reported the facts in his annual report of the 3d of December, 1838, and invited Congress "to correct the construction given the law of the last session, if too liberal or too strict; or to resort to such further enactments as the public interest may seem to require."

On the 22d of January, 1839, Congress again took up the subject, and another act passed, prohibiting the Postmaster General from allowing more than \$300 per mile per annum "*for the conveyance of one or more daily mails*" upon any railroad; "provided that nothing in this act shall be so construed as in any way to remove or impair the limitations upon the power of the Postmaster General imposed by that section," (the 2d section of the act of 1838.) If the words "*one or more daily mails*" be construed to authorize the

payment of \$300 per mile for a single daily trip, it is in direct conflict with the proviso in the same section, which expressly saves the restrictions in the act of 1838. The restriction was to \$237 50 in the act, as construed in the department and communicated to Congress; and hence it was settled in the department at the time that \$237 50 was the limitation for single daily service, and \$300 per mile the limitation for more than one trip daily, and this construction has been uniform since in the department.

The 19th section of the act of the 3d of March, 1845, made it the duty of the Postmaster General "to arrange and divide" the railroad routes, including those on which the service was performed partly by railroads and partly by steamboats, into three classes, and authorized him "to contract for conveying the mails with any such railroad company," either with or without advertisement, "provided that for the conveyance of the mail on any railroad of the first class he shall pay no higher rate of compensation than is now allowed by law;" and fixed the maximum for the second class railroads at \$100 per mile, and for the third class at \$50—an inequality in their compensation that cannot be easily or satisfactorily explained. After the passage of this act, the subject was again taken up in the department, and considered with great care. The act of 1845, limiting the power to pay on the first class routes to the amount "now allowed by law," was regarded as adopting the maximum settled and prescribed in the department from the time of the passage of the acts of 1838 and 1839, for that class of service, with as much certainty as if the precise sums had been set down in the law in so many words or figures. The act did not specify the maximum for steamboat service when connected with a railroad, though necessarily implied in the language used, and the power to contract for the service of either, without advertisement, was given. As steamboat service had always been treated in the department, and justly so, as an inferior grade of service to that of railroads—being much less expensive and less expeditious—and superior to that of coaches; and as the law had settled the maximum of railroad service at 25 per cent. above coach service, an intermediate point between the two was believed to be fair, just, and liberal for that class of service, and twelve and one half per cent. less than the allowance to railroads was adopted as the maximum for that kind of service when connected with railroads.

The classification, as well as the prices, have given rise to occasional complaints among the companies owning railroads and steamboats, though the service has been generally well and satisfactorily performed, and paid for at the prices above stated.

Some of the companies, performing single daily service, insist that the maximum of \$300 per mile for "one or more" daily trips, authorizes the payment of more than \$237 50 per mile, and demand a larger sum. Others contend that the performance of the service in the night will justify the payment of 25 per cent. upon the maximum. Others insist that there is no limit upon the price for steamboat service when connected with a railroad, and claim enough on the steamboat part of the route to make what they

allege to be an "adequate compensation" for the service on the railroads. In other cases, railroads connecting and performing portions of the trip over the same road, but in different cars, claim double pay over a part of the same road. In other cases, roads running parallel with each other, serving the same offices, and under the control of the same directors, claim the maximum for service on each road.

The department was not insensible to the many advantages which the government and the community derive from the establishment of railroads by the enterprise of the citizens and the States, and the benefits to be derived from them in a period of war, in the transportation of troops and munitions of war from one part of the country to another, as well as the increased expedition given the mails, and sought to enforce the law in its true spirit and meaning, and with that liberality which should characterize the transactions of the government with its citizens. It settled the maximum for the different classes of service, as above stated, and at once offered it to the companies. It was difficult, if not impossible, to discriminate in the pay, between the different roads of the same class, by the speed with which the mails were taken, by the goodness or badness, directness or circuitry, of the roads, or by the ice that would impede the progress of the mails on some routes more than others; or by the dangers incident to their transportation on the open sea, in the sounds or lakes. It was believed that fairness and equality of compensation, among those of the same class, performing similar service, would be more nearly attained by such a course than by attempting to discriminate for any such causes. The maximum rates thus settled by the department are believed to be liberal, and greatly beyond the prices paid for transportation of any other kind in the country; nor has a contract been made since the passage of the act of 1845 for a greater sum. There is but one case known to the department, since the passage of the act of 1838, in which a greater sum than \$237 50 per mile, for single daily service, has been paid; that was to the company owning the road between this city and Richmond.

The Fredericksburg and Richmond company refused to contract for the service under the decision of the Postmaster General in 1838, although the cost of the service by steamboat and coaches, prior to the making of that road, was only \$5,445; and, in consequence of their refusal at the maximum price, arrangements were undertaken for transporting the great southern mail from Baltimore down the bay. This controversy, probably, led to the passage of the act of the 22d of January, 1839, in which the decision of the Postmaster General was confirmed. The company yielded and took the great southern mail over their road at \$237 50 per mile, and were paid that sum from the 1st of January, 1839, until the 30th of June, 1843, when the service was to be re-let. At these lettings, increased compensation was again demanded by the same company, of my immediate predecessor, amounting in the aggregate to near \$300 per mile. They were offered \$237 50; the mail was refused, without more pay. The controversy was, however, settled

by a reference to the late President Tyler, who decided to allow them \$19,500 for the railroad service, or at the rate of \$260 per mile; and the service was thus continued until the 1st of July last, when the contracts were again to be let. They were offered the maximum price, \$237 50 per mile, for railroad service, and 12½ per cent. less for the steamboat service, which amounted to \$17,971 for the railroad, and \$11,291 for the steamboat service, making \$29,262; less by \$2,990 than the amount received under the award of President Tyler.

This company, at first, demanded for the service \$36,500, which exceeded their old pay \$4,248, but, finally, yielded so far as to accept the pay allowed by the award of Mr. Tyler. I could make no such contract, because the demand exceeded the price which I was authorized to pay by the settled adjudication of each of my predecessors, since the passage of the act of 1838, as well as by myself, and recognized by Congress in the acts of 1839 and 1845; nor would I have done so if the law had permitted me to pay higher, because, in my judgment, the sum demanded was greatly beyond a just and fair compensation for the service; and because every other first class road, performing single daily service, which had been let to contract since the act of 1845, had accepted the rate offered this company, and were performing the service for it; and I could see no reason why this company should be paid more than others, especially those which perform the service over their roads both ways in the night, whilst this company performed the service most of the year in the day time.

Before the establishment of this railroad, the mail to Richmond, in steamboats and coaches, cost \$5,445 per annum, and the price paid since 1843, for steamboat and railroad service, has increased to \$32,250 per annum, whilst transportation of everything else than the mail has been greatly reduced.

The company declined the service, and arrangements were in progress for a contract to take the great southern mail from Baltimore down the bay in June last. The president of the company, Mr. Edwin Robinson, professed a willingness to continue the service, and trust to my *sense of justice* for an additional compensation. Believing that the services of the road would be more acceptable to the public than any other, after explaining to him fully my settled opinions of the law and my duty under it, I agreed at once to permit the service to be continued, and abandoned the arrangements by the bay route, which could, at that season of the year, have been advantageously made. The service has been continued, under this arrangement, since the 1st of July last. On the 26th day of October, a formal notice was given the department that the company would decline taking the mails after the 10th of December, without additional pay. Would it be unreasonable to suppose that the president of the company, in his communication, intended to induce the department to continue the mails on the road without a written contract, as had been the case since 1843, until the opening of winter and the meeting of Congress, under the expectation that no arrangement could be made for the service in the

winter; or, if made, that bad roads, ice, &c., would render the service irregular, and create more dissatisfaction in the public mind, and the department or Congress, or both, might be induced the more readily to yield to the exactions of his company. The compensation offered to that company is at the same rate for which the service is performed from Richmond to Petersburg, to Weldon, and to Wilmington; from Charleston to Augusta, and to Atlanta, taking the same great southern mail, and some of the roads performing the service both ways in the night, and one of them with more speed than is given over this route, where the service is in the day time for a great proportion of the year.

The compensation offered for steamboat service from this to Aquia creek, is at a much higher rate than is paid upon any steamboat route in the United States, except the sea route between Charleston and Wilmington, which is paid at the same rate offered this company. From Louisville to Cincinnati, about 140 miles, the service is rendered daily in steamboats, at \$3,800; from New York to Troy, about 150 miles, daily in steamboats during the season of navigation, about nine months, for the sum of \$13,750; from New York to Stonington, about 125 miles, the mail is taken daily in steamboats for the sum of \$9,000; and so on other routes; whilst on this route, of 54½ miles long, they demand \$12,752, and on the railroad, \$19,500. Arrangements have been completed for the transportation of the great southern mail from Baltimore down the bay; and, though the service may not be so good as that over the railroad, yet there will be no serious inconvenience experienced, except in Virginia near this route, where it will be impossible to give the same expedition to the mails by any other conveyance. To obviate this inconvenience as far as practicable, I then offered the company one hundred dollars per mile, for taking the local mails to Richmond, which is the highest price, authorized by the act of 1845, to be paid to railroads for second class service. For taking the local mails, no higher classification of that or any other route could be made. This offer was likewise refused; and the local mails will be sent hereafter by stages from this to Richmond; and this service and the transportation of the great mail down the bay, will continue until the first of July, 1851, unless Congress shall otherwise order.

This, and similar efforts on the part of a few contractors in other sections of the country, to obtain under one pretence or another, higher prices than the maximum rates settled in the department, have produced much inconvenience to the public; and, if practicable, should be avoided in future. This can only be accomplished by such a modification of the law, as will give a more precise and certain basis for the adjustment of their compensation.

It affords me great pleasure to say, that a very large proportion of the companies owning railroads and steamboats, have accepted the terms of the department, and perform the public service with great energy and regularity, and to the satisfaction of the public, as well as of the department.

The service to Oregon from Charleston and Panama, as directed by the 6th section of the act of the 3d March, 1847, has not been put in operation. The usual advertisements for the ser-

vice were made, and no bid was received for the service, within the limitations of the law, that could be accepted. A bid for a portion of the service from Charleston to Havana, was made by Mr. M. C. Mordecai, of Charleston, which was accepted by the department upon condition that it should be approved by Congress, and an appropriation made for the payment. This was done upon the supposition that Congress might still desire the establishment of this important line to Oregon, even if more money had to be paid than the sum limited in the law. The whole service will probably cost more than double the amount appropriated. The contractor is of undoubted ability, and will put the line in operation should it be the pleasure of Congress to sanction the contract. An estimate for the necessary sum for his payment will be submitted.

Much anxiety has been manifested in some parts of Florida, for this line to touch at St. Augustine, and other points on the peninsula; but as no bids were received for such service, although invited, it could not be done.

At the earnest solicitation of the citizens of Florida, I have invited proposals under the 8th section of the act of March 3, 1815, "to provide for the transportation of the mail between the United States and foreign countries," for a line of steamers touching at the principal ports on both sides of the peninsula, in a smaller class of steamers than those contemplated by the 6th section of the act of the 3d March, 1847. As it is not probable that any revenues will be received from the offices to justify such an expenditure, I thought proper to invite the proposals at a time when Congress would be in session, that it might be decided by that body, whether other considerations than those connected with the Post Office Department, would induce it to make the necessary appropriations for the service. Such a class of steamers as could readily enter the different ports on the Gulf of Mexico in the service of the Post Office Department, would be of great importance to the citizens residing on the coast, who are almost entirely destitute of mail facilities; and would increase rapidly the sale and settlement of the public lands, and might be made of still more importance in the protection of the general revenues.

It has been suggested that this service may be performed without much additional expense to the country, by the employment of steamers now under the control of the War and Navy Departments, and belonging to the government, whenever they can be diverted from their present service. During the past year, the vessels in the employment of the War Department, have transported the mails between New Orleans and Tampico and Vera Cruz, for the army, and no reason is perceived why a similar service may not be rendered, after the close of the war, to the different ports on the coast of the gulf.

The conveyance of the United States mail to and from Europe was authorized by the act of Congress of the 3d of March, 1845. Under its requirements, a steam-ship line from New York to Bremen, in Germany, was organized, touching at the port of Cowes or

Southampton, in England, with the privilege of calling, on alternate trips, at Havre, in France. The plan was submitted to Congress in my annual report of December, 1845; was approved, and an appropriation made for it. That service has partially been put in operation. The first ship, the *Washington*, entered upon the service the 1st of June, and returned in July. She has performed a second trip, commencing in September, and is now abroad on her third voyage. Her construction was barely completed before she proceeded with the mails to Europe. The performance of this vessel on her first voyage was necessarily of an experimental character. Defects in some of the details of her construction and machinery manifested themselves; owing to which her speed did not equal public expectation; but subsequent alterations produced a decided improvement; and her last voyage, as compared with those of the English and French steamers, furnishes gratifying evidences in her favor, both for speed and safety. She was constructed under the faithful and active supervision of Lieut. Thomas Brownell, of the United States Navy, whose attention is continued to the building of the other ships of this line now in a course of construction.

On commencing this service, it became apparent that more knowledge than was possessed in the department, concerning the mail service in other countries, with which this line was to be connected, should be obtained; and that it should be ascertained whether special arrangements with those countries would become necessary; and, if so, to have them made without delay. For this purpose, I sent out, as the special agent of the department, the first assistant postmaster general, S. R. Hobbie, esq., who went in the *Washington*, and remained in Europe during the interval between her two voyages.

On his arrival at Southampton, on the 15th of June, Mr. Hobbie met a hostile movement of the English government against the line of American mail steamers, in a post office order issued the 9th of June, by direction of the lords of the treasury. This order subjected all letters and newspapers, conveyed by the *Washington* to England, to the same charge of postage as if they had been conveyed in the British steamers, at their own expense. The mails made up in this country for France, and left at Southampton to be forwarded to Havre, were subjected to the same charge; and all were required to be sent to the London post office. It being his duty to proceed directly to Germany, Mr. Hobbie made a full communication to our Minister at London, and placed the matter under his immediate charge. Shortly afterwards he repaired from Bremen to London, and united with Mr. Bancroft in efforts to effect a withdrawal of the order of the 9th of June, and the adoption of a reciprocal postal arrangement between the two countries. The British government persisting in their order, he returned to the Continent, and resumed the prosecution of his mail arrangements there.

In the mean time, notice having been given to this department of the course adopted by the British post office, the undersigned

immediately gave notice to the Postmaster General of Great Britain for the abrogation of all agreements existing between the two offices, which, at the expiration of three months, annulled the agreement entered into in 1844, for the transmission of the British closed mails through the United States to Canada, as well as the arrangements heretofore made for the collection and payment of the postages of the United States in Canada. This was followed by an offer of terms for a postal arrangement between Great Britain and the United States, informally submitted to our minister by the chancellor of the exchequer. Mr. Hobbie having again joined Mr. Bancroft in London, the application for a rescision of the order of the 9th of June, during the pendency of the negotiations, was renewed, but without success. On the 22d of October, a solemn protest in behalf of the United States was made by the American Minister in London, addressed to Viscount Palmerston, against the unjust and illiberal act of the British government—a copy of which accompanies this report, marked D. The terms for a postal arrangement, submitted by the chancellor, were deemed objectionable, and a counter-proposition was made in behalf of this department. Interviews and discussions followed. At length, the British Postmaster General restated the terms of his proposition, with some modifications, but still retaining some of the most objectionable features.

In France, Major Hobbie found a willing disposition expressed to adjust arrangements with the United States, for optional payment of postage, and for the establishment of rates uniform between the two countries; but that they could not be effected at the present time. The order of the British government imposes double postage on our mails to France, which have to be landed at Cowes or Southampton, as well as upon those to England; and whilst that order is in operation, it is impossible to place them on a reciprocal footing with those conveyed direct to Havre by the French steamers. This exhibits, in a still stronger light, the injustice of the British regulation of the 9th of June last. There are no regulations of the French post-office, subjecting the mails from the United States to any special burdens or delays.

His mission to Germany was successful. He met at Bremen, and Frankfort-on-the-Maine, representatives of several of the post establishments, and through the agency of the post office at Bremen corresponded with others; all of which resulted in certain regulations, which he has brought with him, and submitted for my approval. These, together with his investigations into the operations of the post office systems abroad, with the view of ascertaining what improvements may be introduced into our own, will constitute, hereafter, the subject of a special report.

The obnoxious order of the British postoffice of the 9th of June last, discriminating against the American steamers, is not the only advantage which the British government has over that of the United States, as the laws of the two countries now stand. It is understood that, by the laws of Great Britain, letters sent from the United States in transient vessels, to Great Britain, have a postage

of eight-pence or about sixteen cents to pay for delivery, termed the ship postage; whilst letters sent from England to the United States are charged only six cents when delivered at the office in which they are deposited; and but two cents when forwarded in the United States mails, in addition to the regular postage of the United States. Letters mailed in the United States for France, and sent through England, are charged, in addition to the sea postage, ten pence, equal to twenty cents, for transportation from Southampton to Havre; whilst upon letters from Great Britain to Canada, passing from Boston to St. Johns, a much greater distance, the United States only charge five cents—one quarter of the amount charged on American letters passing through England. In England, the inland postage is much lower than in the United States, whilst the ship and transit postage on foreign letters is much greater. The sea postage between the two countries is about the same (twenty-four cents)—a rate, in the opinion of the undersigned, much too high for the interest and convenience of both countries.

In England, it is understood that the foreign postages are, by law, under the control of the lords of the treasury, and may be changed as circumstances render necessary. A similar power should be given to the Postmaster General, or some other authority in the United States, so as to secure, if practicable, fair and just mail arrangements between this and foreign countries.

In the opinion of the undersigned, the sea postage should be reduced, and the ship postage, as it is called in both countries, be made the same. Letters delivered into the offices of either should be treated, in all respects, and transported in their mails upon the same terms that they are taken for their own citizens or subjects. Some such arrangement would be mutually beneficial to both, and should be insisted upon by the United States, and can only be secured by further legislation, giving authority to regulate the foreign postages by agreement between them.

Whilst I cannot doubt that further time and consideration will bring about an amicable adjustment of this unnecessary interference in the intercourse between the two countries, it becomes my duty to report these facts to you, and urge that the early attention of Congress be invited to this subject. Whilst this state of things continues, the British government, by their order of June last, appropriates the American steamship *Washington*, to their own use, so far as postage is to be derived from it, as fully as if it were her own, established and maintained at her own expense; and this for the avowed purpose of protecting the British mail steamers against those of the United States.

This interruption, in the intercourse between the countries, has led to the establishment of an express line, in Montreal, for the avowed purpose of transmitting letters, to the British steamers, through the United States, out of the mails. Proper instructions have been given for the arrest and prosecution of all persons connected with, or using this line, in every State through which it passes.

The penalties imposed by the act of the 3d March, 1845, have

been before stated to be insufficient for the suppression of private expresses; and it becomes more important to increase them against that class which may engage in the transmission of letters from foreign countries, through the United States, as well as to impose other and more severe penalties upon vessels bringing letters into the United States, and delivering them to others, than those in the service of the Post Office Department.

The agent of the department conducted the business, entrusted to him, with zeal, energy, and ability, and to the satisfaction of the department; and it is regretted that the laws do not permit any addition to be made to his regular compensation, for the extraordinary services performed by him in this important business abroad, and from which so much good is likely to ensue; and the undersigned recommends that provision be made by Congress for the payment of an adequate compensation to him for such services.

The mail routes created in Oregon by the 1st section of the act of the 3d of March, 1847, to establish certain post routes, were advertised, as the law requires, but no bids for the service were given that could, with propriety, be accepted. Offices were established at Astoria, and Oregon city, and postmasters appointed. A special agent of the department, General Cornelius Gilliam, was appointed to superintend the services, and instructions were given him, a copy of which accompanies this report, marked G. There have been no returns received from the postmasters or special agent.

In pursuance of two joint resolutions, of the 3d of March, 1847, one for the benefit of William B. Stokes, surviving partner of John N. C. Stockton & Co., the other for the relief of M. A. Price, and E. A. White, I have carefully examined, and decided the cases. Copies of the opinions given on them, accompany this report, marked H and I.

Very respectfully, your obedient servant,

C. JOHNSON.

To the PRESIDENT OF THE UNITED STATES.

A.

Table of mail service for the year ending 30th June, 1847, as exhibited by the state of the arrangements at the close of the year. (a)

84

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.....	3,980	805,320	\$25,816	251,630	\$9,285	70,821	\$6,733	1,117,171	\$41,964
New Hampshire.....	2,267	237,068	6,225	366,880	12,031	73,632	7,404	677,580	25,560
Vermont.....	2,186	277,056	8,713	451,801	17,150	b 2,100	730	730,960	26,563
Massachusetts.....	3,178	411,130	13,600	636,282	23,305	867,610	c 70,127	1,918,052	107,392
Rhode Island.....	383	57,616	2,466	78,621	1,871	30,261	4,850	166,501	9,187
Connecticut.....	1,820	360,511	16,033	182,226	8,197	211,088	e 21,267	757,119	45,797
New York.....	13,292	1,791,328	68,033	1,715,256	57,803	1,155,310	103,451	4,961,921	229,307
New Jersey.....	1,980	92,577	3,225	127,512	17,901	223,288	37,891	713,407	58,930
Pennsylvania.....	10,221	886,210	35,243	1,589,128	46,812	356,720	13,357	2,812,058	155,412
Delaware.....	519	65,520	2,595	81,361	5,267	(d)		150,381	7,862
Maryland.....	2,350	230,932	11,188	306,332	26,808	391,768	95,715	927,032	133,751
Virginia.....	10,782	1,024,297	39,997	895,943	73,850	112,002	76,750	2,363,112	192,615
North Carolina.....	7,123	583,088	25,010	652,900	60,280	337,272	87,260	1,573,260	172,520
South Carolina.....	4,718	418,392	26,258	382,098	41,690	229,320	51,200	1,029,808	118,157
Georgia.....	5,761	462,958	25,035	588,618	55,980	355,350	71,996	1,437,866	153,001
Florida.....	2,957	88,296	7,768	176,105	22,958	81,215	11,067	338,911	45,193
Ohio.....	11,538	901,713	33,358	1,598,693	113,722	632,320	23,215	3,135,726	170,295
Michigan.....	4,255	369,532	11,948	311,812	9,889	221,818	16,351	909,222	58,211
Indiana.....	6,760	819,156	30,411	391,318	19,647	35,568	2,331	1,256,072	62,439
Illinois.....	8,276	780,266	29,147	1,325,792	73,338			2,106,058	102,453

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 each 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. This embraces some express transportation.

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

A—Table of mail service—Continued.

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.			
Wisconsin	3,078	291,308	11,105	132,181	3,938			413,492	15,043
Iowa.....	1,641	179,920	6,639	89,511	3,083			269,164	9,722
Missouri.....	7,897	663,520	22,300	433,680	19,620	475,696	a 7,800	1,572,896	49,720
Kentucky.....	7,705	785,252	31,011	487,916	30,770	999,618	b 27,770	2,272,816	89,581
Tennessee.....	6,826	755,766	25,572	519,952	29,726			1,305,708	55,298
Alabama.....	6,554	725,764	39,382	575,536	51,092	253,118	c 16,115	1,551,748	136,199
Mississippi.....	4,217	481,740	26,206	360,161	28,302	28,701	3,913	873,908	58,451
Arkansas.....	4,637	512,876	27,396	68,120	6,600	55,536	6,900	636,532	29,996
Louisiana.....	3,288	276,610	23,670			293,856	18,135	482,196	41,795
Texas.....	2,766	226,200	14,636	61,180	9,166	8,220	500	299,000	21,102
	153,818	15,593,972	650,166	15,209,005	912,462	8,081,922	814,220	38,887,899	2,406,848
Add cost of mail agencies incident to the railroad and steamboat service, and payable under the head of "transportation".....									46,153
									2,453,001

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

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

c This includes the route from Mobile to New Orleans.

S. R. HOBBS,
First Assistant Postmaster General.

B 1.

Comparative statement of the extent and cost of the mail service in the northwestern and southwestern sections, embracing Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, between the last year of the old term of contracts, expiring on the 30th June, 1846, and the first year of the present term, commencing the 1st July, 1846.

Statement of	Last year of old term	First year of present term
Length of routes	67,653 miles.....	67,819 miles
Annual transportation.....	12,733,612 miles.....	13,972,412 miles
Annual cost	973,527 dollars.....	713,342 44/100

B 2.

Comparative statement of the extent and cost of the mail service between the last two years.

	For the year ending 30th June, 1846.	For the year ending 30th June, 1847.
Length of routes.....	152,862 miles	153,813 miles
Annual transportation.....	*37,398,414 miles	38,887,899 miles
Annual cost of transportation.....	†\$2,671,267	\$2,406,948
Annual cost of agencies incidental to railroad and steamboat transportation	42,406	46,153

B 3.

Comparative statement of the length of routes and cost of transportation in the southern section, embracing Virginia, North Carolina, South Carolina, Georgia, and Florida, between the last year of the last contract term, which expired 30th June, 1847, and the present contract term, which commenced 1st July last, as shown by the state of the service on the 1st November, instant.

Statement of	Year ending June 30, 1847.	Present contract year.
Length of routes	31,641 miles	31,867 miles
Annual cost	\$381,406	\$572,789

* Exclusive of Texas service.

† Including Texas.

Railroad service, as in operation on the 1st of November, 1847.

1332

Ex Doc. No. 1

State.	No. of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Maine.....	61a	From Bangor to Upper Still-water.....	9		6	\$15 00		
	92	From Portland to Portsmouth, New Hampshire.....	52½	61½	12	6,718 00	\$6,733 00	
N. Hampshire.....	201	From Concord to Lowell, Mass.....	50		12	6,129 00		
	204, 209 }	From Concord to Grafton.....	44	91	6	2,139 00	8,568 00	{ Under coach contracts, and embracing side supply.
Massachusetts.....	210, 211 }	From Boston to Portsmouth, N. Hampshire.....	54½		12			
	401	Branch to Marblehead, embracing side supply.....	4		6	8,324 00		
	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 Fitchburg.....	50½		6	1,991 00		
	407	From Boston to Worcester.....	46		18	7,000 00		
	410	From Boston to Providence, Rhode Island.....	43		18	7,066 00		Embracing side supply.
	112 & 413	From Boston to Plymouth.....	45		6	2,000 00		Under 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 Boston to Fall River.....	53½		12	2,250 00		
	469, 470 and 471 }	From Fitchburg to Winchendon and Templeton.....	24		6	585 00		Under coach contract.
	476	From Worcester to Albany, N. Y., with 6 additional trips 3 months 38½ miles of the distance.....	157		12	20,186 00 414 00		
	484	From Worcester to Providence, Rhode Island.....	48		3	382 00		Transferred from coaches—same pay.
	503a	From Springfield to Greenfield.....	38		6	3,257 00		
	513	From Pittsfield to North Adams.....	21	724½	6	170 00	67,153 00	Under coach contract.
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		
	685	From New Haven to Springfield, Massachusetts.....	63½		12	8,142 00		
	702	From Bridgeport to West Stockbridge, thence to State line, Massachusetts.....	98	220½	6	5,250 00	20,978 00	Offer of department.
	808	From New York to Greenport.....	93		6	3,986 00		
New York.....	811 pt.	From White Plains to Pleasantville.....	9		6	272 00		Mail to be taken from New York city.
	811a	From Pleasantville to Parry's Depot.....	16		3	352 00		Mail to be taken from New York city.
	812 pt.	From New York to White Plains.....	27½		6	557 78		Pro rata for this part of the route.
	815 pt.	From Pierpont to Ousville.....	61½		6	2,592 57		Pro rata for this part of the route; offer of department.
	920	From Albany to Troy.....	6		6	394 00		Coach contract; transferred to railroad at same pay.
	921	From Albany to Schenectady.....	16		14	1,800 00		
	934	From Troy to Schenectady.....	20½		7	480 00		
	934	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		

Ex Doc. No. 1.

1333

B 4.—Railroad service—Continued.

1334

Ex. Doc. No. 1

State.	No. of route.	Termi.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
New York—Con...	1023	From Utica to Syracuse	53		14	\$7,950 00		Offer of department, once daily in winter.
	1070	From Syracuse to Auburn	26		11	3,900 00		Offer of department, once daily in winter.
	1078	From junction to Skaneateles...	54		7	260 00		
	1087	From Auburn to Rochester	78		14	11,700 00		
	1086	From Ithaca to Owego	30		6	333 00		1 month in coaches.
	1145	From Rochester to Attica	44		11	6,600 00		Once a day in winter.
	1180	From Attica to Buffalo	31		14	4,800 00		
	1189	From Lockport to Lewiston	27		7	750 00		Including branch to Niagara Falls, 7 miles.
New Jersey	1194 pt.	From Buffalo to Lewiston	29	705	7	1,000 00	\$50,970 00	Offer of department.
	1301	From New York to New Brunswick	36		14	11,788 00		Contract not executed.
	1301a	From New Brunswick to Philadelphia, including side supply.	53		14	20,878 00		Contract not executed.
	1302	From New York to Patterson	17		13	1,500 00		
	1304	From New York to Morristown	32		12	1,585 00		
Pennsylvania	1319 pt.	From Elizabethtown to Somerville	26	164	7	1,800 00	37,551 00	
	1401	From Philadelphia to Lancaster	70		14	12,200 00		
	1401 a	From Lancaster to Columbia	12		11	1,504 00		
	1406	From Philadelphia to Pottsville, embracing 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, Md.	20		6	1,000 00		
	1579	From Williamsport to Ralston	25		6	1,286 00		
	1612	From Summit to Johnstown	19	232	3	200 00	42,690 00	Horse service during winter. Whole distance 26 miles. 19 miles is proportion for railroad service for year.
Maryland	1901	From Baltimore to Philadelphia	97		13	30,600 00		
	1902	From Baltimore to Washington, D. C.	40		17½	12,720 00		Including agency and wagon service on the third daily trip.
	1903	From Baltimore to Cumberland Branch to Frederick	179 3		7	43,225 00		
	1905	From Baltimore to Columbia, Pa.	72		6	7,000 00		
Ohio	1927	From Annapolis to Junction	20	411	6	2,200 00	95,745 00	
	2139 pt.	From Tiffin to Sandusky	37		3	540 00		Contractors perform 6 trips a week service. It is understood that railroad transportation is performed between Springfield and Xenia, 20 miles farther, 6 times a week, but no contract arrangements are yet adjusted.
	2286	From Kenia to Cincinnati	65		7	6,526 00		
	2291	From Mansfield to Sandusky	61	163	6	2,050 00	9,116 00	65 miles three times a week. This service it is understood is now performed, but no contract arrangements are yet adjusted.
	2297 pt.	From Bellefontaine to Tiffin						
Virginia	2425	From Junction to Gordonsville	51		7	5,101 00		
	2427	From Richmond to Aquia creek	15½		7	18,016 33		Offer, including side supply of Fredericksburg—contract not executed.
	2429	From Richmond to Petersburg	24½		7	5,818 45		Contract not executed.
	2441	From Petersburg to Weldon	64		7	15,200 00		Contract not executed.
	2448	From Hixford to Gaston	20		7	2,000 00		Contract not executed.
	2464	From Portsmouth to Neuse's depot	48½		3	1,108 00		Contract not executed.

Ex. Doc. No. 1.

1335

B 4—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.
Virginia—Continued	2534	From Winchester to Harper's Ferry	Miles. 32	Miles. 315	8	\$2,743 00	\$50,015 78	Contract not executed.
North Carolina....	2601	From Raleigh to Gaston	87		7	8,700 00		Contract not executed.
	2617	From Weldon to Wilmington	160	217	7	37,500 00	46,200 00	Contract not executed.
South Carolina	3104	From Columbia to Branchville	64		7	6,800 00		
	3122	From Charleston to Augusta	139	207	7	33,012 50	39,812 50	
Georgia	3250	From Savannah to Macon	192		7	19,200 00		
	3257	From Macon to Atlanta	101		7	10,100 00		
	3299	From Augusta to Atlanta, with branch to Warrenton, 33 miles	172		7	35,521 00		Contract not executed.
	3344	From Atlanta to Dalton	100	565	6	8,571 00	73,392 00	Contract not executed.
Michigan	3702	From Detroit to Kalamazoo	147		6	9,302 00		Contract not executed.
	3701	From Detroit to Pontiac	25		6	1,072 00		
	3712	From Monroe to Hillsdale	68	240	6	3,000 00	13,374 00	Contract not executed.
Indiana	3902	From Madison to Indianapolis	89	88	6	2,931 00	2,931 00	From Indianapolis to Indianapolis under coach contract.
Alabama	5513	From Decatur to Tusculumbia	43		6	1,843 00		
	5530	From Montgomery to Auburn	60	103	7	12,000 00	13,843 00	
Mississippi	5704	From Jackson to Vicksburg	46	46	7	4,600 00	4,600 00	Contract not executed.

B 5.

Steamboat service, as in operation on 1st November, 1847.

States.	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	43		8 mo., 4	\$450 00		Contractors are to be allowed \$100 a year additional, if the offices of Holme's Hole and Edgartown shall yield \$580 a year.
	457	From New Bedford to Nantucket	65	108	6	2,438 00	\$2,888 00	
New York	801	From New York to Stonington, Connecticut	125		6	9,000 00		Offer of department.
	802	From New York to Norwich, Connecticut	142		6	4,239 00		
	803	From New York to New Haven, Connecticut	80		6	6,000 00		During navigation, and three times a day if regular line run so often.
	808	From New York to Tompkinsville	8		6	150 00		
	809	From New York to Troy	150		14	13,750 00		Offer of department. Pro rata for this part of the route.
	814	From New York to North Sore	8		6	125 00		
	815 pt.	From New York to Piermont	24		6	1,071 00		Offer of department.
	947	From Whitehall to St. John's, Canada	160		6	1,500 00		
	1109	From Salubria to Geneva	89		6	1,463 00		

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Ex. Doc. No. 1.

1337

B 5—Steamboat service—Continued.

1338

Ex. Doc. No. 1.

States.	No. of route.	Terminals.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
New York—Cont'd.	1193	From Leviston to Ogdensburg.	300	Miles.	6	\$1,500 00		Offer of department
New Jersey.....	1349	From Greencastle to Sag Harbor.	12	1,038	6	250 00	\$39,048 00	
	1305 pt.	From New York to Middletown Point, New Jersey.....	28	28	6	250 00	250 00	Three times a week during winter.
Ohio.....	2056	From Buffalo, New York, to Detroit, Michigan.	325		7	12,000 00		There was a contract for this service from July 1, 1846, to Nov. 25, 1846, at rate of \$12,000 for season of navigation; since Nov. 25, special arrangement to carry letters at 1 cent each, and newspapers at 4 cent each.
	2233	From Buffalo, New York, to Toledo, Ohio.....	325			Estimated.		
	2233	From Cincinnati, O., to Maysville, Kentucky.....	64		6	1,100 00		
	2294	From Sandusky to Buffalo, New York.....	263	1,937	6	1,000 00	14,100 00	During steamboat navigation.
Virginia.....	2401	From Washington, D. C., to Aquia Creek, Virginia.....	54		7	11,434 00		Offer of department. Includes side supply of Alexandria.
	2436	From Richmond to Norfolk.....	150		3	1,200 00		
	2461	From Norfolk to Hampton.....	18		6	998 00		
	2462	From Norfolk to Baltimore, Md.	200		6	8,000 00		
	2463	From Norfolk to Eastville.....	57	479	12	955 00	22,537 00	Embraces six miles of horse conveyance.
North Carolina	2817 pt.	From Wilmington to Charleston.	170		7	37,500 00		Half of the pay for the entire route from Weldon. Dis-

South Carolina.....	2850	From Franklin Depot to Plymouth.	108	278	3	2,500 00	10,000 00	tance by sea uncertain; claimed to be more.
	3123	From Charleston to Savannah, Georgia.....	160	160	7	14,000 00	14,000 00	
Georgia.....	3251	From Savannah to Piletka, Fla.	358	358	2	7,500 00	7,500 00	
Florida.....	3507	From Piletka to Mclonsville.	125		1	1,500 00		
	3523	From Chattahoochee to Apalachicola.....	150	275	2	2,600 00	4,100 00	
Michigan.....	3783	From St. Joseph's to Chicago, Illinois.....	70		6	2,700 00		
	3798	From Detroit to Sault St. Marie.	300	370	1	300 00	3,000 00	
Missouri.....	4813	From St. Louis to New Orleans.	1,250		3	6,240 00		This service employed by the trip.
	4814	From St. Louis to Keokuk.....	206	1,456	3	1,560 00	7,800 00	This service employed by the trip.
Kentucky.....	5001	From Louisville to New Orleans.	1,448		6	23,920 00		This service employed by the trip.
	5032	From Cincinnati, O., to Louisville, Kentucky.....	132	1,580	7	3,850 00	27,770 00	
Alabama.....	5510	From Gunter's Landing to Decatur.....	61		6	4,325 00		
	5581	From Stockton to Mobile.....	34		7			
	5612	From Mobile to New Orleans.....	185	240	7	21,000 00	28,325 00	Under a coach contract. The direct distance, omitting intermediate offices, which are but seldom supplied by this route, is 164 miles.
Arkansas.....	5904	From Rogers's Bluff to Napoleon.....	178	178	3	6,000 00	6,000 00	Pro rata for steamboat part of route.
Louisiana.....	6002	From New Orleans to Covington.....	51		3	1,800 00		
	6001	From New Orleans to Galveston, Texas.....	450		1	8,033 00		Service performed once in 5 days from Nov. 1 to July 1. Pay, 75 per cent. of postage at Galveston, both of its distribution and delivery.

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1339

B 5—Steamboat 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.
			Miles.	Miles.				
Louisiana—Cont'd.	6006	From New Orleans to Shreveport.....	500	.....	Twice a w. to Natchitoches, & once a w. residue.	1,292 00	.....	Services employed by the trip.
	6019	From St. Francisville to New Orleans.....	147	1,151	2	7,000 00	18,125 00	
Texas	6101	From Galveston to Houston....	80	80	2	1,250 00	1,250 00	
				8,856			236,743 00	

B 6.

Number of mail contractors, route agents, local agents, and mail messengers in the several sections.

Sections.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England.....	574	10	.....	39
New York.....	583	10	.....	43
Middle.....	735	6	1	38
Southern.....	600	11	.....	13
Northwestern.....	583	.....	4	7
Southwestern.....	584	.....	15	19
Total.....	3,659	37	20	159

B 7.

New routes under act of Congress of 3d March, 1847.

Their extent, as put into operation on and since 1st July last.....	8,239 miles.
Annual cost of transportation thereon.....	\$12,943

S. R. HOBBS,
First Assistant Postmaster General.

C.

APPOINTMENT OFFICE,
Post Office Department.

To the Appointment Office is assigned all questions which relate to the establishment and discontinuance of post offices, changes of sites and names, appointments and removal of postmasters, and instructions to postmasters. Blanks, stamps, and letter balances, are also furnished from this office. The operations for

this bureau, for the last fiscal year, will be seen by reference to the tabular statement annexed marked, No. 1; to which I have added a column, showing the number of Post offices on the first day of October, arranged according to States.

This table affords but little idea of the amount of labor performed in this office, which chiefly consists in the extensive and varied correspondence with postmasters and others, relating to questions arising under the post office laws and regulations. The number of resignations have been about 600 less than the last year; this, in some measure, may be attributed to the passage of the act of Congress restoring the franking privilege to postmasters, whose compensation for the fiscal year, ending 31st June, 1846, did not exceed two hundred dollars.

It gives me pleasure to bear witness to the general promptness and fidelity of postmasters. Delinquencies, it is true, have occurred, but the delinquents have been promptly removed.

The contracts for supplying blanks to postmasters terminated on the first day of April last. Sealed proposals were received, and new contracts entered into, according to law, for the term of four years, upon most favorable terms to the department. Statement No. 2, exhibits the amount per ream paid for the different kind of blanks, with the names of the contractors. No. 3, shows the cost of furnishing blanks to each State for one year; and, also, for four years. No. 4, exhibits the amount paid under the former contracts, as compared with the prices now paid. This table shows a saving to the department of \$3,263 24 per annum, or \$33,052 96 for four years.

By the provisions of an act, making appropriations for the service of the Post Office Department, for the year ending June 30th, 1847, \$8,500 was appropriated for compiling 18,000 copies of the list of post offices, and the same number of a revised edition of the post office laws and regulations. These works have been prepared with much care, and an enlarged and revised edition published, at an expense of \$6,677 20, leaving a balance of \$1,822 80 unexpended.

Under a rule of the department, each post office collecting a revenue of seventy-five dollars per annum, has been furnished with a balance for weighing letters.

W. J. BROWN,
2d Assistant Post Master General.

No. 1.

Tabular statement showing the number of offices established and discontinued, also appointments of postmasters, for the year ending 30th June, 1847.

States.	Resignations.	Deaths.	Change of site.	New offices.	Discontinued.	Removals.	President and Senate.	Total number of post offices on the 1st of October, 1847.
Maine.....	37	6	6	7	5	15	.....	570
New Hampshire.....	40	3	6	6	3	3	1	321
Vermont.....	41	2	7	7	3	4	.....	332
Massachusetts.....	36	9	6	7	2	12	4	515
Rhode Island.....	5	1	3	2	.....	1	1	54
Connecticut.....	27	5	3	3	4	4	2	282
New York.....	190	23	26	38	18	28	4	1,965
New Jersey.....	38	2	3	6	5	5	.....	307
Pennsylvania.....	166	10	24	39	13	24	.....	1,423
Delaware.....	7	4	.....	1	.....	1	.....	50
Maryland.....	56	3	4	11	8	7	1	282
Virginia.....	141	21	13	42	13	5	.....	1,069
North Carolina.....	85	13	4	26	18	4	.....	647
South Carolina.....	42	6	4	20	15	5	.....	400
Georgia.....	95	4	23	31	8	7	3	521
Florida.....	12	.....	2	11	2	1	.....	83
Ohio.....	177	16	14	37	16	29	.....	1,357
Michigan.....	43	4	2	12	5	6	.....	127
Indiana.....	115	11	5	49	15	7	1	663
Illinois.....	127	13	11	64	26	11	1	725
Wisconsin.....	36	3	4	55	3	8	.....	218
Iowa.....	26	3	4	16	3	8	.....	140
Missouri.....	78	8	6	46	20	2	.....	415
Kentucky.....	92	8	9	45	21	3	.....	591
Tennessee.....	94	8	17	63	20	5	.....	619
Alabama.....	94	2	6	47	14	1	1	464
Mississippi.....	56	7	5	47	15	3	.....	332
Arkansas.....	43	3	4	17	15	4	1	196
Louisiana.....	41	.....	4	21	4	5	.....	151
Texas.....	57	2	1	60	11	6	.....	171
Oregon.....	.....	.....	.....	.....	2	.....	.....	2
District of Columbia.....	.....	.....	.....	2	.....	.....	.....	4
	2,097	200	226	838	304	224	20	15,239

* Commission expired.

Tabular statement of the contract for printing blanks for post offices for the years 1847, 1848, 1849, and 1850.

State.	Contractors' names.	Mails received.	Mails sent.	Amount of newspapers and pamphlets received.	Mails received at distributing offices.	Mails sent from distributing offices.	Free mail matter.	Affidavits of official letters.	Accounts current.	Mail failures.	Special reports.	Post bills.
Maine.....	Joseph T. Crowell.....	\$3 50	\$3 50	\$3 50	\$3 50	\$3 75	\$3 75	\$1 50	\$1 50	\$1 50	\$1 50	\$1 00
New Hampshire.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Vermont.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Massachusetts.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Connecticut and Rhode Island.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
New York.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
New Jersey.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Pennsylvania and Delaware.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Maryland and District of Columbia.....	Do.....	3 50	3 50	3 50	3 50	3 75	3 75	1 50	1 50	1 50	1 50	1 00
Virginia.....	Carroll & Cook.....	3 97	3 97	3 97	3 97	3 97	3 97	3 60	3 60	3 60	3 60	1 17
North Carolina.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
South Carolina.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Georgia.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Alabama and Florida.....	Do.....	5 22	5 22	5 22	5 22	5 22	5 22	3 97	3 97	3 97	3 97	1 52
Ohio.....	Do.....	3 97	3 97	3 97	3 97	3 97	3 97	3 60	3 60	3 60	3 60	1 17
Michigan.....	Jewett, Thomas, & Co.....	3 90	3 90	3 90	3 90	3 90	3 90	1 60	1 60	1 60	1 60	1 60
Indiana.....	Do.....	3 90	3 90	3 90	3 90	3 90	3 90	1 60	1 60	1 60	1 60	1 60
Illinois.....	Do.....	3 90	3 90	3 90	3 90	3 90	3 90	1 60	1 60	1 60	1 60	1 60
Iowa and Wisconsin.....	Do.....	4 00	4 00	4 00	4 00	4 00	4 00	1 80	1 80	1 80	1 80	1 80
Missouri.....	Carroll & Cook.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Kentucky.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Tennessee.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Mississippi.....	Do.....	4 47	4 47	4 47	4 47	4 47	4 47	3 95	3 95	3 95	3 95	1 47
Louisiana and Arkansas.....	Do.....	5 22	5 22	5 22	5 22	5 22	5 22	3 97	3 97	3 97	3 97	1 52
Texas.....	Do.....	5 97	5 97	5 97	5 97	5 97	5 97	4 00	4 00	4 00	4 00	1 57

Ex. Doc. No. 1.

1345

No. 3.

RECAPITULATION.

Amount of the cost for the supply of blanks for each State per year,
and for four years, based upon estimates.

States.	One year.	Four years.
Maine.....	\$458 25	\$1,833 00
New Hampshire.....	307 00	1,228 00
Vermont.....	314 25	1,257 00
Massachusetts.....	659 75	2,639 00
Connecticut and Rhode Island.....	469 50	1,878 00
New York.....	2,143 75	8,575 00
New Jersey.....	388 75	1,555 00
Pennsylvania and Delaware.....	1,962 25	7,849 00
Maryland and District of Columbia.....	487 75	1,951 00
Virginia.....	666 85	2,667 40
North Carolina.....	536 64	2,146 56
South Carolina.....	403 95	1,615 80
Georgia.....	536 70	2,146 80
Alabama and Florida.....	785 12	3,140 48
Ohio.....	1,598 95	6,395 80
Michigan.....	338 50	1,554 00
Indiana.....	471 70	1,886 80
Illinois.....	504 20	2,016 80
Iowa and Wisconsin.....	320 00	1,280 00
Missouri.....	374 97	1,499 88
Kentucky.....	491 85	1,967 40
Tennessee.....	551 62	2,206 48
Mississippi.....	528 20	2,112 80
Louisiana and Arkansas.....	656 14	2,624 56
Texas.....	505 22	2,020 88

No. 3—Continued.

Amount, as per estimates, to each contractor per year, and for four years.

Contractors.	One year.	Four years.
Joseph T. Crowell, of New York.....	\$7,191 25	\$28,765 00
Carroll & Cook, of Troy, New York.....	7,636 21	29,544 84
Jewett Thomas & Co., of Buffalo, New York.....	1,631 40	6,537 60
Total.....	16,461 86	64,847 44
Excess of contract ending April, 1847, over new contract, commencing same date, as per bids.....	\$2,095 65	
Increase in estimated quantity, upon which the above calculation is based, being 25 per cent. more in new contract over old, predicated upon the increased business of the department—on \$16,897 45	4,224 36	
Increase of price allowed to contractors in consequence of change in blanks, upon the reorganization, under the act of Congress of March, 1847, to reduce the rates of postage, &c., on \$16,897 45, 11½ per cent.....	1,943 20	-
Total.....	8,263 24	\$33,052 96

NOTE.—The above statement does not embrace the District of Columbia or the States of Maryland and Virginia, as they were not included in the contract of 1843.

No. 4.

Abstract showing the amount paid for printing for four years ending April 1, 1847, compared with the amount contracted for four years commencing April 1, 1847.

States.	Ending 1847.	Commencing 1847.	Excess of new contracts over old.	Saving to the department.
Maine	\$503 50	\$454 25	.....	45 25
New Hampshire	330 75	307 00	.....	23 75
Vermont	330 75	314 25	.....	16 50
Massachusetts	701 75	659 75	.....	43 00
Connecticut and Rhode Island	510 00	469 50	.....	41 51
New York	2,779 50	2,143 75	.....	635 75
New Jersey	460 75	348 75	.....	72 00
Pennsylvania and Delaware	2,618 45	1,962 25	.....	656 20
North Carolina	605 25	536 64	.....	68 61
South Carolina	431 25	403 95	.....	27 30
Georgia	613 75	536 70	.....	77 05
Alabama and Florida	751 25	785 12	\$33 87	
Ohio	2,032 50	1,598 95	.....	433 55
Michigan	300 75	338 50	37 75	
Indiana	460 00	471 70	11 70	
Illinois	515 75	504 26	.....	11 55
Iowa and Wisconsin	225 50	320 00	94 50	
Missouri	405 24	374 97	.....	30 27
Kentucky	542 74	491 58	.....	51 16
Tennessee	546 54	551 62	.....	34 98
Mississippi	491 34	528 20	36 86	
Louisiana and Arkansas	697 10	656 14	.....	40 96
	16,897 45	14,801 77		

D. .

UNITED STATES LEGATION,
90 Eaton square, 22d October, 1847.

The undersigned, envoy extraordinary and minister plenipotentiary of the United States of America, had the honor, on the 12th of July last, and more fully on the 16th of August last, to make overtures to Viscount Palmerston, her majesty's principal Secretary of State for Foreign Affairs, for a postal arrangement between the United States and the united kingdom.

The undersigned has this day received directly from her majesty's postmaster general a memorandum upon the subject, to be communicated to his government. Pending the negotiation, it is right that that the *status* of the two parties should be equal; yet, the undersigned is apprised that the order No. 9, issued by the general post-office in June, 1847, by which a discriminating double postage is levied upon letters conveyed in American mail packets, from the United States to the united kingdom, and from the united kingdom to the United States, continues to be enforced.

The free intercourse by letter, between more than fifty millions of people whose mother tongue is the English, and of whom nearly one-half dwell on the western side of the Atlantic, is of such moment to general commerce, international friendship, private affection, and to the condition and prospects of the cultivated world, that even a temporary restriction of that freedom may well demand the serious attention of all who desire to cherish relations of amity between kindred nations.

It is, therefore, with deep regret that the undersigned feels himself compelled to protest against the post office order in question: 1. As the act of a department of her majesty's government, without the warrant of a British statute.

It is very true that Lord Palmerston, in his note of the 27th August, following a letter which he had received from that department, insists that "the act of the 3d and 4th Victoria expressly declares that all letters not weighing more than half an ounce, which shall be transmitted by the post, between the united kingdom and the United States of North America, shall be chargeable with an uniform rate of one shilling; and the 71st section of the same act provides that the expression 'by the post' shall be understood as including the transmission of post letters by packet-boats." But the declarations of law to which Lord Palmerston refers, evidently relate to the British packet service, and do but regulate the duties of British postage. Great Britain might as well, by act of parliament, regulate the duties of postage within the United States, as regulate, by act of parliament, the sea rates chargeable for conveyance in American packet-boats, upon the great and common highway of the nations. And if the schedule referred to, in the act above mentioned, is to be applied to American packet-boats, the post office order in question contravenes the act; for it levies a second postage, when one had already been paid: thus, making the rate charged between the United States and the united

kingdom two shillings, for what the act referred to declares shall be but one uniform rate of one shilling.

Or did the British legislature seriously intend, by law, to transfer exclusively to its own exchequer the whole return for the packet service of foreign nations, sending packets to her ports? The supposition that parliament can have so intended, is not to be entertained; for that intention would have been inconsistent with equity, and with international rights. In confirmation of the opinion that such was not the intention of the legislature, the undersigned appeals confidently to Lord Palmerston himself, who was at that time one of its members, and to his colleagues of that day in the ministry and in parliament.

2. But even if the letter of the act of 3d and 4th Victoria, chap. 96, should seem to authorise the imposition of a discriminating postage, the undersigned would still protest against the post-office order in question, as of a most unfriendly character, contrary to those principles of perfect reciprocity which should govern the postal arrangement between the two countries. Lord Palmerston is well aware that the act alluded to is not mandatory, but that a discretion rests with the lords of the treasury, or any three of them, with regard to its application. The post-office order, to which the undersigned has already called the attention of her majesty's government, assumes, therefore, undeniably, the character of an executive act, not required by law.

The degree of unfriendliness that has been manifested will appear from comparing the rates charged on the American mails, brought in the American packet to Southampton, and forwarded from Southampton to Havre, with those which the British government asked and accepted from the American government, for the conveyance from Boston to St. Johns, in Canada, of their closed mails brought in British packets to Boston. A special express conveyance, for the sole purpose of transporting that mail, was established by the American government; and nothing more than a rate of two-pence half-penny for the single letter of half an ounce, or about six-pence the ounce, net weight, was demanded for a mail thus exclusively instituted for that service; and the British post-office, for conveying the American closed mails, from Southampton to the French shore, a distance less than half as great as the distance from Boston to St. Johns, with no unusual speed, and in the least expensive manner, exacts four francs, or nearly seven fold the sum paid to America for more than twice the service.

3. The undersigned further protests against the post-office order in question, not only as illegal and unfriendly, but also as unprecedented. It is true, Lord Palmerston explains "that the United States is not the only country to which the above mentioned act has been so applied, but that on the contrary, the regulation by which packet postage is charged upon letters and newspapers, conveyed by foreign packets, has been invariably acted upon in regard to letters conveyed by the mail-packets of all foreign countries." Now, there are but two nations beside the United States which convey letters to this island, by their own mail-pack-

ets, viz: France and Belgium. "All foreign countries" referred to by Lord Palmerston, can therefore be only France, Belgium and America. Has "the above mentioned act" ever been "so applied" to the mail-packets of France? When and where was it "so applied?" When and where was double postage levied on a French mail-packet? The undersigned has not, by diligent inquiry, been able to discover that the above mentioned rate was ever "so applied" to the mail-packets of France.

Or, is it to Belgium that the above mentioned act was "so applied?" It may be that once, on a line of mail-packets of Belgium, what Lord Palmerston calls the ordinary rates of ship-letter postage may have been levied through mistake, because the boats were not taken to be mail-packets; but if so, the error committed was readily acknowledged and rectified. But Lord Palmerston insists "that the rates of packet postage, and not the ordinary rates of ship-letter postage," are chargeable upon letters conveyed by the American government packets, under the act above mentioned; and Lord Palmerston proceeds to say that "the last occasion on which this regulation was so applied happened in 1844, when the Belgian government having established packets to run twice a week between Dover and Ostend, letters conveyed by those packets were ordered to be charged with precisely the same rates of postage which are chargeable upon letters conveyed by British mail-packets."

This statement is made by Lord Palmerston with great precision; but the undersigned, in reply to his inquiries in respect to it, is informed that "the Belgian packet-boats did not begin to ply between Ostend and Dover till the month of March, 1846, and that no difference has ever arisen between the two countries in reference to letters transported by the packet-boats."

Besides, her majesty's postmaster general has himself informed the undersigned that the post office order in question is a novel application of the rates established eight years since.

And the undersigned begs Lord Palmerston to believe, that as her majesty's government has never imposed double postage to the injury of any nation but the United States, so the post-office order in question stands in striking contrast with the welcome given to American letters from American packet-boats, by other nations of Europe.

4. The undersigned further protests against the order in question, as inconsistent with the spirit of the convention of 3d July, 1816, to regulate the commerce between the territories of the United States and of her Britannic majesty," which convention provides that "no higher or other duties, or charges, shall be imposed

* * * in the ports of any of his Britannic majesty's territories in Europe on the vessels of the United States than shall be payable in the same ports on British vessels," and further, that "the citizens of the United States * * * shall pay no higher or other duties, or charges, on the importation or exportation of the cargoes of the said vessels, than shall be payable on the same articles when imported or exported in the vessels of the most favored European nations."

The undersigned is here constrained to ask if the few shillings which have been thus far exacted, and which continue to be exacted by the British post office, as sea rates upon letters which it did not bring over sea, are a compensation for the creation of even temporary impediments in the way of commercial, social, and scientific correspondence between nations speaking the same language, and bound to amity by the highest considerations of regard for civil and commercial freedom.

The undersigned, notwithstanding his former notes to Lord Palmerston on this subject have failed to obtain redress, could not witness the continued exaction of double postage on letters conveyed by American steamers without entering his protest.

Meantime, he is ever ready to contribute his efforts towards completing, without delay, with her majesty's government, a postal arrangement, which shall place the mail service of the two countries on the footing of perfect reciprocity.

The undersigned avails himself of this occasion to renew to Viscount Palmerston, the assurance of his distinguished consideration.

GEORGE BANCROFT.

E.

POST OFFICE DEPARTMENT,
December 1, 1847.

SIR: Under the present organization of the Post Office Department, the subjects confided to the immediate superintendence of the Third Assistant Postmaster General are—

1. The management of the financial business of the department, not committed by law to the Auditor.
2. The rendition, by the postmasters, of their quarterly returns of postages.
3. The dead letter office.
4. The issuing of postage stamps.

I will endeavor, in compliance with your request, to state briefly, in the order in which they are named, the course and extent of official action had upon each of these subjects in my office.

The management of the finances, so far as they are confided to me, involves the keeping of cash accounts with the regular depositaries of the department, 30 in number; with the class of post offices, called draft offices, 1,215 in number; and with 717 offices, denominated depositing offices, because they are required to deposit their balances quarterly with some one of the depositaries. Of the depositaries used by the department, seven were established by the act of the 6th August, 1846, providing "for the better organization of the treasury," and are fiscal agents common to the Treasury and Post Office Departments; the other twenty-three were designated by the Postmaster General. Through the instrumentality

of depositaries, the revenue accruing in their respective districts of country is brought in and concentrated at the principal commercial points of the Union, and made available in payment of the quarterly balances due to mail contractors and others. The amount thus concentrated, exclusive of considerable sums collected and thrown in by the auditor, during the quarter ending September last, was \$294,651 91, distributed thus:

With the seven depositaries of the treasury.....	\$168,451 62
With the 23 post office depositaries.....	126,200 29
	<hr/>
	<u>\$294,651 91</u>

The process in the auditor's office of collecting the balances due from late postmasters, throws into many of the draft offices important sums, which, with the revenue accruing in the draft offices themselves, are used in defraying the current expenditures of the department. The funds thus brought together in the depositaries, with the addition of those which accrue in the draft offices, enable the department to pay promptly and acceptably the balances reported by the auditor to be due the mail contractors, after the deduction from their quarterly pay of the sums previously taken up by them upon the orders issued by the auditor upon the collection offices on their respective routes.

The payments made *directly* from this office, during the fiscal year, ending 30th June last, amounted to \$1,632,146 41, and were accomplished by the issue of 2,242 warrants on the treasury depositaries, and 7,712 drafts upon the post office depositaries, and draft offices. These figures show, with sufficient accuracy for the present purpose, the amount of net revenue brought within the scope of my management, and give some idea of the labor performed by those engaged in its disbursement. The warrant clerk keeps cash accounts with 1,215 draft offices, issues the warrants on the seven treasury depositaries, and indicates, in pencil upon the reports of the auditor, the draft offices upon which drafts are to be drawn. The draft clerk issues the drafts upon the points indicated, keeps the registers of depositing offices, and records the correspondence of the division. A third clerk has charge of the appropriation ledger, in which all the payments are minutely posted under their respective heads of appropriation, and compares his entries quarterly with the official record of the auditor. The third assistant himself, keeps the cash accounts with the thirty depositaries, conducts the correspondence, and performs the general duties pertaining to his station.

It affords me great pleasure to say that the general punctuality manifested by the postmasters, in rendering their quarterly returns, entitles them to the highest commendation. The number of post offices on the 30th June last, was 15,146. The number of postmasters delinquent in rendering returns for the quarter ending that day, was only 154. A few of these, owing to some temporary derangement of the service, had not been supplied with the mail,

others had but just entered upon their duties as the quarter was closing, and some unimportant offices had been vacant for want of suitable incumbents. The reception and transmission of the quarterly returns to the auditor, for official settlement, occupies two clerks, whose duties are arduous and responsible.

The dead letter office being an object of general curiosity, I append two tabular statements, marked A and B, which, I apprehend, will give a more exact idea of its operations for the last two years, and of their value to the public, than any mere written statement could convey.

The number of dead letters returned quarterly, is estimated at 450,000. In the disposition of these letters, five clerks are engaged—one compares the letters with the dead letter bills returned by the postmasters; two then open the letters, and hand over those containing articles of value to two other clerks, who register, and send them out to postmasters, to be delivered to the right owners. The dead letters not containing enclosures of value, are packed in sacks, hauled out upon the common at the end of each quarter, and burnt under the inspection of one of the clerks.

The money, consisting usually of bank paper, issued from various parts of the Union, is, from time to time, converted and deposited with the funds of the department, subject to future claims. From the reorganization of the department, on the 2d Jul^y, 1836, to the 30th June last, there was deposited with the funds of the department, the sum of \$10,329 28, arising from the conversion of unclaimed money, and the sale of miscellaneous articles.

Pursuant to the 11th section of the act, approved 3d March, 1847, authorizing the Postmaster General to prepare postage stamps for the pre-payment of postage on letters, a contract was made with Messrs. Rawdon, Wright, Stuart, and Edson, eminent engravers of New York, for supplying the department with stamps of the denominations of 10 and 5 cents, ready for use. Under this contract, a parcel was obtained from them amounting to \$50,000; and stamps, to the value of \$28,330, have since been issued to 95 postmasters for distribution. Notwithstanding they have been found very convenient in many localities, and under various circumstances, there has not been that great demand for them that was anticipated. Many important commercial towns have not applied for them, and in others they are only used in trifling amounts.

I am, very respectfully, your obedient servant,

JOHN MARRON,

Third Assistant P. M. General.

HON. CAVE JOHNSON,
Postmaster General.

A.

Statement of dead letters containing money, registered and sent out for delivery during the two years ending June 30, 1847.

Year ending—	Number of money letters sent out for delivery.	Aggregate contents of the letters sent out.	Average per letter.	Number delivered.	Aggregate amount restored in the letters delivered.	Number of letters returned unclaimed.	Contents of the unclaimed letters on hand.		Amount of unclaimed money converted and placed with the funds of the department.
							Probable value.	Worthless.	
June 30, 1846.....	2,340	\$17,822 50	\$7 62	2,021	\$16,169 01	319	\$1,389 19	\$254 00	None sold this year.
June 30, 1847.....	2,782	21,035 55	7 93	2,365	19,474 62	417	1,433 93	147 00	\$1,911 54

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Ex. Doc. No. 1.

B.

Recapitulation of dead letters containing other articles than money, received, registered, and sent out for delivery to the writers, or owners, during the two years ending June 30, 1847.

Initial letters.	Bills of exchange, drafts, and letters of credit.		Bonds and notes of hand.		Checks, orders, and treasury warrants.		Certificates of deposits.		Accounts
	£ s. d.	Francs.	£ s. d.		£ s. d.		£ s. d.		
A	53 0 0	\$786 94	2,962.25	6 0 0	\$2,944 80	8901 60		\$35 00	
B	112 16 6	11,404 55		8 207 05	12 0 0	5,898 49		848 42	\$41 01
C	997 6 4	6,429 63		11,952 01	1 10 0	6,334 41		704 88	
D	275 19 6	4,061 03		23,850 91		3,082 10	90 0 0	486 22	331 00
E	34 0 0	501 83		1,134 62		2,333 43			
F	21 0 0	2,363 22		67 17 3	14,724 14	2,122 04		406 45	
G	47 0 0	1,024 96		5 0 0	3,030 15	1,501 10		54 51	
H	287 0 0	16,079 54		100 0 0	14,188 55	7,777 51		972 59	223 87
I		96 48			326 18	100 00			
J	71 18 0	1,002 39		2,199 69		1,701 72			
K	69 0 0	2,007 07		1,196 44		3,677 67		90 00	
L	23 0 0	3,232 00	100 00	6,889 78		4,909 39		168 47	
M	522 1 7	7,218 54	150 00	10 0 0	9,225 40	7,895 82	200 0 0	736 84	
N					860 56				
O	32 10 8	214 63		1,531 98		717 00		7 50	
P	568 0 0	2,341 19		2,611 65		10,573 61		103 17	6 00
Q	9 0 0			51 5 1					
R	86 1 2	7,496 42		2,882 89		2,472 89		104 94	
S	152 9 0	7,776 06	1,278.00	13,224 09	1 10 0	2,668 84		1,182 94	381 39
T	110 7 0	536 98		3,199 78		412 45		400 00	22 64
U				4 03		10 00			
V				183 52		558 60			13 95
W	283 14 0	10,020 60		623 0 0	5,320 81	5,277 50		590 00	
Y	13 0 0	580 00			585 00	40 00			
Z		192 31			66 72	5 25			
	3,779 2 9	93,573 99	4,490.25	865 2 4	131,029 82	32 0 0	71,044 42	290 0 0	1,019 89

Ex. Doc. No. 1.

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F.

AUDITOR'S OFFICE,
Post Office Department, November 27, 1847.

SIR: In addition to the usual statement of the receipts and expenditures of the department for the year ended 30th June last, you desire me to report to you the course and amount of the business of this office for the two fiscal years last past, and ensuing the reduction of postages by law. In complying with your request, as I now proceed to do, I have the honor to state, that in its primary branch the quarterly returns of all the postmasters have been duly and promptly adjusted for each quarter successively; the errors found in them corrected; notice of such errors given to the postmasters; and whenever they have taken exception to such correction, their objections have been fully considered and properly answered; and, in the second branch, these returns have been duly registered, so as to show the balances to be posted into the ledgers to the debit of the individuals, and the revenue received and the expenditures incurred by them, to be posted to the proper heads of both in their several and respective accounts, and for the issue of the quarterly counter-warrant, to bring the amount of the expenditures into the treasury as the legal recognition of the said amount paid out.

In the pay branch, which includes as well the payment of contractors as the collection of the balances in over eleven thousand post offices, the work has proceeded with equal vigor to avail the department on the one hand from quarter to quarter of the full amount of revenue in those offices, and on the other to pay the contractors as speedily as possible, not only as a return justly due to their meritorious exertions, but as eventually beneficial to the department itself. Settlements and reports of the balances due, after deducting such collections, have in every quarter within the two years been made for the great body of the contractors in the early part of the month reserved in the contracts for payment, and the drafts or warrants issued in payment transmitted to them; and whenever at this period a settlement has been found impracticable for the want of proper returns, notice has been given to the contractor without waiting for him to write, in order that he might remove the difficulty, of whatever nature it might be. The correspondence in other respects, on this and other branches of business, has been on the part of the office at once prompt, full, and to the points involved.

In the bookkeepers division, the numerous entries growing out of these heavy branches of business, and the numerous and diversified entries growing out of the collecting and miscellaneous branches, have, in like manner, been carried into the ledgers in due time, so as to afford the earliest practicable results of the operations of the department, from quarter to quarter, in respect as well to its various description of revenue and expenditure, as to the balances due from or to individuals, whether contractors, postmasters, or others.

The amount of work done may partly be inferred from some of the leading items exhibited in the following table:

In the quarter ending—	Postmasters quarterly returns adjusted.	Notices of errors sent them.	Orders furnished contractors to collect from postmasters on their routes.	Evidences of mail service required and obtained from postmasters at the end of routes.	Settlements of contractors and other accounts.	Drafts and warrants issued in payment.	Drafts issued at the instance of this office for collection of debts.	No. of letters sent from this office.	No. of letters received for the only quarter ascertained.
1845.									
Sept. 30	14,753	2,291	10,565	.....	2,195	2,572	987	11,103	20,551
Dec. 31	14,260	1,988	11,076	.....	2,234	2,490	654	10,725	
1846.									
Mar. 31	14,367	2,124	11,093	.....	2,164	2,402	636	9,989	
June 30	14,437	2,248	11,091	.....	2,249	2,475	973	13,875	
Sept. 30	14,702	1,985	10,682	6,334	2,267	2,440	409	17,815	
Dec. 31	15,283	1,767	11,029	6,347	2,311	2,491	461	16,255	
1847.									
Mar. 31	15,079	3,265	11,048	6,390	2,109	2,271	656	14,400	
June 30	15,164	2,500	11,172	6,411	2,368	2,743	558	17,219	

Great activity has been given to the collecting branch, as the practical sanction to enforce the faithful rendition of the accruing revenues, in whatever form the postmasters may have been required to pay them over, or the balances remaining in their hands when they have gone out of office. Whenever it has appeared that any postmaster has failed to pay over to the contractor authorized to collect, to deposit according to his instructions, or to pay a draft drawn on him, his account has been immediately stated from the books, the balance due ascertained, and a draft issued for the amount. There have been few instances in which the remonstrances addressed to him and to his securities, on these occasions, have failed of the desired effect. In like manner, when a postmaster has gone out of office, no time has been left for the sense of responsibility to abate, or for temptation to misapply the public money to intervene. Without waiting until the entries which may appertain to his account can find their appropriate place in the ledgers, an estimate is at once made of the amount due, and energetic steps adopted to collect it. The great success which has attended this method of collection, and the advantages which accrue to the department in the immediate command of the sums involved, far outweigh the additional labor it has occasioned. Between the 1st July, 1845, and the 30th June, 1847, seven thousand and forty-four postmasters went out of office by death, resignation, and removal, having running accounts of debit and credit to be stated, adjusted, and closed. Of this number, two thousand seven hundred and thirty-five have been closed. The amount due upon the debit accounts was \$153,215 06, of which there has been collected \$131,266 71;

leaving \$21,948 34 in the course of collection, no part of which, it is believed, will be lost.

The number of accounts open on the books for balances which accrued for and against the department prior to 1st July, 1846, some of many years standing, was eleven thousand three hundred and ninety-nine; of which eight thousand three hundred and eighty-one cases have been closed, realizing, by collections on the former, the sum of \$89,471 34.

The portion of these collections effected by suit was, in the year ended 30th June, 1846, in ninety-nine cases, \$25,535 38, whilst the amount for which suit was directed in that year was, in eighty-two cases, \$16,564 80. The portion collected in the year ended 30th June, 1847, was, in one hundred and thirty cases, \$20,361 75, whilst the amount for which suit was directed was, in one hundred and twenty-nine cases, \$11,487 48; thus diminishing the pending cases, in number twenty-seven, and in amount \$17,844 85.

I beg you, sir, to compare the sum of \$21,948 34, not already (but which it is believed will be) collected out of the transactions of the two last fiscal years, with the residue of the revenue of those years, about \$7,300,000 either actually expended or subject to immediate draft, (being less than one-third of one per cent.,) and I think you must become satisfied that between apparent revenue and available revenue, the practical distinction has disappeared, and that you may substantially count upon the full amount of revenue as fast as it accrues for the service of the department. Considering that this large amount of revenue has been derived in minute sums from every city, town, and hamlet, and from almost every individual in the nation, and that it has passed into the treasury of the department through the hands of more than fifteen thousand postmasters, it exhibits a degree of fidelity and punctuality on their part scarcely to be surpassed.

The accuracy of the work in general, and its facility and despatch, have been promoted by establishing fixed periods for the progressive advancement of the successive branches, from quarter to quarter, throughout the year, and by establishing reciprocal checks, as far as practicable, in place of that regular and habitual re-examination of accounts by the comptroller's officers, of which every other auditor's office enjoys the benefit. The order of the President, requiring the regular attendance of its officers and the more equable distribution of duties, combined perhaps with other causes, have maintained the current branches in healthful vigor, and still left a portion of the regular force of the office, notwithstanding the increase of the business, for re-examining and adjusting the old accounts, and for other objects not indispensable to the current business of perhaps equal importance. Of this character, is regarded the new and analytical arrangement, nearly completed, of the books and papers, which the voluminous character of both appeared to render of much moment to the correct management of the office. In short, sir, I may venture to say, that whilst no part of the business of the two years is in arrear, much has been accomplished in closing up the old, and improving the general condition of the office.

In closing this report, allow me to commend to your favorable regard the chief, the principal, and other clerks, but for whose varied skill, unflagging zeal, and persevering labor, the office could not have accomplished or reported these material results.

I have the honor to remain your obedient servant,

P. G. WASHINGTON, *Auditor.*

Hon. CAVE JOHNSON,
Postmaster General.

G.

POST OFFICE DEPARTMENT,
March 31, 1847.

SIR: Accompanying this is a letter of appointment to you, as special agent of this department, for the time specified, in the Territory of Oregon. At its last session, Congress established by law, the following post routes:

From Astoria, in the Territory of Oregon, to Independence Missouri.

From Oregon city, via Fort Vancouver and Fort Nesqually, to mouth of Admiralty inlet.

From Oregon city up the Willamette valley to the Kalamit river, in the direction of San Francisco, to go into operation, if practicable, by the first of July, 1847.

Under the accompanying appointment, you will forthwith proceed to cause the mail to be carried on said routes, not oftener than once a week, and as frequently, within that limit, as can be obtained for the compensation hereafter stated. The amount of pay will be the entire yield of the respective offices on the routes, over and above the commissions to the postmasters respectively. As Oregon city will be situated on two of the routes, you will divide the net proceeds of that office into two parts, assigning a half to each of the routes. The same remark applies to Fort Vancouver. It is probable that each route will have to be divided into two or more, for the purpose of getting the mail carried on them. When an office comes to be situated on two or more sections, a division of their proceeds, according to the number of trips performed on each, will have to be made between the different contractors coming to said office. Whenever you obtain a contractor for any portion of the service, you will have a memorandum thereof taken and executed by said contractor, setting forth the terms of the arrangement, particularly the number of trips to be performed in a month, in both directions, and the days and hours of departure and arrival at each end of the route, the length of the route, names of places on the route; specially designating those where post offices are opened, and the period during which the service is to be performed. Have also, a duplicate of this memorandum taken and executed by the contractor, for the purpose of enclosing one to this department.

You are hereby authorized and instructed, to select suitable and competent persons, at proper points, for postmasters, not nearer to each other than ten miles apart, unless special reasons exist, showing an absolute necessity for placing the offices nearer to each other. You will report the names of those persons with their locations and names of offices, for appointment by the department, as postmasters. But you are authorized, in the meantime, to put the offices in operation, and cause said persons, nominated by you as postmasters, to enter upon and perform all their duties as such. You will see that said postmasters pay over the net proceeds of their offices to the contractors, after the expiration of each quarter, that is, from and after the months of March, June, September, and December, and that the service be faithfully performed by the contractors.

Your compensation will be at the rate of \$1,000 a year, with an additional allowance of two dollars per day, when you are absent from your home, on the business of this department, which two dollars a day is to be in full for all travelling or other personal expenses. You will report, from time to time, your doings to the department, and keep it as well advised, as the opportunities of communication will allow you, of the state of the mail service in Oregon, and all important particulars touching the same. If practicable, mail bags, locks, keys, and blanks will be forwarded by ship to Astoria, for your use and distribution. The laws and regulations of the department, you will find in possession of the bearer of this, Mr. Shively, who has been appointed postmaster at Astoria.

C. JOHNSON.

Gen. CORNELIUS GILLIAM,
Upper Williamette, Oregon.

P. S. It has been arranged to send per ship, six mail bags with locks attached, and Mr. Shively takes with him six spare keys, blanks for accounts, &c., which the postmasters can obtain of the postmaster of Astoria.

H.

STOCKTON CASE.

On the 3d of March, 1847, Congress passed the following joint resolution:

"Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled: That the Postmaster General be, and he is hereby, directed to pay to William B. Stokes, surviving partner of John N. C. Stockton & Company, for carrying the mail in the year eighteen hundred and thirty-six, on the lower or Florida route, in consequence of the interruption of the mail by the Creek hostilities on the upper route, such compensation as shall be established to be an adequate re-

muneration for the same, taking into consideration the value of the services performed, and the loss to the said contractors by the exclusion of passengers, as directed by the then Postmaster General; and it shall be the duty of the Postmaster General to pay the amount so allowed out of the current appropriation for mail transportation."

Upon an examination of the case, it appears that John N. C. Stockton & Company were contractors on the Florida route, from Augusta, Georgia, by Bainbridge and Pensacola, Florida, to Blakely, Alabama, in the spring of 1836, and were bound to take the United States mail three times in each week over the route in two-horse coaches, and in steamboats between Cedar Bluff and Pensacola, in 6½ days, for the sum of \$18,240.

They had changed the service, as it is presumed, with the consent of the department, so as to perform that part of it between Pensacola and Blakely in steamboats, and between Augusta and Cedar Bluff in four-horse post coaches, alleging, as a reason for the change, bad roads and the high price of forage, and, probably, with a view of competing with the Georgia line for the transportation of travellers.

This was the actual service in operation when the mails were stopped, in May, 1836, by the Indian disturbances in Alabama. The great southern mail had been taken, prior to this time, on the upper or Georgia line daily, in four-horse post coaches, by Ward Taylor, John H. Avery, O. Saltmarsh, and Richard C. Stockton, on the route from Columbus, Georgia, by Montgomery, Alabama, to Mobile.

The Florida line was used alone for the transportation of the local mails. The mails were stopped by the Indians on that part of the route between Columbus and Montgomery. It became necessary, therefore, for the department to send the mails over some other route. On the 18th of May, 1836, the department directed that all mail matter from the north, for places south and west of Columbus, should be sent over the western route, by Wheeling and the rivers. This order was rescinded on the 20th of May, and again renewed on the 23d, and continued in force until the Indian disturbances had ended.

That portion of the route between Mobile and Montgomery was not interrupted by the Indians, and much of the mail matter coming north was sent to Montgomery, and then by Tuscaloosa and through the State of Tennessee.

The contractor Williamson, on the route between Montgomery and Tuscaloosa, claimed a large sum from the department for the extra mails taken over his lines, and obtained the passage of an act of Congress directing the settlement and payment of his account, which was done.

As soon as information was received by the postmaster at Mobile of the interruption of the mails on the Georgia line, without any authority from the department, he made a contract with J. N. C. Stockton & Company for taking the great southern mail over their Florida line, advanced \$5,000 in cash, which was afterwards repaid

to the department, and agreed further to pay at the same rate that the "said Stockton charges his passengers for extra baggage."

It was estimated in the department at the time, judging from the usual size and weight of the great southern mail, that it would cost the department about \$1,400 per trip, or at the rate of \$451,000 per annum. The contract was reported to the department on the 27th of May, on the same day declared illegal and extravagant, disavowed, and notice given to Stockton. He was, nevertheless, urged to continue the service, and assurance given that a liberal and just compensation would be made him by the department; and if the department had not the power to make him ample remuneration, that an appeal in his behalf would be made to Congress.

The service was continued on the Florida line until the 26th of July; the exact time of the commencement of this extra service does not appear. It was, probably, within a few days after making the contract. I have assumed 70 days as the time of its continuance.

The department seems, at all times, to have been ready to settle with Mr. Stockton and pay him for the extra service, upon the principles prescribed in the 23d section of the act of 1836; which prohibits extra pay to contractors, except in exact proportion to the increase of stock and expenses required for the additional service, when compared with the original contract.

Mr. Stockton insisted upon payment according to the contract with the postmaster at Mobile. He appealed to Congress, alleging that the extra mails (including the local) which they had carried, in that time—

Going south, weighed.....	18,429 pounds,
And going north	7,815 "
	<hr/>
	26,244 "
	<hr/>

which, estimated at \$57 per hundred weight, the price he now alleges he charged for extra baggage—

Amounted to the sum of	\$14,959
Besides the cash paid.....	- 5,000
	<hr/>
	19,950
	<hr/>

The mails are stated, upon the oath of John W. Maury, to have been weighed by him on the steamboats, and the above is the weight given by him and relied upon by Stockton in his application to Congress. V. W. Ripley also weighed the mails at Augusta and furnished the weight to Mr. Stockton, but his certificate of the weight does not seem to have been presented to Congress, nor has it been to the department.

In acting upon this application, Congress treated the contract with the postmaster as a nullity, and directed that an "adequate remuneration be made for the services rendered, and in ascertaining that, the value of the services was to be considered as well as any

loss which the contractors sustained from *the exclusion of passengers*, as directed by the Postmaster General.

The department was entitled, under the existing contract with Stockton, when the great mail was transferred to the Florida line, to the exclusive use of two-horse coaches, if the size of the mails required it, and boats between Cedar Bluff and Pensacola, without any additional pay, to be run three times each week and in six and a half days' time. The service was, in truth, rendered in four-horse post coaches, between Augusta and Cedar Bluff, and in steamboats between Pensacola and Blakely, and the claimant is entitled, under the resolution, to the difference in value of the two kinds of service. The claimant has omitted to show that any additional coaches or horses were bought, or drivers employed, or any money expended in consequence of the transfer of the great mail to that line, or that any losses were actually sustained from a sale of the coaches or horses upon a discontinuance of the service. He has chosen to rely, mainly, upon estimates of the number of coaches and horses which such increased service would require; estimates of the loss upon a sale of the property when the service was discontinued; the cost of hiring steamboats; the board and pay of drivers; the expense of keeping horses; repairing coaches, harness, &c., &c. Some of them making the actual expenses greatly exceed the contract price for taking the southern mail daily on the upper line, as well as the local mails on both of the lines.

A similar course has been adopted in the effort to show the loss sustained by the exclusion of travellers. The instructions given to Stockton to exclude passengers when the size of the mails required it, were but a repetition of the conditions in every mail contract. Their agents state, that they frequently excluded passengers on account of the size of the mails; but how many were excluded, or how many taken, is not shown, as might have been done by the production of the way-bills which are usually kept by such companies, or by the settlement of accounts between partners.

Certificates and affidavits are produced, that there was much travel on the upper line; that two lines of coaches had been run on it prior to the Indian disturbances, from which it is expected an inference will be drawn that the stages would have taken nine passengers each trip, and that the United States should pay them their usual price of \$56 for each passenger. The affidavit of Mr. Plitt, an agent of the department at the time, and Mr. Fuller, a contractor on the upper route, express similar opinions, and their strong convictions, that nine passengers would have passed over the route each trip; and Mr. Plitt asserts that he offered to pay Stockton that amount for each trip, which would have cost the United States, if it had been accepted, \$504 per trip, each way, or \$1,008 for the round trip, amounting to \$367,920 for daily service each year.

If such a proposition had been accepted, the contract must have been rejected by the Postmaster General, as illegal and extravagant.

The entire service on both lines, as contracted for by the same parties, daily, and in four-horse post coaches on the upper, and

tri-weekly on the lower in two horse coaches, cost the department the sum of \$42,612 each year; and yet, according to this estimate, for service in four-horse post coaches, three and a half times a week, the United States is to pay at the rate of \$183,960, in addition to the \$18,240 already paid for the local mails.

If the travel had been such as now represented, there can scarcely be a doubt that Stockton & Co., would have made the service, daily, for the accommodation of the public, and particularly so, if each trip would have yielded \$504, the price of nine passengers.

In addition to this, Mr. Stockton relied upon the sworn statement of his own agent, when he applied to Congress, showing the weight of the mails, when he expected his pay to be regulated by weight, under his contract with the postmaster at Mobile. This statement shows that the entire weight of the mails for 70 days, averaged daily, going south, 263 pounds, and going north, 112 pounds; or double those amounts on alternate days. This demonstrates, if true, and there is no reason to doubt it, as it was presented and relied upon, as the basis of his claim, by Stockton himself, that the weight of the mails could not materially have interfered with the transportation of passengers, and particularly so as the service, on about one-half the route, was performed in steamboats.

The accumulation of three or four mails, at one place, before the regular transportation commenced on the lower line, may, and no doubt did, produce some inconvenience to contractors, as well as travellers. Whatever may have been the amount of travel on the upper line, before the Indian disturbances broke out, it is more than probable, from an apprehension of personal danger on either line, that a great proportion of the travel would have taken the western route, going south, and by Montgomery and Tuscaloosa, on the western route, coming north, and that the loss of passengers on this route should be attributed to that, rather than to the size or weight of the mails.

The proposition of Mr. Plitt, the estimates or guesses, as set forth, give but little idea of the value of the services performed; and if there had been nothing else in the case, I doubt whether an award could have been properly made for the want of proof.

The records of the department, however, furnish data, upon which a fair, just, and reasonable compensation may be made the parties for the extra services performed, and for which pay is now claimed.

At the annual lettings, in the autumn of 1834, the service was so arranged on these two routes, the Florida and Georgia lines, that the great southern mail was sent, on alternate days, over each line, in four-horse post coaches, connecting at Blakely, for the following prices:

On the Florida line, \$27,240 per annum.

On the Georgia line, 15,375 per annum.

This service was continued until the fall of 1835, when, at the instance of John N. C. Stockton, with the assent of the others in-

terested, that portion of the great southern mail, which had been transported over the Florida line, was transferred to the Georgia line, which was made daily, and \$8,500 taken from the pay of the Florida line and added to the pay of the Georgia line, and the Florida line reduced to two-horse post coaches, three times a week, and twenty-four hours more time given. Thus John N. C. Stockton & Co., and the contractors on the Georgia line, with the assent of the department, setting the value of transporting one-half of the great southern mail, excluding local mails, over this very route, at \$8,500 per annum. This arrangement took effect the 1st of January, 1836.

There was nothing in the nature of the service to render it more difficult to perform, or more expensive to the contractors, or more valuable to the department in May, June, and July, 1836, than it had been the preceding year; and no reason is seen why the most ample justice would not have been done to the contractors if, when the great mail was transferred to the Florida route, the pay, as adjusted by themselves, had been transferred with it.

There could be no hardship in this, when it is considered, that John N. C. Stockton & Co., the contractors on the lower line, and who were probably interested with R. C. Stockton, on the upper line, actually received full pay for taking the great mail on the upper line, when it was, in truth, taken on the lower line, and pay now claimed for it a second time.

It would seem to be but just that, as the great mail was not, in truth, taken over the Georgia line for 70 days, that the sum to be paid the lower line, for extra services, should be deducted from the pay on the upper line; but the pay due the contractors on the upper line has been settled and adjusted by the proper officers, at the proper time, and perhaps correctly; and I do not think myself authorized, by the joint resolution, to revise, or in any way interfere with the settlement for services on it.

It is, therefore, my opinion, that the value of the extra service, thus rendered, is more correctly ascertained by a reference to the contracts made, a few months before, between the same parties for the precise service now claimed to have been rendered in May, June, and July, afterwards; and, in my judgment, it is a full and fair price for the services rendered, and if there was any loss of passengers in consequence of the mail having been so transferred, from the upper to the lower line, that by paying them a full price for four-horse post coach service, rendered daily, at the prices fixed by themselves, it will be an adequate remuneration for all the extra services performed by them, as well as any damages which may have been sustained from the loss of travel.

It is, therefore, ordered that William B. Stokes, the surviving partner of John N. C. Stockton & Co., be paid, out of the appropriation for mail transportation, for seventy days service, at the rate of \$17,000 per annum, for taking the great mail over the Florida line, during the Indian disturbances, which amounts to \$3,256.

I.

The joint resolution of the 3d of March, 1847, for the relief of M. A. Price and E. A. White, directs the Postmaster General "to cause the account of M. A. Price and E. A. White, of the State of Tennessee, for mail transportation, to be audited and settled, and to pay to the said Price and White, out of the fund appropriated for mail transportation, the same rate of compensation, from the 1st day of January to the 1st day of February, 1837, as was allowed and paid them from the 1st of June to the 31st of December, 1837."

In compliance with this resolution, I have carefully examined the account of Price and White. It appears that they were contractors on route 2749, from Jackson to Columbus, Mississippi, prior to the 1st of January, 1837, at the rate of \$1,316 67 per month. The Postmaster General directed the service on this route and others to be extended to the 1st of February, and the contract for Messrs. Price and White was sent to them for the performance of the service until the 1st of February, and executed by them with the following memorandum, following the name of Price: "only considers himself bound to comply with his contract, filed in the Post Office Department." By which it is presumed he meant his proposition to take the mails at the above compensation on that route until the 31st of December, 1836, and which had been accepted by the department. The service was performed until the 1st of February without further notice by the department or parties, so far as the records show; and the contractors were paid the above compensation. At the lettings for the service on this route, after the 1st of February, 1837, Kincheloe bid for it at the rate of \$914 58 per month; Price and White at the rate of \$2,241 66 per month. Kincheloe's bid was accepted, and he failed to put the service in operation. Messrs. Price and White continued the service. On the 3d of February, 1837, the postmaster at Jackson and Columbus, Mississippi, made an agreement with Price and White to continue the service until the 15th of March for the sum of \$6,000, or at the rate of \$4 000 per month. This arrangement was communicated to the department in a letter dated at Columbus the 13th of February; but it does not appear at what time it was received. The first notice of it in the department is in the instructions of the First Assistant Postmaster General to a special agent, who was directed, on the 16th of March, to proceed to Mississippi and make other arrangements for the transportation of the mail over that route. The claim of Messrs. Price and White, for compensation under the arrangement with the postmasters at \$6,000, and increased pay, for the month of January, of \$1,500, was presented to the Postmaster General for allowance on the 30th day of March, upon which he endorsed: "the contract made by the postmasters at Columbus and Jackson is not confirmed. Let the carriers be paid for carrying the mail since the 1st of January last, according to the terms of the special arrangement under which they carried it up to that time. The propositions authorized to be made by the agent of the department are the utmost which the department will give for the stage service; and, if not accepted, the mail will be put on horseback."

Upon the warrant which issued for their pay on the same day, Mr. White is noted by the auditor as "present;" and on the account of Messrs. Price and White is endorsed, in the hand writing of Major Hobbie, "Mr. White, in behalf of Messrs. Price and White, asks \$20,000 per annum for carrying the mail on route 2749;" which is an average of \$2,500 per month, and which is more than their bid for the service per month, (\$258 34,) and \$1,500 less per month than the postmasters agreed to give. No arrangement was made with Mr. White whilst at Washington, and notwithstanding the refusal of Mr. Kendall to pay more than the agents had been instructed to give, which was \$1,443 52 per month, and notwithstanding the order of the Postmaster General on the 30th of March, to place the mail on horseback if they did not agree to that sum, it seems that Messrs. Price and White continued the service until the 29th of May, when the agents of the department in Mississippi proposed to them to continue the service in stages from the 1st of June until the 1st of January, 1838, and that they would recommend to the Postmaster General to pay them \$20,000 therefor, which would be at the rate of \$2,857 14 per month. This was agreed to by them, and the recommendation made. This was \$357 14 more per month than the offer noted by Major Hobbie on the account settled on the 30th of March, and \$617 48 more per month than their bid for the service. This arrangement was confirmed by the Postmaster General on the 5th of September, and they have been paid the \$20,000 for the seven months' service. The Postmaster General at the same time ordered that they should be paid the same rate of compensation from the 1st of February until the 1st of June, which amounted to \$11,436 56, which has been paid also. Most of the preceding facts were stated in the memorial of the claimants to Congress. Increased compensation was claimed for the month of January, as well as the amount agreed to be paid by the postmasters until the 15th of March, and a similar increased compensation until the 1st of June. This was the account before Congress, which was directed to be audited and settled, and a new basis adopted for the month of January. Mr. Kendall had paid for that month upon the basis of the contract which existed prior to that time. He had paid for all the subsequent months in the year, under the arrangement made by the post office agents in Mississippi, a much larger price. The resolution of Congress directs the month of January to be settled at the same price which had been paid for the subsequent months. In other words, the contract which existed prior to the 1st of January was declared not to control the price for that month, and it was ordered to be adjusted and settled at the same price which had been paid for the other months in the year. This specific direction to pay for the month of January excludes the idea that, by the terms *audited and settled*, Congress designed a settlement for the months of February, March, April, and May, upon the agreement which had been made by the postmasters. If Congress had fixed upon a new basis for the payments of February, March, April, and May, it is not probable that the month of January would have been placed upon the basis upon which the other months had been settled. There existed no reason for allowing only \$2,857 for that month,

and at the same time directing \$4,000 to be paid for each of the succeeding offices. The authority of postmasters to make contracts binding on the department, does not exist, and cannot be recognised by the department, nor is it recognised in the joint resolution under consideration. If Congress had designed that the settlement of this account should have been based upon the agreement with the postmasters, it would have been so stated; but instead of that, the actual payments for those months are taken as the basis of the settlement for the month of January. The arrangement made by the postmasters is a nullity. Nor was there any such acquiescence, on the part of the Postmaster General, from which his assent could be implied. The contract was of a character to be mainly executed before information could reach the department, and its reply be received, so that the contractors are only to be regarded as having performed service without authority, and for which they should be paid a fair and reasonable price. And for a majority of the service before the 1st of June, under a direct notification from the department that the increased demand would not be paid for the month of January, they received \$1,316, and demanded \$1,500 more, making \$2,816 claimed by them for the month. About the 30th of March, one of the contractors (White) was willing to take \$2,500 per month, as noted by Major Habbie, which was refused by the department. They have been actually paid \$2,857 14 per month after the 1st of February; and it was manifestly the intention of Congress to give the same compensation for the month of January.

The contractors' account will stand as follows under the joint resolution:

Amount received by them for each month between the

1st of June and 31st of December, 1847	\$2,857 14
Amount actually paid them for the month of January ..	1,316 67
Amount due for month of January	1,540 47

Which will be accordingly paid them out of the appropriation for transportation of the mails.

C. JOHNSON.

APRIL 6, 1847.

Organization of the regular Army of the United States, 1847.

	Major generals.	Brigadier generals.	Adjutant general.	Assistant adjutant general (lieutenant colonel.)	Assistant adjutants general (majors by brevet.)	Assistant adjutants general (captains by brevet.)	Inspectors general.	Quartermaster general.	Assistant quartermasters general.	Deputy quartermasters general.	Quartermasters.	Assistant quartermasters.	Commissary general of subsistence.	Assistant commissary general of subsistence.	Commissaries of subsistence (majors.)	Commissaries of subsistence (captains.)	Surgeon general.	Surgeons.	Assistant surgeons.	Paymaster general.	Deputy paymasters general.	Paymasters.	Colonels.	Lieutenant colonels.	Majors.	Adjutants.	Regimental quartermasters.	Captains.	First lieutenants.	Second lieutenants.	Sergeant majors.	Quartermaster sergeants.	Principal or chief musicians.	Chief buglers.	Principal teamsters.	Sergeants.	Corporals.	Buglers.	Musicians.	Farriers and blacksmiths.	Artificers.	Teamsters.	Privates.	Enlisted men of ordnance, (number not limited.)	Total commissioned officers.	Total non-commissioned officers, musicians, artificers, teamsters, and privates.	Aggregate.
General staff.....	4	7	1	*1	*1	*3	2	1	2	2	3	*3	1	1	2	1	1	22	62	1	2	23	1	2	4	4	12	12	12	12	1	1	1	2	1	40	40	20	2	10	78	86	58	13			
Medical department.....																							1	2	4	4	12	12	12	12	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
Pay department.....																							1	1	2	2	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
Military storekeepers.....																							1	1	2	2	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
Corps of engineers.....																							1	1	2	2	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
Corps of topographical engineers.....																							1	1	2	2	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
Ordnance department.....																							1	1	2	2	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171				
1st regiment of dragoons.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171			
2d regiment of dragoons.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171			
3d regiment of dragoons.....																		1	1	2			1	1	2	1	1	10	10	10	20	1	1	1	2	1	40	40	20		1,000	35	1,136	1,171			
Aggregate of dragoons.....																		1	2				3	3	6	3	†3	30	30	40	3	3	3	6		120	120	60		3,000	113	3,408	3,526				
Regiment of mounted riflemen.....																		1	1	2			1	1	2	1	†1	10	10	10	1	1	1	2	1	40	40	20		1,000	35	1,146	1,181				
1st regiment of artillery.....																		1	1	2			1	1	2	1	1	12	24	12	12	1	1	2		1	48	48		24	24	1,200	52	1,373	1,425		
2d regiment of artillery.....																		1	1	2			1	1	2	1	1	12	24	12	12	1	1	2		1	48	48		24	24	1,200	52	1,373	1,425		
3d regiment of artillery.....																		1	1	2			1	1	2	1	1	12	24	12	12	1	1	2		1	48	48		24	24	1,200	52	1,373	1,425		
4th regiment of artillery.....																		1	1	2			1	1	2	1	1	12	24	12	12	1	1	2		1	48	48		24	24	1,200	52	1,373	1,425		
Aggregate of artillery.....																		4	4	8			4	4	8	†4	†4	48	96	48	48	4	4	8		4	192	192		96	96	96		4,800	208	5,492	5,700
1st regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
2d regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
3d regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
4th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
5th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
6th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
7th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
8th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	10	1	1	2			40	40		20	20	1,000	34	1,104	1,138		
9th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	10	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
10th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
11th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
12th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
13th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
14th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
15th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
16th regiment of infantry.....																		1	1	2			1	1	2	1	1	10	10	20	20	1	1	2			40	40		20	20	1,000	47	1,104	1,151		
Aggregate of infantry.....																		8	16				16	16	32	†16	†16	160	160	240	16	16	32			640	640		320		16,000	648	17,664	19,312			
Regiment of voltigeurs.....																		1	2				1	1	2	†1	†1	10	10	20	1	1	2			40	40		20		1,000	47	1,104	1,151			
Grand aggregate.....	4	7	1	*1	*1	*3	2	1	2	2	3	*3	1	1	2	1	1	32	82	1	2	23	28	29	62	†25	†25	292	340	396	25	25	46	8	8	1,088	1,042	80	438	50	96	176	25,978	552	1,354	29,512	30,966

* The thirteen assistant adjutants general, and twenty-three of the assistant quartermasters, holding also regimental commissions, and being accounted for in their regiments—to avoid counting them twice, they are excluded as staff officers from the columns of "Total commissioned officers" (1,354) and "Aggregate," (30,866.) The two commissions held by these officers are of unequal grades; and hence they are not affected by the 7th section of the act of June 18, 1846.

† The adjutants of artillery, infantry, and voltigeurs, (21.) and all the regimental quartermasters, (25.) being taken from the subalterns, and accounted for in their several regiments as belonging to companies—to avoid counting them *twice*, they are excluded as regimental *staff* officers from the columns of "Total commissioned officers" and "Aggregate" of their respective regiments.

General return of the Army in Mexico, under the command and orders of Major General Z. Taylor.

[illegible]

* Of this number, (486,) two hundred and fifty recruits are en route.

Position and distribution of the Troops in the Eastern Division, under the command of Brevet Major General Edmund P. Gaines.

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.	Commissioners of subsistence.	Surgeons.	Assistant surgeons.	Paymasters.	Captains.	Subalterns.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Total commissioned.	Aggregate.	Field officers.	Surgeons.	Assistant surgeons.	Captains.		Subalterns.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Total commissioned.	Aggregate.	Commissioned officers.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Aggregate.			
MILITARY DEPARTMENT No. 4, commanded by Brevet Brigadier General H. Brady. Head-quarters—Detroit, Michigan.	Fort Wilkins. Fort Brady. Fort Mackinac. Fort Gratiot. Detroit barracks.	Lake Superior, Michigan. Sault St. Marie, Michigan. Michilimackinac, Michigan. Right bank of the St. Clair, Mich. Detroit, Michigan.	Lieutenant A. K. Howard. Captain M. L. Gage.	Division staff.	1	1													5	5								5		5	Post abandoned; troops withdrawn 26th July, 1846; sent to Mexico. Garrison reduced; troops withdrawn 1st August, 1846; sent to Mexico. Regular troops withdrawn 25th June, 1847. Troops withdrawn 13th July, 1846; sent to Mexico. Troops withdrawn 14th July, 1846; sent to Mexico.							
				Department staff.	1	1										1					3	3							3			3						
				Detachment Michigan vols.	1													1	2		23	1							1	22		21						
				Michigan volunteers.	1																53	3							1	73		77						
MILITARY DEPARTMENT No. 5, commanded by Col. J. B. Crane. Head-quarters—Fort Columbus, New York.	Fort Niagara. Fort Ontario. Madison barracks. Plattsburg barracks. Fort Adams. Fort Wolcott. Fort Trumbull. West Point. Fort Columbus. Fort Hamilton. Fort Lafayette. Fort Mifflin. Carlisle barracks.	Youngstown, New York. Oswego, New York. Sackett's Harbor, New York. Plattsburg, New York. Newport, Rhode Island. Newport, Rhode Island. New London, Connecticut. West Point, New York. New York harbor, New York. New York harbor, New York. New York harbor, New York. Near Philadelphia, Pennsylvania. Carlisle, Pennsylvania.	Lieutenant Colonel B. K. Pierce. Captain H. Brewerton. Brevet Major G. J. Rains. Brevet Major A. Lowd. Brevet Lieutenant Col. C. A. May	Department staff.				1											3	3								3		3	Troops withdrawn 11th July, 1846; sent to Mexico. Troops withdrawn 14th July, 1846; sent to Mexico. Troops withdrawn 13th July, 1846; sent to Mexico. Troops withdrawn 12th July, 1846; sent to Mexico. Troops withdrawn 1st June, 1846; sent to Mexico. Not garrisoned. Troops withdrawn 30th May, 1846; sent to Mexico. General recruiting depot. Troops withdrawn 10th October, 1845; sent to Mexico. Troops withdrawn 29th August, 1845; serving in Mexico. Troops withdrawn 30th May, 1846; sent to Mexico. Dragoon recruiting depot since August, 1847.							
				Detachment																4	1	5							1	4		5						
				Detachment																	1	1	1							1		1	1					
				Detachment																	127	1	128							1		1	129					
				Recruits and depot guard.																	364	5	369							2		11	2	375	382			
				Detachment																	1	3	4							3		1	4					
				Detachment																	1	1	1							1		1	1					
				Detachment																	1	1	4							2		2	6	171	177			
				Recruits and depot guard.																	169	6	175							2		2	6	171	177			
																						673	19	692						2		14	2	16	21	687	708	
				MILITARY DEPARTMENT No. 6, The command of the department suspended.	Fort Sullivan. Fort Preble. Fort Constitution. Fort Independence.	Eastport, Maine. Portland, Maine. Portsmouth, New Hampshire. Boston harbor, Massachusetts.		Department staff.																														Troops withdrawn 4th September, 1845; serving in Mexico. Troops withdrawn 29th August, 1845; serving in Mexico. Troops withdrawn 25th August, 1845; serving in Mexico. Not garrisoned.
																					3		3															
MILITARY DEPARTMENT No. 7, commanded by Col. J. B. Walbach. Head-quarters—Fort Monroe, Va.	Fort McHenry. Fort Washington. Fort Monroe.	Baltimore, Maryland. Left bank of the Potomac, Md. Old Point Comfort, Virginia.	Captain H. Swartwout. Colonel J. B. Walbach.	Department staff.															5	5												General recruiting depot. Not garrisoned.						
				Detachment																	51	3	51															
				Detachment of regulars.																	16	2	18							2	4		16	20				
				Virginia volunteers.																	116	6	122							2	2		8	116	124			
MILITARY DEPARTMENT No. 8, The command of the department suspended.	Fort Johnston. Fort Caswell. Fort Macon. Fort Moultrie. Castle Pinckney. Augusta arsenal. Oglethorpe barracks. Fort Marion.	Near Smithville, North Carolina. Oak Island, North Carolina. Near Beaufort, North Carolina. Charleston harbor, South Carolina. Charleston harbor, South Carolina. Augusta, Georgia. Savannah, Georgia. St. Augustine, Florida.	Colonel W. Whistler.	Department staff.															1	1												Troops withdrawn 26th August, 1845; serving in Mexico. Not occupied. Not garrisoned. Troops withdrawn 24 June, 1846; sent to Mexico. Troops withdrawn 3d October, 1846; sent to Mexico. Troops withdrawn 25th July, 1846; sent to Mexico.						
				Detachment																	9	2	11							2	2		2	11	13			
				Aggregate.	1	2		2	3	1			1		1	7	4	9	19	950	50	1,000					7	36	7	43	57	986	1,043					

Position and distribution of the Troops in the Western Division, under the command of Brevet Brigadier General George M. Brooke.

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.	Commissioned officers of subsistence.	Surgeon.	Assistant surgeons.	Paymasters.	Captains.	Subalterns.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Total commissioned.	Aggregate.	Field officers.	Surgeons.	Assistant surgeons.	Captains.	Subalterns.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Total commissioned.		Aggregate.	Commissioned officers.	Non-commissioned officers, musicians, artificers, teamsters, and privates.	Aggregate.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
MILITARY DEPARTMENT No. 1. The command of the department suspended.	Key West barracks.....	Key West, Florida.....		Division staff.....		1		1					2	4	1		1	3				13	13							13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

SKETCH OF THE OPERATIONS

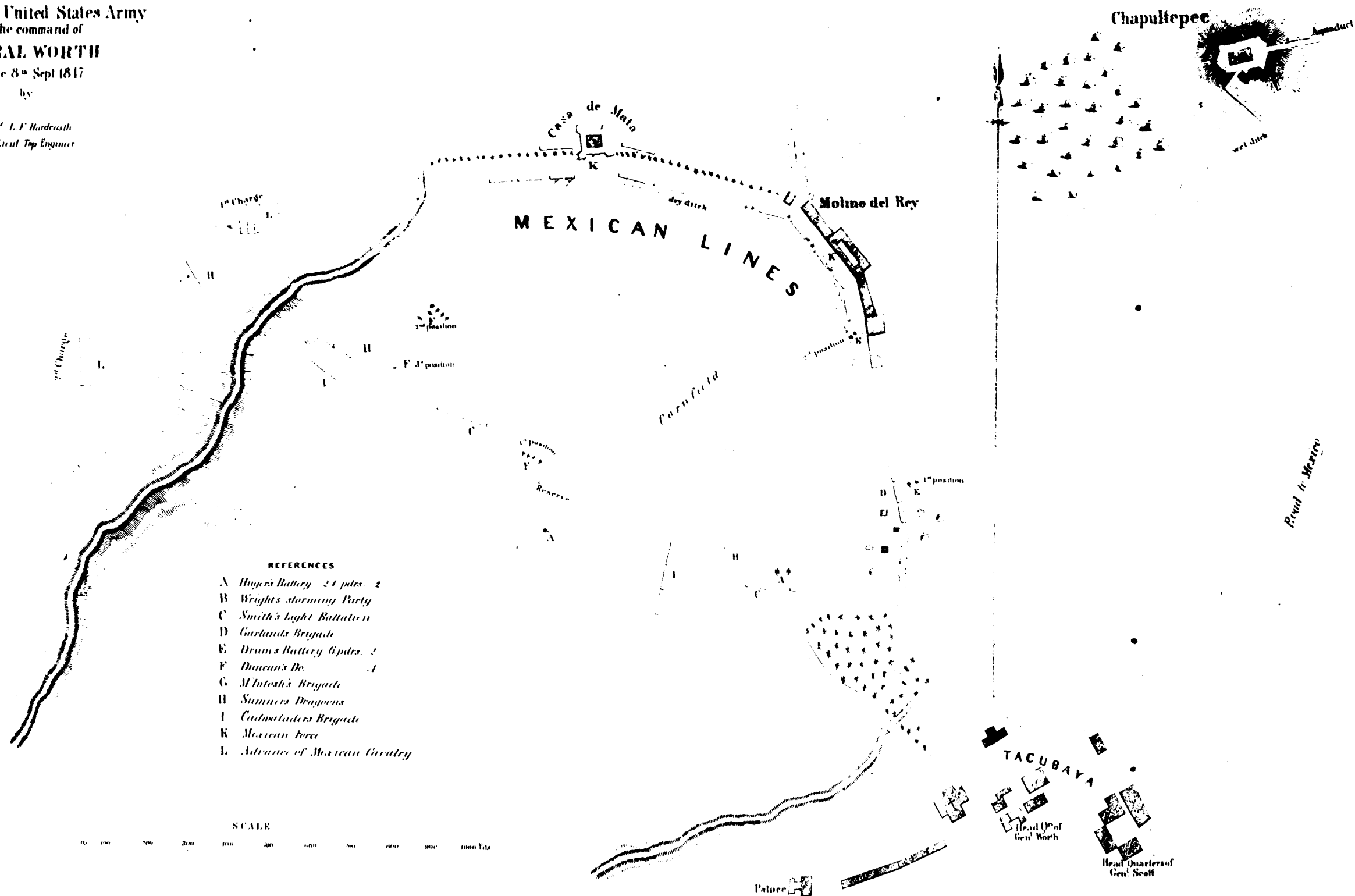
of the
1st Division United States Army
under the command of

GENERAL WORTH

on the 8th Sept 1847

by

Edm^d L. F. Hardscastle
Ret 2^d Lieut. Top Engineer



BATTLES OF MEXICO,

LINE OF OPERATIONS OF THE U. S. ARMY

Under the command of Major General Winfield Scott,
On the 8th, 12th and 13th of September,

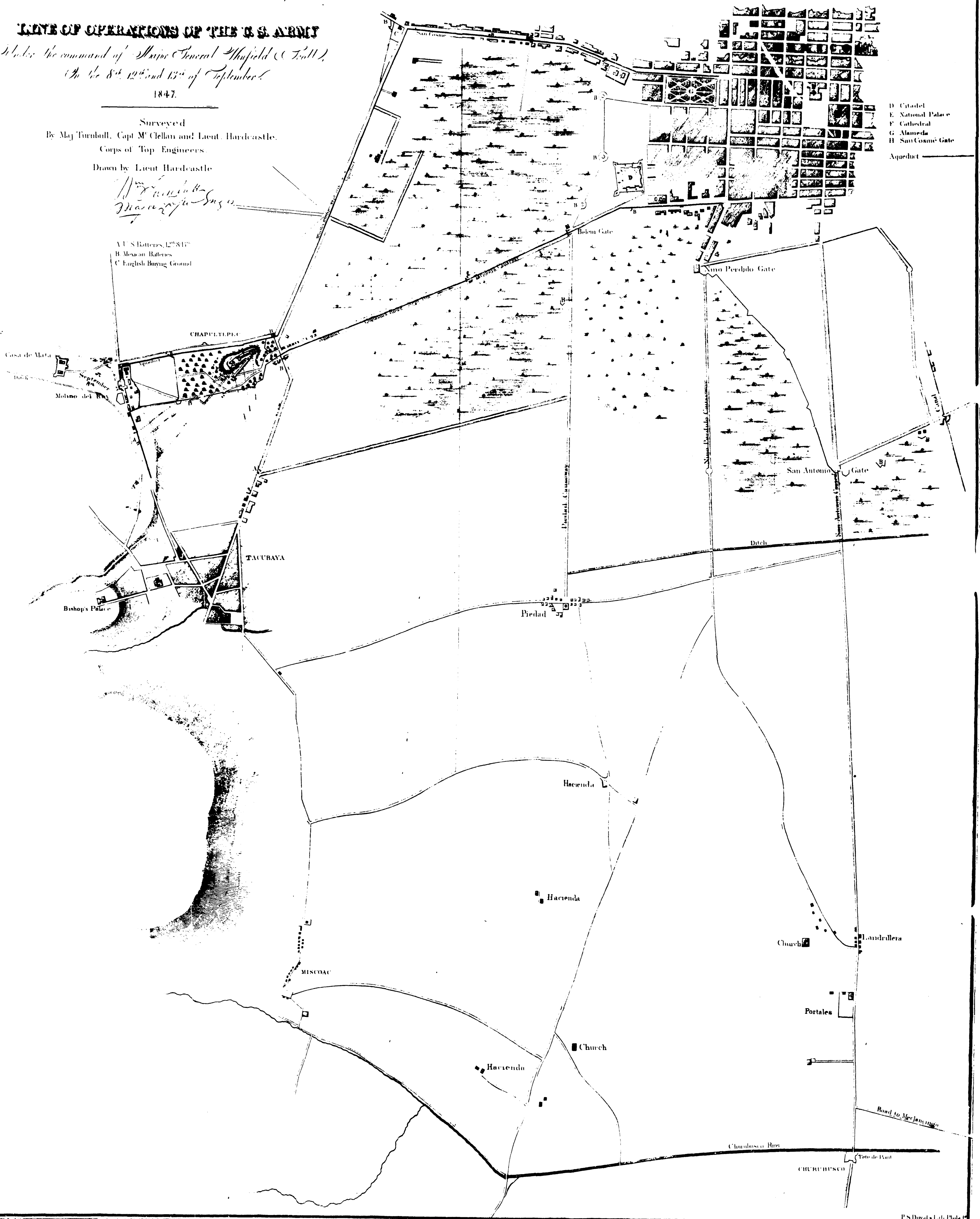
1847.

Surveyed
 By Maj Turnbull, Capt M'Callan and Lieut. Hardesty,
 Corps of Top Engineers.

Drawn by Lieut. Hardesty

W. H. Hardesty
Major General

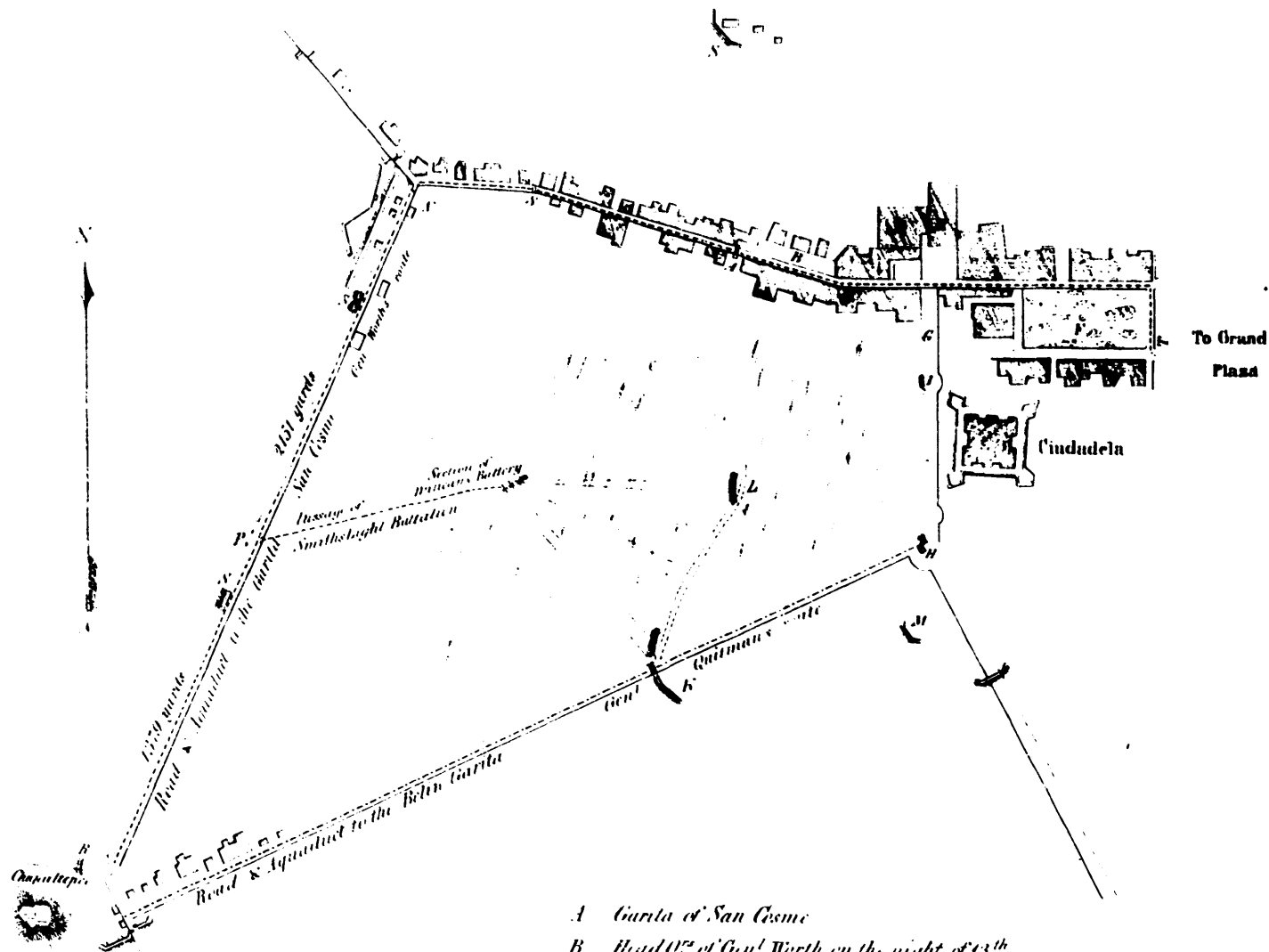
A. U. S. Batteries, 12th & 17th
 B. Mexican Batteries
 C. English Burying Ground



D. Citadel
 E. National Palace
 F. Cathedral
 G. Alameda
 H. San Cosme Gate
 Aqueduct

Sketch of the route of
GENERAL WORTH'S COLUMN from CHAPULTEPEC
to the Alameda

in the attack upon the City of Mexico
13th & 14th September 1847.



- A *Guard of San Cosme*
- B *Head Q^r of Gen^l Worth on the night of 13th*
- C *Position of Clarke's Brigade*
- D *Quartel*
- E *Quartel of San Fernando*
- F *Alameda*
- G *Paseo*
- H *Guarda Belin*
- I *Battery*
- K *"*
- L *"*
- M *"*
- N *" at Campo Santo*
- 2151 yards from N to P*
- 1379 yards P to Chapultepec*
- R *Battery*
- S *Battery*
- T *Head of Gen^l Worth's column at 6 o'clock on the morning of 14th*
Gen^l Worth's Div^{on}

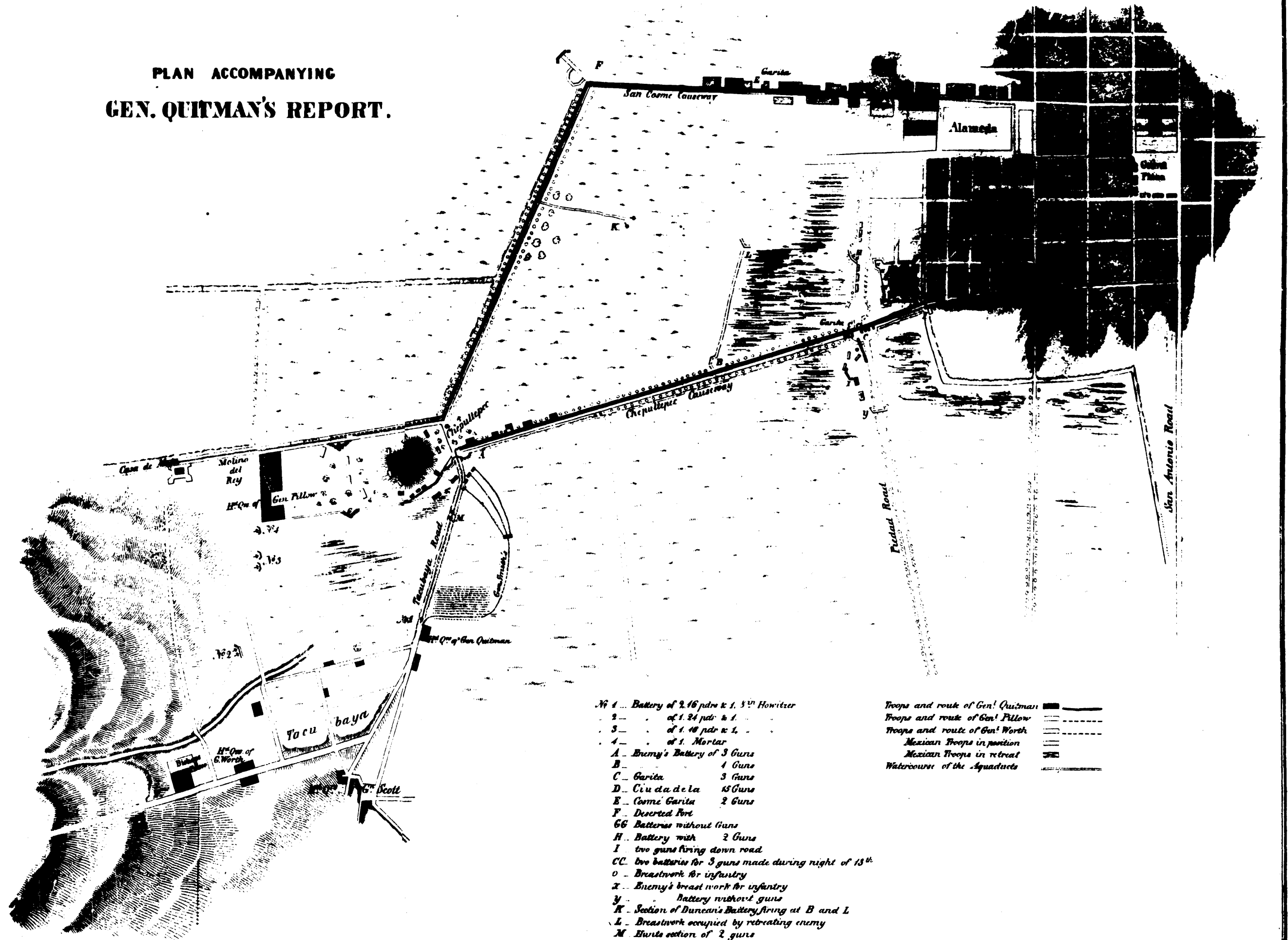
Drums Battery

Tacubaya

Tacubaya

A. C. Simonds
Major-General

PLAN ACCOMPANYING
GEN. QUITMAN'S REPORT.

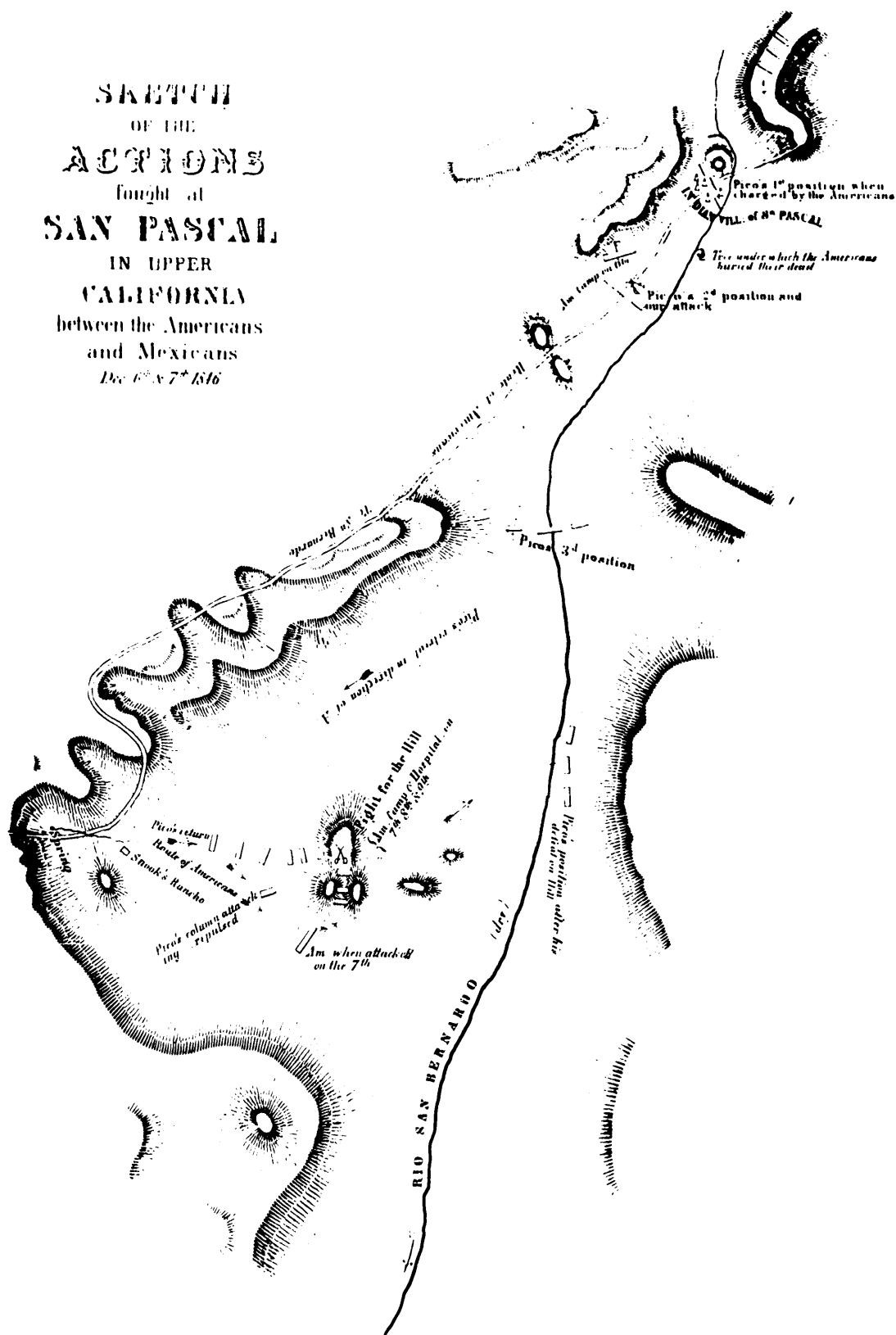


- No 1 - Battery of 2.16 pdr & 1. 3rd Howitzer
 2 - of 1. 24 pdr & 1.
 3 - of 1. 16 pdr & 1.
 4 - of 1. Mortar
 A - Enemy's Battery of 3 Guns
 B - 1 Guns
 C - Garita 3 Guns
 D - Ciudad de la 15 Guns
 E - Cosme Garita 2 Guns
 F - Deserted Fort
 G - Batteries without guns
 H - Battery with 2 Guns
 I - two guns firing down road
 CC - two batteries for 3 guns made during night of 13th
 O - Breastwork for infantry
 X - Enemy's breast work for infantry
 Y - Battery without guns
 K - Section of Duncan's Battery firing at B and L
 L - Breastwork occupied by retreating enemy
 M - Elite section of 2 guns

Troops and route of Genl Quitman
 Troops and route of Genl Pillow
 Troops and route of Genl Worth
 Mexican Troops in position
 Mexican Troops in retreat
 Watercourse of the Aqueducts

SKETCH
OF THE
ACTIONS
fought at
SAN PASCAL
IN UPPER
CALIFORNIA
between the Americans
and Mexicans

Dec 6th & 7th 1846

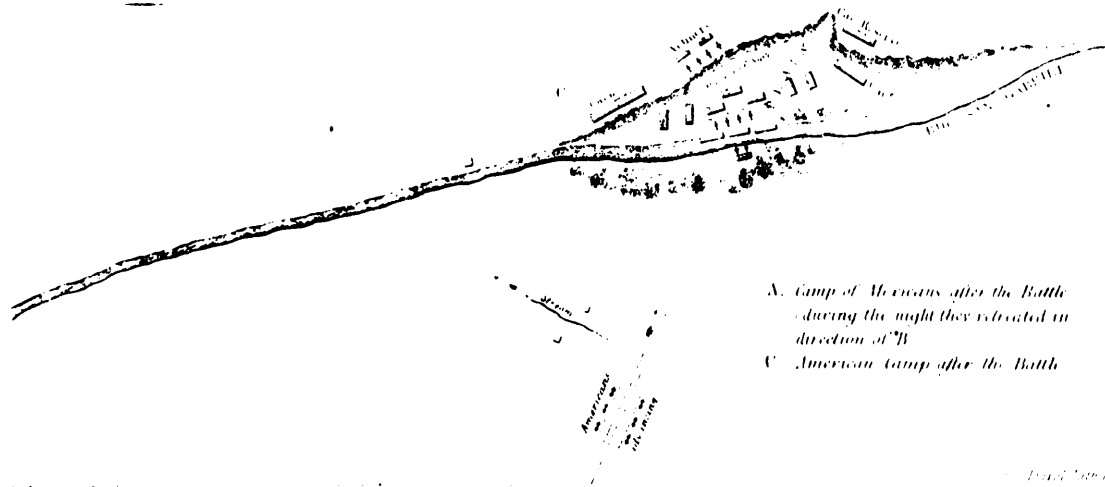


SKETCH
of the
PASSAGE
of the
RIO SAN GABRIEL.
UPPER CALIFORNIA
by the Americans.

unopposed by the opposing Mex Forces

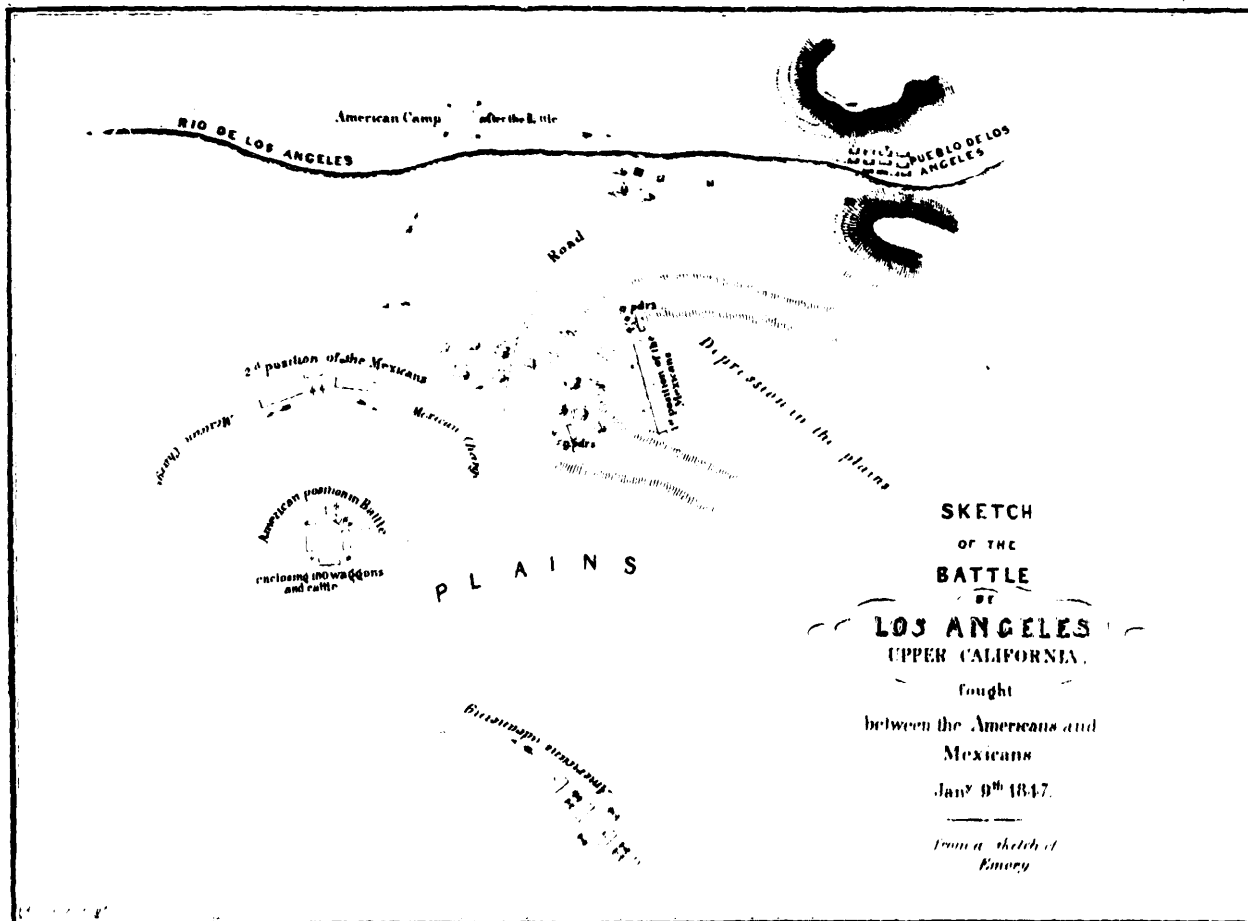
Jan 8th 1847

from a Sketch by P. Emory



A. Camp of Mexicans after the Battle
during the night they retreated in
direction of "B"

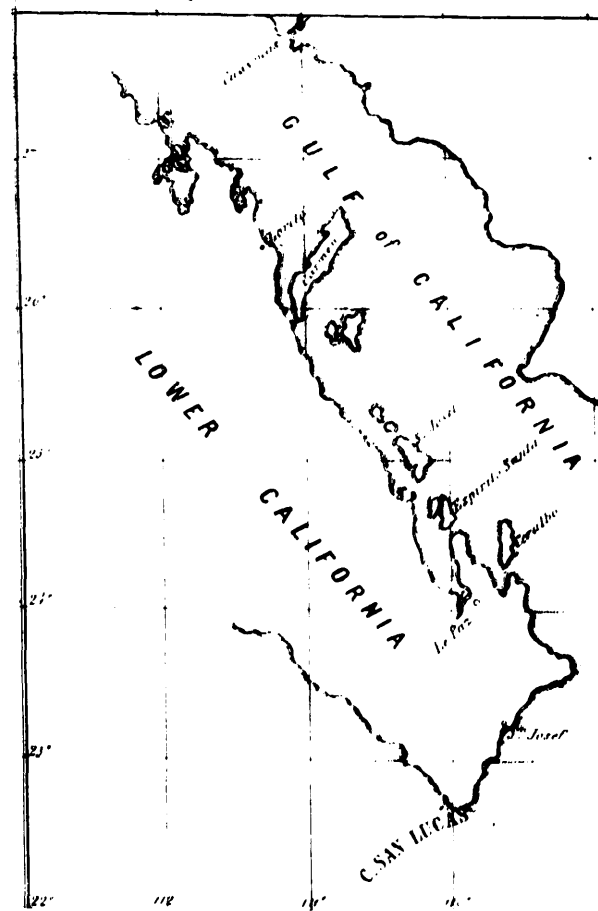
C. American camp after the Battle



Fort Sacramento, or Sutter's,		20 miles
Sutter's, to Sonoma,	about 50 miles	51
Sonoma to Yerba Buena,	50	50
Yerba Buena to Monterey,	240	240
Monterey to S ^{ta} Barbara,	245	51
S ^{ta} Barbara to Angels,	110	110
Angels to S th Diego,	210	210
S th Diego to La Paz,	290	290
	<u>1077</u>	<u>1077</u>

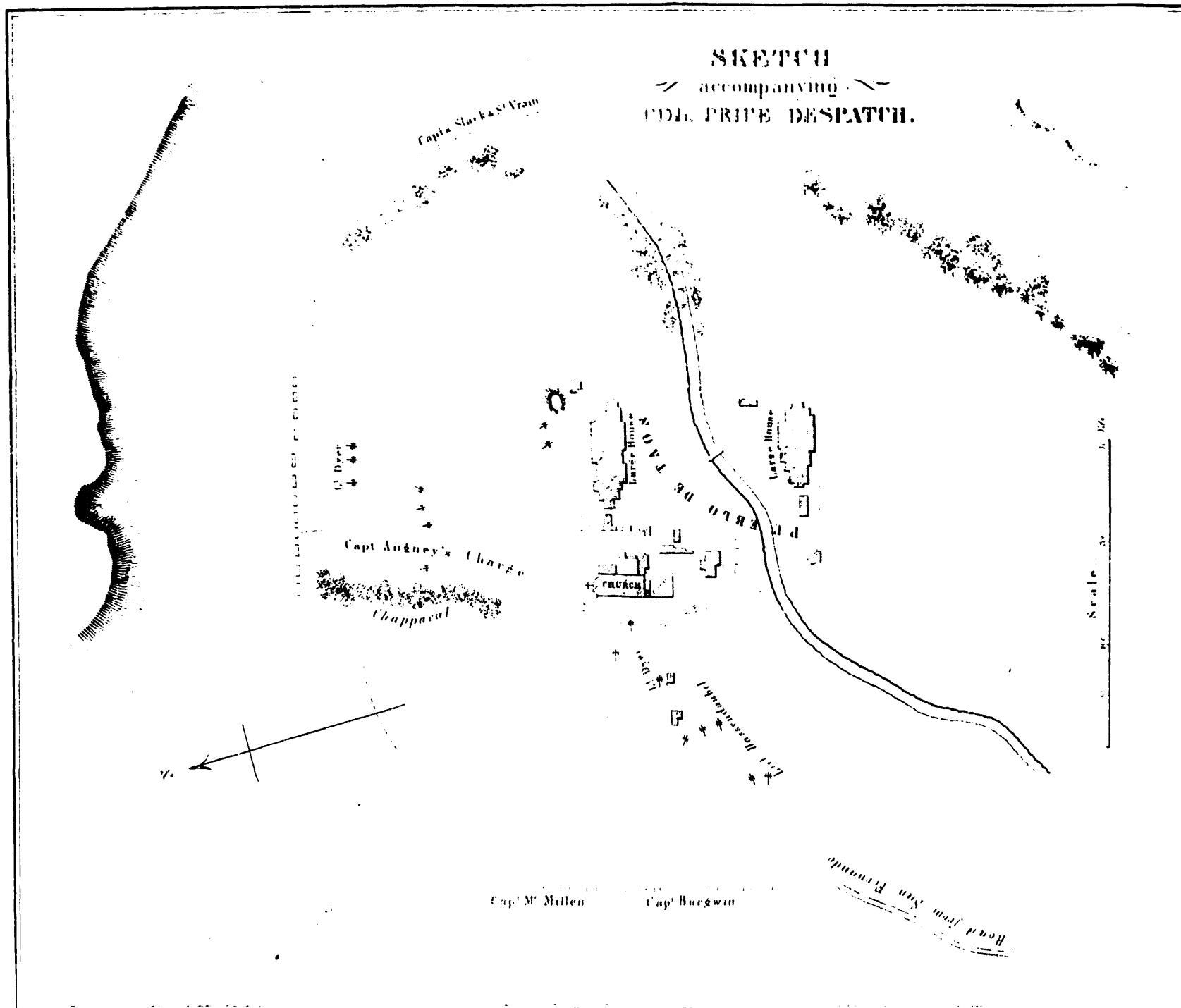
In the number of Men Stated at the several posts, the Mormon Battalion are not included as their term of service expires in July

*Adjutant's Office
Monterey
California.*

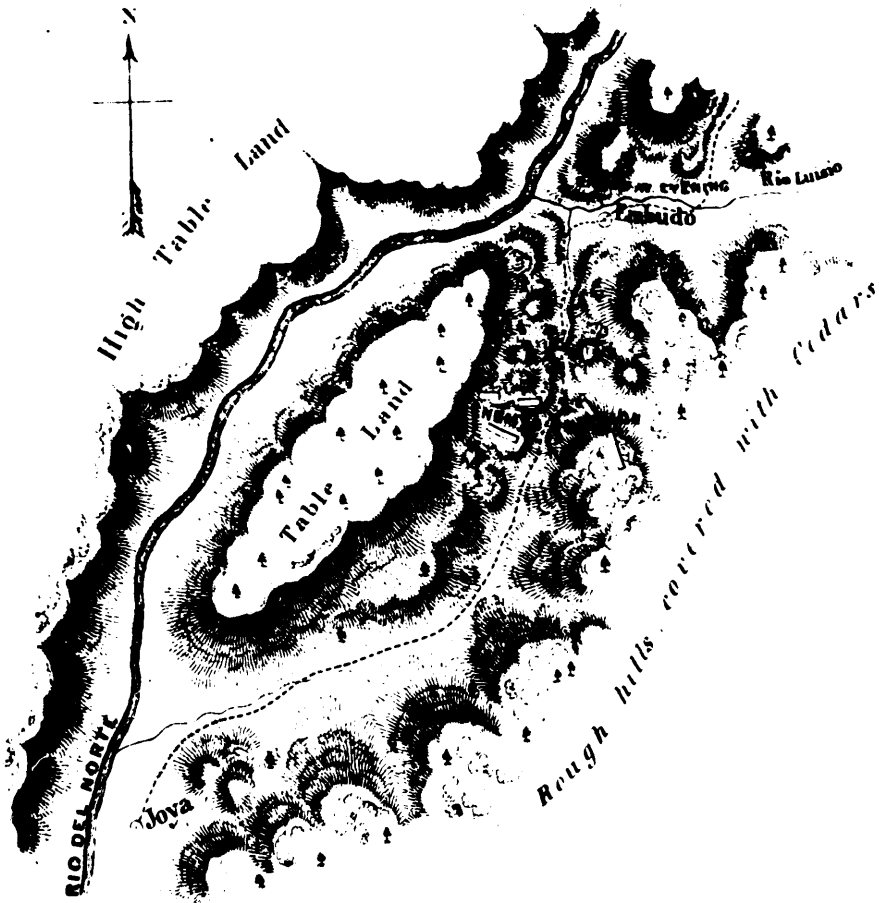


SECRET

— accompanying —
COLD PRICE DESPATCH.



SKETCH accompanying COL. PRICE'S DESPATCH
of 15th Feb. 1847.



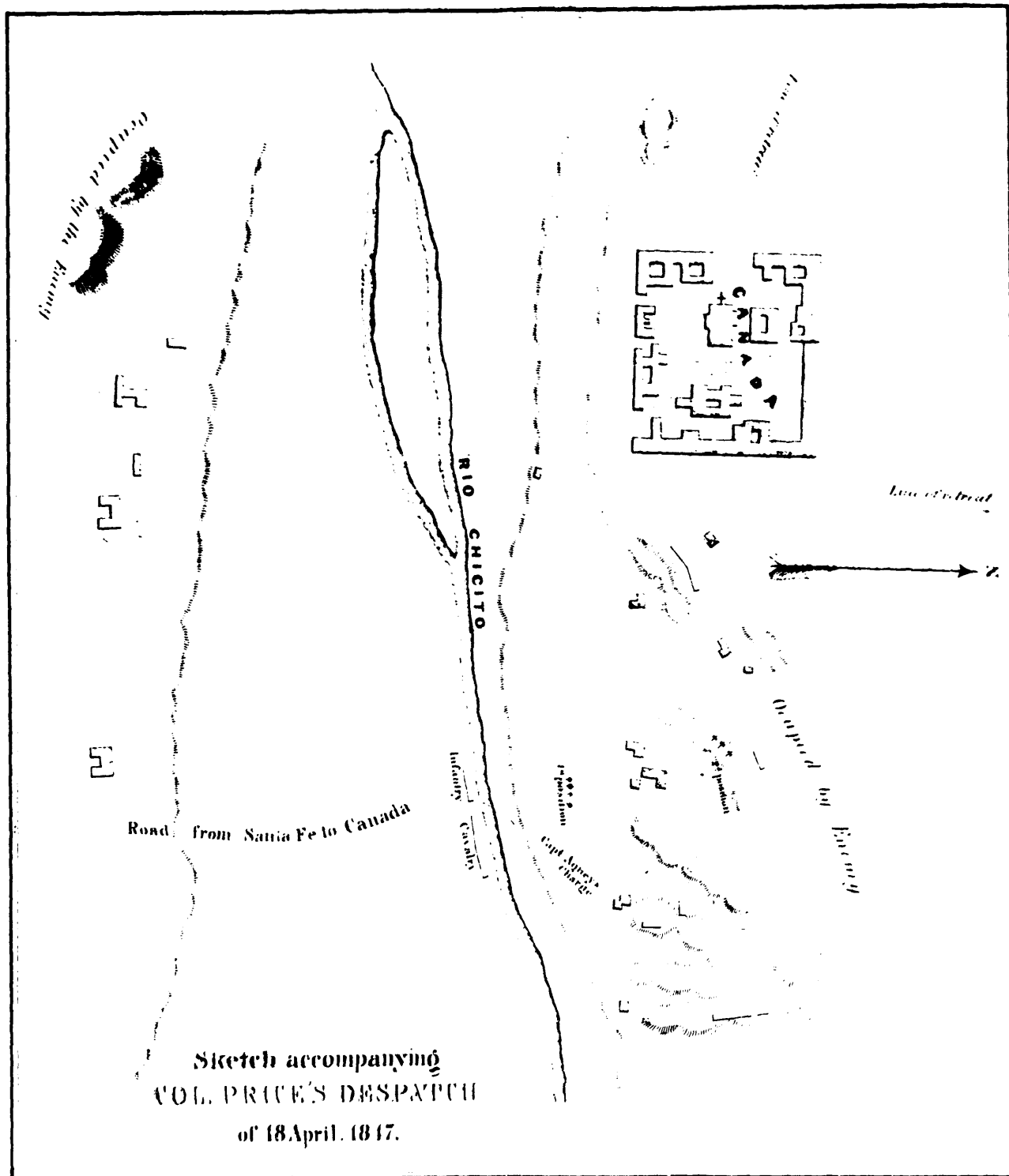


TABLE III.

Extract from the Record-book of the experiments made to test the strength and quality of the cast iron cannon at the several forts and arsenals in the United States.

Calibre.	No. of guns.	Initials of inspectors.	Initials of founder and foundry.	Date of casting.	Weight of gun.	Specific gravity.	Tensile strength—number of pounds to the square inch.	Class.	Location.	Color.	Fracture.	Structure	Aspect of turned surface	Remarks.	
<i>Pounders.</i>															
32	10	J. B.	McC. P. & W. P., P. F.	1832	7,405	7.23	29196	1	Fort Morgan.	A uniform bright and light grey.	Very close, short, and regular.	Off fine and closely compacted structure.	Very smooth.	These guns were cast at the Pittsburg foundry.	
32	12	do.	Do do.	1832	7,413	7.22	31029	1	Do.	Light grey, uniform, and inclining to bright.	Do do.	Do do do.	Do.		
32	13	do.	Do do.	1832	7,485	7.21	29913	1	Fort Pickens.	Do do do.	Do do.	Do do do.	Do.		
32	225	J. W. R.	Do do.	1839	7,534	7.06	13399	3	Baton Rouge arsenal.	Very dark grey.	Very hackly.	Coarse and irregular.	Remarkably pitted.		
32	229	do.	Do do.	1839	7,544	7.04	16925	3	Alleghany arsenal.	Dark grey, with shining crystals.	Hackly and jagged.	Coarse and open.	Pitted.		
32	230	do.	Do do.	1839	7,518	7.07	16925	3	Do.	Do do.	Do.	Do.	Do.		
32	10	J. B.	J. M., C. F.	1829	7,526	7.24	26093	1	On skids outside Fort McHenry.	Of a high mottle, and with the white of a silvery cast.	Short.	Compact.	Smooth.	These guns were cast at the Columbia foundry.	
32	20	do.	Do.	1829	7,561	7.27	28913	1	Fort Moultrie.	Regular mottle.	Short and close.	Very compact.	Do.		
32	29	do.	Do.	1829	7,449	7.22	27926	1	In battery, Fort McHenry.	Of a high mottle, like No. 10.	Short and even.	Compact, and fine grained.	Do.		
24	303	J. W. R.	Do.	1840	7,480	7.15	20733	2	Washington arsenal.	Mixed mottle.	Rather uneven.	Somewhat uneven.	Rather pitted.		
24	305	do.	Do.	1840	7,490	7.14	19746	2	Do.	Do.	Do.	Do.	Do.		
24	310	do.	Do.	1840	7,534	7.12	20310	2	Do.	Mixed iron, and carbonaceous.	Rough.	Coarse and irregular.	Not much pitted.		
32	10	J. B.	J. C., B. F.	1829	7,558	7.228	27221	1	Fort Monroe, Va.	High mottle, inclining to silvery.	Close and short.	Compact and irregular.	Smooth, with a mottle aspect.	These guns were cast at the Ballona foundry.	
32	14	do.	Do.	1829	7,552	7.206	28208	1	Do.	Uniform mottle; rather high.	Do.	Do.	Do do.		
32	40	do.	Do.	1829	7,530	7.259	28631	1	Fort Monroe arsenal.	Mottle very uniform, and of a high white mottle.	Short, close, and even.	Fine grained, compact, and even.	Do do.		
32	448	J. W. R.	Do.	1839	7,552	7.08	17630	3	Do.	Dark grey, with coarse and large stellated crystals.	Rough, uneven, and hackly.	Coarse, open, and irregular.	{ Much pitted, with large stellated cavities.		
32	449	do.	Do.	1839	7,566	7.12	17489	3	Do.						
32	450	do.	Do.	1839	7,566	7.108	17348	3	Do.						
32	2	J. B.	W. P. F.	1829	7,403	7.22	29196	1	Fort Lafayette, N. Y.	Mottle, passing into a light grey.	Close and even.	Compact, and fine grained.	Smooth, and without cavities.	These guns were cast at the West Point foundry.	
32	26	do.	Do.	1829	7,508	7.29	28208	1	Fort Columbus, N. Y.	Do do.	Do.	Do do.	Do do.		
32	33	do.	Do.	1829	7,504	7.19	26799	1	Ellis's island, New York harbor.	Uniform grey mottle.	Do.	Do do.	Do do.		
32	325	J. W. R.	Do.	1839	7,450	7.024	19464	3	Fort Columbus, N. Y.	Dark grey, with large stellated crystals.	Hackly, rough, and uneven.	Open, coarse, and irregular.	Much pitted, with large stellated crystals.		
32	332	do.	Do.	1839	7,478	7.026	19323	3	Do.	Dark grey, with large brilliant crystals.	Hackly and jagged.	Do do.	Uneven, and much pitted.		
32	335	do.	Do.	1839	7,443	7.024	19323	3	Ordnance department, Governor's island, N. Y.	Dark grey black, and carbonaceous.	Do.	Do do.	Do do.		
32	1	W. M.	Do.	1841	6,933	7.214	28208	1	Do do do.	Uniform mottle, with the spots so blended as to pass into a light, soft grey.	{ Close, smooth, and even.	Compact, regular, and fine grained.	Very smooth, and free from cavities.		
32	2	do.	Do.	1841	6,933	7.22	28349	1	Do do do.						
32	3	do.	Do.	1841	6,975	7.23	28641	1	Do do do.						