

# REPORT

OF

## THE POSTMASTER GENERAL

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POST OFFICE DEPARTMENT,  
November 30, 1850.

SIR: The number of mail routes within the United States, at the close of the fiscal year ending on the 30th of June last, was 5,590; the aggregate length of such routes was 178,672 miles; and the number of contractors employed thereon, 4,760.

The annual transportation of the mails on these routes was 46,541,423 miles, at an annual cost of \$2,724,426; making the average cost about five cents and eight and a half mills per mile.

The increase in the number of inland mail routes during the year was 649; the increase in the length of mail routes was 10,969 miles; and the annual transportation of the year exceeded that of the previous year by 3,997,354 miles, at an increased cost of \$312,440.

The mail service in California and Oregon, having been irregular in its performance, and imperfectly reported to the department, has not been embraced in the foregoing statements.

There were, on the 30th of June last, five foreign mail routes, of the aggregate length of 15,079 miles; and the annual price of the transportation thereon, payable by this department, was \$264,506; being an increase of \$8,814 on the cost of the preceding year.

There should be added to the cost of transportation, as above stated, the expense of mail messengers, and local and route agents, (which expense is chargeable to the transportation fund,) and which for the last fiscal year amounted to \$107,042; being an increase of \$45,529 on the expenses of the mail messengers, and local and route agents, for the preceding year.

The increase of our mail service for the last fiscal year, over the year preceding, was about 9 4-10 per cent., and the increase in the total cost was about 12 7-10 per cent.

The extent and cost of such service for the last year, its division among the States and Territories, and its comparison with that of the preceding year, will more fully appear by the accompanying report of the First Assistant Postmaster General.

The number of postmasters appointed during the year ending June 30, 1850, was 6,518. Of that number, 2,600 were appointed to fill vacancies occasioned by resignation; 233 to fill vacancies occasioned by the decrease of the previous incumbents; 262 on a change of the sites of the offices for which they were appointed; 1,441 on the removal of their predecessors; and 1,979 were appointed on the establishment of new offices.

The whole number of post offices in the United States at the end of

that year was 18,417. There were 1,979 post offices established, and 309 discontinued, during the year.

The postmasters and other agents of the department have, with few exceptions, performed their duties with fidelity and promptness, and maintained the credit of the department for efficiency and usefulness.

The failures of connexion which have from time to time occurred on some of the routes have caused much inconvenience and annoyance. It is hoped, however, that the renewed requirement of the returns of weekly and monthly registers of the arrivals and departures, by the postmasters at the ends of each route, which are now regularly made to the department, and the efficient action of the increased number of special agents, will render these irregularities less frequent.

The gross revenue of the department for the year ending June 30, 1850, was \$5,552,971 48, derived from the following sources:

|   |   |   |                |
|---|---|---|----------------|
| From letter postage, including foreign postage, and stamps sold   | - | - | \$4,575,663 86 |
| From newspaper and pamphlet postage   | - | - | 919,485 94     |
| From fines  | - | - | 38 00          |
| From miscellaneous items  | - | - | 3,048 66       |
| From receipts on account of dead letters  | - | - | 1,748 40       |
| From the appropriation made by the 12th section of the act of 3d March, 1847, for the franked matter of the departments | - | - | 200,000 00     |
|   |   |   | <hr/>          |
|   |   |   | 5,699,984 86   |

|  |   |   |            |
|--|---|---|------------|
| From this sum should be deducted the amount received during the year for British postages which are payable to that government under the postal convention of December, 1848 | - | - | 147,013 38 |
|  |   |   | <hr/>      |

|   |   |   |              |
|---|---|---|--------------|
| Leaving for the gross revenue of the year | - | - | 5,552,971 48 |
|   |   |   | <hr/> <hr/>  |

The expenditures of the year were as follows.

|  |   |   |                |
|--|---|---|----------------|
| For the transportation of the mails              | - | - | \$2,965,786 36 |
| For ship, steamboat, and way-letters             | - | - | 40,543 71      |
| For compensation to postmasters                  | - | - | 1,549,376 19   |
| For wrapping paper                               | - | - | 27,435 53      |
| For office furniture                             | - | - | 6,259 70       |
| For advertising                                  | - | - | 72,633 50      |
| For mail-bags                                    | - | - | 31,160 82      |
| For blanks                                       | - | - | 30,639 26      |
| For mail locks, keys, and stamps                 | - | - | 9,392 30       |
| For mail depredations and special agents         | - | - | 29,725 79      |
| For clerks for offices, (offices of postmasters) | - | - | 357,935 51     |
| For miscellaneous items                          | - | - | 89,526 00      |
| For post office laws and regulations             | - | - | 1,722 24       |
| For repayment of money found in dead letters     | - | - | 216 52         |
|  |   |   | <hr/>          |
|  |   |   | 5,212,953 43   |
|  |   |   | <hr/> <hr/>    |

|   |                     |
|---|---------------------|
| Leaving, as the excess of the gross revenue over the expenditures of the year, the sum of   | \$310,018 05        |
| <hr/>   |                     |
| The undrawn appropriations for this department under the 12th section of the act of 1847, before referred to, amounted, on the 30th June last, (including the \$200,000 embraced in the revenues of the last year, and included in the foregoing balance,) to | \$665,555 55        |
| The Auditor of the department estimates the balance to the credit of the revenue of the department on the day last mentioned, which will be ultimately found to be available, (and which does not include the \$665,555 55 above mentioned,) at               | 649,165 31          |
| <hr/>   |                     |
| Making an available balance, from all sources, of   | 1,314,720 86        |
| Out of which there is payable to the British government for postages collected under the postal treaty during the fiscal year ending June 30, 1849  | \$35,661 66         |
| And during the year ending June 30, 1850  | 147,013 33          |
|   | <hr/>               |
|   | 182,675 04          |
| <hr/>   |                     |
| Leaving a nett balance (as estimated by the Auditor) of   | <u>1,132,045 82</u> |

For a more detailed statement of the fiscal condition and affairs of the department, you are respectfully referred to the report of the Auditor, hereto annexed.

The new contracts for mail transportation in the northern section, composed of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York, made in the spring of 1849, showed an increase of annual compensation of \$96,981; being an increase of more than eighteen per cent. upon the previous cost of that section.

The new contracts made under the lettings of last spring for the western section of the Union, embracing the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, and the Territories, exhibit a still greater increase in the annual cost of transportation in that section.

This increase is estimated in the contract office at \$236,696 per annum, being about 25 per cent. advance upon the annual cost of that section under the contracts in force up to the end of the last fiscal year. Of this, about ten and four-fifths per cent. is attributable to the increase of service in that section, and about fourteen and one-fifth per cent. to the increased rate of compensation provided for in the late contracts.

The increased cost in the other sections of the Union, under the orders for the improvement and extension of the service on existing mail routes, made by the Postmaster General, during the first quarter of the current fiscal year, will amount (after deducting the curtailments ordered) to

|   |             |
|---|-------------|
|   | \$12,470 00 |
| And similar orders to be made during the residue of the year may increase the expenses  | 50,000 00   |
| The placing of the steam mail-packet Franklin on the New York and Havre line will add the cost of a half-monthly line for about 10 months | 62,500 00   |

|  |             |
|--|-------------|
| The service in California and Oregon, so far as reported, will cost for the current year about   | \$80,170 00 |
| The placing of the steam-packet Humboldt on the New York and Havre line, and the putting in operation of the new routes established at the last session, so far as it can be done within the remainder of the current year, in accordance with the requirements of the laws regulating the department, will probably add to the expenses of the year | 20,000 00   |

The estimates upon this item, and that of the additional service yet to be ordered, are made upon very uncertain data. Indeed, the extent and cost of the mail service, as well as the revenues of this department, are subject to constant fluctuations, and the best considered and most careful estimates can furnish only a reasonable approximation to the actual results.

The expenditures for the current year are estimated as follows:

|   |                     |
|---|---------------------|
| The annual expenses of transportation, (foreign and inland,) as it stood at the close of the last fiscal year   | \$3,095,974 00      |
| Additional cost in western section under contracts which went into effect July 1, 1850  | 236,696 00          |
| Cost of improvements in other sections ordered in the first quarter of the current year   | 12,470 00           |
| Cost of improvements to be made under similar orders during the residue of the year   | 50,000 00           |
| Expense of steamer Franklin on the New York and Havre line  | 62,500 00           |
| Service in California and Oregon already reported   | 80,170 00           |
| Cost of new routes and steamer Humboldt   | 20,000 00           |
| Expense of publishing a revised list of post offices and postmasters, and a new edition of the laws and regulations, with a map to accompany the latter   | 14,500 00           |
| Expenses of last year under the heads of compensation to postmasters; wrapping paper; office furniture; advertising; mail-bags; blanks; mail-locks, keys, and stamps; mail depredations and special agents; clerks for offices, (offices of postmasters,) and miscellaneous items; with eleven per cent. added, (such expenses necessarily increasing with the increase of the revenue and general service) | 2,447,199 90        |
|   | <u>6,019,809 90</u> |

To meet these expenditures, the department must rely on the receipts of postages, the annual appropriation of \$200,000 under the twelfth section of the act of 1847, which has been before referred to, and the trifling appropriation made at the last session of Congress as a compensation for the transportation of the matter sent free through the mails under the act for taking the seventh census.

Before giving an estimate of the revenue of the current year, it is proper to remark that no reliable estimate of the receipts from postage can be made. The increase for the year ending June 30, 1847, was 11 27 100 per cent.; for the year ending June 30, 1848, only 7 43 100 per cent.; and

for the year ending June 30, 1849, 14 20 100 per cent.; being an average for the three years of 10 96-100 per cent.; and the increase for the year ending June 30, 1850, excluding the balances in favor of Great Britain, was 14 5-8 per cent.

It is believed that the postages of the current year will show an increase over those of the last year of at least

|   |   |   |   |                        |
|---|---|---|---|------------------------|
| 11 per cent., and amount to   | - | - | - | \$6,099,616 28         |
| Deduct British postages, estimated at   | - | - | - | 145,000 00             |
|   |   |   |   | <hr/> 5,954,616 28     |
| Add the appropriations for the franked matter of the department, and the appropriation for the postage of census matter | - | - | - | 212,000 00             |
|   |   |   |   | <hr/> 6,166,616 28     |
| Making estimated revenues   | - | - | - | 6,166,616 28           |
| From which deduct estimated expenditures  | - | - | - | 6,019,809 90           |
|   |   |   |   | <hr/> <hr/> 146,806 38 |

The conveyance of correspondence between this and foreign countries, and between the Atlantic and Pacific portions of the United States, has become a large and important branch of our mail service. The means provided for this conveyance consist of sixteen steam-ships now in actual service, with four more to be added under the existing contracts. Connected with this service is the land service across the Isthmus of Panama, which is performed by the government of New Granada, under a treaty providing a stipulated compensation, according to the weight of the mails.

The whole duty of the government in regard to our correspondence with foreign countries is not discharged by simply providing and supervising the means of conveyance. Arrangements should be made with the countries to which our steam-ship lines extend to specify and secure mutual and satisfactory terms for the interchange of mails, and for the uninterrupted transit of our correspondence, in the mails of those countries, to the countries beyond. With Germany such arrangements have been already made. They yet remain to be adjusted with France; but the subject is now in charge of our diplomatic representatives, and an early and favorable termination of their negotiations is anticipated.

In respect to our correspondence with the West Indies and South America, some specific arrangement is desirable; and the early passage of a joint resolution of Congress authorizing this department to take measures to secure such an arrangement is recommended.

The mail service in California and Oregon, and especially in the former, is still in an unsettled state and but partially reported, so that no satisfactory statement in regard to it can be submitted. Sufficient time to communicate with the agent last appointed to take charge of the California service has not yet elapsed since his appointment; but his report upon the present condition of the service in that State may be expected at an early day. In addition to the difficulties incident to the new and very peculiar state of affairs in that distant region, there are many that result from the want of proper experience and skill on the part of those to whom the management of postal affairs in that section of the country has necessarily been confided. The appointment of a Deputy Postmaster General and an Auditor to reside in California, as proposed by a bill re-

ported at the last session, might aid in removing some of the difficulties, but would give an organization which would sever that service from the service in other parts of the Union, and is liable to other objections. It is, therefore, respectfully suggested that improvement, system, economy, and efficiency would be sooner introduced if Congress should authorize the Postmaster General to send temporarily to the Pacific coast an officer of the greatest knowledge and experience in mail arrangements and in the principles and rules of the department governing the making of contracts, for the purpose of being there associated with the local agent in organizing the service at the outset, and placing it on a proper basis for the future charge and management of such local agent. If the local agent is to be continued in charge of the service, his salary should be increased to an amount better corresponding with the high prices prevailing in California.

In view of the time required to communicate with Oregon and our newly acquired territories, the following modification of the post office laws is urgently recommended:

1. That the contract and fiscal year for the Post Office Department, in respect to the service in California, Oregon, New Mexico, and Utah, be changed, and that it commence and end three months earlier than for the rest of the Union, so that the returns, accounts, and all other statements for the last quarter of the fiscal year in that portion of the Union can be made to the General Post Office in Washington in time, after being duly audited, to be embraced in the annual reports submitted at the opening of Congress.

2. That authority be given to the special agent in that country to open, at San Francisco, the dead letters returned from the offices in California and Oregon, and there dispose of them, as is now done at the General Post Office, under such regulations and restrictions as the Postmaster General may prescribe. For this purpose, a clerk or clerks, with suitable salaries, should be allowed to the special agent.

A considerable reduction of letter postage, and the adoption of a uniform inland rate, are desired by a large portion of the people of the United States. Interesting and able reports, recommending different degrees of reduction, were made, but not acted upon, at the last session of Congress. The subject will doubtless again engage the attention of Congress at its approaching session; and, with an earnest desire that our rates of postage may be reduced to the lowest point that is practicable without calling for a contribution from the treasury beyond what should be paid for the transmission and delivery of the official and public correspondences, I recommend that the inland letter postage be reduced to three cents the single letter when prepaid, and be fixed at the uniform rate of five cents when not prepaid; and, also, that the Postmaster General be required to reduce this prepaid rate to two cents the single letter whenever it shall be ascertained that the revenues of the department, after the reductions now recommended, shall have exceeded its expenditures by more than five per cent. for two consecutive fiscal years. I also recommend that the postage to California and Oregon be greatly reduced, and that the postage charged on other sea-going letters be made more simple and uniform. With the numerous rates now charged—some with and some without the addition of the inland rates—confusion and mistake are frequent and unavoidable. I therefore recommend that twenty cents the single let-

to be charged on all correspondence to and from the Pacific coast, South America, the Eastern Continent and its islands, and points beyond either; and ten cents the single letter on all other sea-going letters, without the superaddition of inland postage in any case—excepting, however, all cases where such sea postages have been or shall be adjusted at different rates by postal treaty already concluded or hereafter to be made; and power should be given to the Postmaster General, by and with the advice and consent of the President of the United States, to reduce or enlarge the sea rates, with the view of making better postal arrangements with other governments, or counteracting any adverse measures affecting our postal intercourse with other countries.

I also recommend that the provision which imposes an additional half-cent postage upon newspapers sent more than one hundred miles, and out of the State where they are mailed, be repealed, so as to leave the uniform inland postage on newspapers sent to subscribers from the office of publication at one cent each.

The postage upon pamphlets, periodicals, and other printed matter, (except newspapers,) may be simplified and somewhat reduced with advantage to the department. Two cents for the pamphlet or periodical of the weight of two ounces or less, and one cent for every additional ounce or fraction of an ounce, is recommended as the inland rate upon all pamphlets, periodicals, and other printed matter, instead of the present rate of two and a half cents for the first ounce, and one cent for every additional ounce or fractional part of an ounce. For the sea-going charge on such matter, and on newspapers, twice the inland rate to and from the points to which it is proposed that the letter postage shall be ten cents, and four times the inland rate where the letter rate is twenty cents, is deemed a just and proper rate. This would, in some cases, increase the postage on printed matter sent to the Pacific coast, and by our other sea lines, where the postage is not already fixed by postal arrangement; but the postage to California, as above proposed, would hardly equal the price now charged by private expresses for the conveyance of the same weight, in packages of less than one hundred pounds, to San Francisco.

It will be perceived that the reduction proposed in the postage upon printed matter is not large. The reason for the greater reduction of letter postage is found in the fact that the rates of postage upon printed matter are now exceedingly low, when compared with the letter rates. The average postage on letters is estimated at about three dollars and sixteen cents per pound, and on newspapers or pamphlets at about sixteen cents per pound. After the reductions proposed, the average inland postage on letters will be about \$2 50 per pound when not prepaid, and \$1 50 per pound when prepaid.

The reductions in postage now recommended will, if carried out, reduce the revenues of the department for the first three or four years. At the end of that period, the revenues of the department, under the reduced tariff of postages, will probably again equal its expenditures. To meet the deficiency which must follow this reduction, the surplus revenues already accumulated may be first applied, and, after these shall have been exhausted, an appropriation from the treasury will be required, unless Congress shall deem it expedient to abolish the existing privileges of sending and receiving free matter through the mails, or to increase the annual appropriation now made to the department for the conveyance of a

part of such free matter to a sum equal to the revenues that would be derived therefrom if all free matter were charged with postage.

The continuance of the franking privilege—a privilege which may be properly considered as the privilege of the constituent rather than of the representative—may be dictated by an enlightened public policy and required by the public interests; and the same may be said of the privilege possessed by newspaper proprietors of sending and receiving exchange newspapers free of postage. But if these privileges are continued, it is respectfully submitted that this department should be paid for the conveyance of the matter sent free under them by an appropriation from the public treasury, rather than by a tax on the private correspondence of the country. If a sum equal to the postage which would be charged on all free matter, were it chargeable with postage, should be annually appropriated and paid to this department, it is believed that such appropriation and the accumulated surplus revenue would enable the department to sustain itself, notwithstanding the proposed reduction, or that the appropriation required would be so inconsiderable as to interpose no serious obstacle to the adoption of the measures now recommended.

In case a reduction of postage shall be made, it is suggested that it should only take effect from and after the 30th of June next, that it may go into operation at the commencement of the next fiscal year. This is desirable for the purpose of enabling the department to present the fiscal results of the reduction with clearness and accuracy in future reports, and also for the purpose of giving time to prepare the forms, instructions, and blanks which will be necessary in consequence of the change in the rates of postage.

Any reduction of postage is likely to increase the labor, and reduce, for a time at least, the compensation, of the several postmasters. It is therefore recommended that power be given to the Postmaster General to increase the rates of commission at the smaller offices, so as to insure the services of competent and faithful officers.

The term *newspaper* is not so fully defined by the existing laws upon that subject as to enable the department to decide, without embarrassment and difficulty, whether a particular periodical is or is not to be deemed a newspaper; and, though various decisions in particular cases have, at different times, been made in the department, they have not relieved the question from perplexity and embarrassment. •

There was a manifest incongruity in the laws establishing the California steam-ship lines in providing for a conveyance of the mails twice a month from New York, New Orleans, &c., to Chagres, and a conveyance of the same only once a month from Panama north along the Pacific coast.

Soon after the close of the last session of Congress, my attention was called to this subject by a memorial from the representatives in Congress from the State of California and Territory of Oregon, insisting that a semi-monthly mail service should be regularly organized and performed on the Pacific portion of that important route. The contractors on the route had already so far yielded to the complaints and wants of the public as to take occasionally a second monthly mail, but, for want of legal authority to make compensation for such service, its performance had never been properly organized. It was voluntary merely, and only occasional.

The action of the department was urged in view of the provisions of the recent act of Congress making an appropriation for actual mail service



performed, or to be performed, by mail steamers; but I did not feel at liberty to make an order which might divert a portion of that appropriation to the payment of services not within the contemplation of Congress when the appropriation was made. Anxious, however, to afford to the new State the requisite mail facilities, an arrangement was made with the contractor for the monthly mail by which the additional service was secured, with the express understanding and agreement that the order therefor should create no liability of any kind against this department or the government; that the service authorized by such order should not be considered in fixing the amount of any compensation for mail service by ocean steamers for which any appropriation had been theretofore made by Congress; and that the order for such service was subject to be revoked, if Congress, to which alone the contractor was to look for an allowance of pay, should disapprove of the same. The assent of the contractors to these terms was required and obtained as a condition precedent to the completion of such arrangement. It remains for Congress to adopt such measures, in regard to this subject, as may be deemed just and expedient.

The locks and keys in use upon the mails of the United States have now been in service for many years; and the experienced officer of this department to whose charge this branch of the service has been committed recommends that the same be changed. I concur in this recommendation, and shall ask that a sufficient appropriation for that purpose be made by Congress at the approaching session.

The publication of the list of post offices and of a new edition of the laws and regulations, for which an appropriation was made at the last session, has not been completed. The list of offices has been prepared, and its printing directed; but the printing of the new edition of the laws and regulations has not yet been ordered. The delay has been caused by the desire to await the action of Congress upon the bills affecting this department which were reported at the last session, and by the pressure of business, which has hitherto prevented such a revision of the regulations as it was deemed expedient to make before the new edition was ordered.

The accommodations for the post office of this city are entirely unsuited to an office of its importance, and are decidedly discreditable to the department and the country. Some improvements lately authorized, and now in progress, will afford partial and temporary relief; but other arrangements of a permanent character should soon be made. The rooms of this department, also, are already unreasonably crowded, and additional rooms for the officers and clerks of the department, and of the Auditor's office, will soon be absolutely required. To afford suitable accommodations for these and for the city post office, it is respectfully submitted that the contemplated extension of the west wing of the General Post Office building should be authorized, and that the upper floors in such wing be assigned to the Auditor and his clerks, and that the first floor be devoted to the use of the city post office.

The laws regulating the action of this department and its officers are numerous, were passed at different times, and contain many obsolete and conflicting provisions. An entire revision of these laws, and the passage of a single act containing all the provisions of law relating to this department, would aid all its officers in the discharge of their duties, and give

greater ease, accuracy, and despatch to its operations. Such a revision is respectfully suggested.

In conclusion, I desire to acknowledge my obligations to my assistants and the clerks in the department for the cheerfulness, zeal, and assiduity with which they have labored in the discharge of their respective duties, and to renew the recommendation of my predecessors that the Assistant Postmasters General be placed upon the same footing, in respect to their compensation, as the heads of bureaus in the other departments.

N. K. HALL,  
Postmaster General.

To the PRESIDENT.

AUDITOR'S OFFICE OF THE TREASURY  
FOR THE POST OFFICE DEPARTMENT,  
November 19, 1850.

SIR: I have the honor to submit the following report of the operations of this office for the past fiscal year:

*Revenue.*

|  |              |
|--|--------------|
| Balance to the credit of the revenue on the 1st July, 1849       | \$606,338 17 |
| Receipts from postages, &c., for the year ending 30th June, 1850 | 5,499,984 86 |
|  | 6,106,323 03 |

*Expenditure.*

|                      |                |
|----------------------|----------------|
| Payments             | \$5,212,953 43 |
| Charged to bad debts | 275 03         |
| Charged to suspense  | 16 46          |
|                      | 5,213,244 92   |

|  |            |
|--|------------|
| Leaving balance 1st July, 1850, to the credit of the revenue | 893,078 11 |
|--|------------|

|   |            |
|---|------------|
| This balance results from the entries on the books of this office, and includes debts yet due by late postmasters who became late prior to 1st July, 1845, (most of which is considered irrecoverable,) amounting in the aggregate to | 245,912 80 |
|---|------------|

|                                 |            |
|---------------------------------|------------|
| Leaving an available balance of | 649,165 31 |
|---------------------------------|------------|

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|---|------------|
| In addition to this, there remains in the treasury, under the act of March 3, 1817, undrawn, for mail service performed for the several departments of the government | 665,555 55 |
|---|------------|

|   |              |
|---|--------------|
| Aggregate available balance from all sources to the credit of the revenue | 1,314,720 86 |
|---|--------------|

|  |                     |
|--|---------------------|
| Out of which there is payable the amount due the British government on account of postages collected under the postal treaty to June 30, 1850            | \$182,675 04        |
| <b>Leaving a nett balance of</b>   | <b>1,132,045 82</b> |
| <b>The postages on letters, &amp;c., under the treaty with Great Britain, from its date, as reported by the postmasters of New York and Boston, were</b> | <b>\$885,000 95</b> |
| Of which there was collected in the United States  | 424,391 08          |
| Due British government in adjustment of the international accounts to 30th June, 1850  | 182,675 04          |
| <b>Leaving in favor of the United States</b>   | <b>241,716 04</b>   |
| <b>For the fiscal year from 1st July, 1849 to 30th June, 1850, the postages were</b>   | <b>\$623,421 04</b> |
| Of which was collected in the United States  | 338,213 98          |
| Due the British government on adjustment of accounts for the fiscal year   | 147,063 62          |
| <b>Balance revenue resulting to the United States for the fiscal year</b>  | <b>191,150 36</b>   |
| <i>Bremen Mails.</i> —Postages by this line, from 5th October, 1849, to 30th September, 1850, collected by the United States                             | 46,914 63           |
| [This, however, is subject to a small abatement for dead letters, not yet ascertained.]  |                     |
| Add balance due to the United States from Bremen   | 9,950 97            |
| <b>Revenue arising from postages, 5th October, 1849, to 30th September, 1850</b>   | <b>56,865 60</b>    |

The following statements have been made up from the books of this office, showing the postages arising on the California and Havana lines:

*Postages on the Charleston and Havana line from October 18, 1848, to September 30, 1850.*

|   |                    |
|---|--------------------|
| From October 18, 1848, to September 30, 1850— |                    |
| Mails received                                | \$13,598 79        |
| Mails sent                                    | 8,807 58           |
|   | <b>\$22,406 37</b> |

|  |   |   |                  |
|--|---|---|------------------|
| Or as follows, viz:                      |   |   |                  |
| From October 18, 1848, to June 30, 1849— |   |   |                  |
| Mails received                           | . | . | \$4,741 99       |
| Mails sent                               | . | . | 3,529 48         |
|  |   |   | <u>88,271 47</u> |
| From July 1, 1849, to June 30, 1850—     |   |   |                  |
| Mails received                           | . | . | 8,049 22         |
| Mails sent                               | . | . | 4,802 08         |
|  |   |   | <u>12,851 30</u> |
| From July 1, 1850, to Sept. 30, 1850—    |   |   |                  |
| Mails received                           | . | . | 804 58           |
| Mails sent                               | . | . | 476 02           |
|  |   |   | <u>1,280 60</u>  |
|  |   |   | <u>22,406 37</u> |

*Postages on the New York and Chagres line from December 1, 1848, to September 30, 1850.*

|   |   |   |                     |
|---|---|---|---------------------|
| From December 1, 1848, to September 30, 1850— |   |   |                     |
| Mails received                                | . | . | \$178,699 67        |
| Mails sent                                    | . | . | 223,890 96          |
|   |   |   | <u>\$402,590 63</u> |
| Prepaid                                       | . | . | 69,749 04           |
| Unpaid  | . | . | 332,841 59          |
|   |   |   | <u>402,590 63</u>   |

|  |   |   |                    |
|--|---|---|--------------------|
| Or as follows, viz:                      |   |   |                    |
| From December 1, 1848, to June 30, 1849— |   |   |                    |
| Mails received                           | . | . | \$6,727 89         |
| Mails sent                               | . | . | 16,907 14          |
|  |   |   | <u>\$23,635 03</u> |
| Prepaid                                  | . | . | 5,243 30           |
| Unpaid                                   | . | . | 18,391 64          |
|  |   |   | <u>23,635 03</u>   |
| From July 1, 1849, to June 30, 1850—     |   |   |                    |
| Mails received                           | . | . | 109,263 26         |
| Mails sent                               | . | . | 140,005 64         |
|  |   |   | <u>249,268 90</u>  |

|                                     |   |   |   |   |             |              |
|-------------------------------------|---|---|---|---|-------------|--------------|
| Prepaid                             | . | . | . | . | \$37,083 05 |              |
| Unpaid                              | . | . | . | . | 212,185 85  |              |
|                                     |   |   |   |   | <hr/>       |              |
|                                     |   |   |   |   | 249,268 90  |              |
|                                     |   |   |   |   | <hr/>       |              |
| From July 1, to September 30, 1850— |   |   |   |   |             |              |
| Mails received                      | . | . | . | . | 51,630 57   |              |
| Mails sent                          | . | . | . | . | 75,056 13   |              |
|                                     |   |   |   |   | <hr/>       | \$129,686 70 |
| Prepaid                             | . | . | . | . | 27,422 60   |              |
| Unpaid                              | . | . | . | . | 102,264 10  |              |
|                                     |   |   |   |   | <hr/>       |              |
|                                     |   |   |   |   | 129,686 70  |              |
|                                     |   |   |   |   | <hr/>       |              |
|                                     |   |   |   |   | 402,590 63  |              |
|                                     |   |   |   |   | <hr/>       |              |
|                                     |   |   |   |   | <hr/>       |              |

A large portion of the postages collected in California has not been accounted for, and is not included in the revenue of the year—but few returns having been received from the post offices presumed to be in operation.

*Collection of post office revenue.*

The whole number of post offices in operation on the 30th June, 1850, was 18,417. Of this number, those denominated "collection offices" were 13,835, the postmasters of which are required to pay their balances quarterly to contractors, on orders issued from this office.

The number of postmasters reported by contractors as delinquent was 124 only; all of whom have since paid their balances—114 on special requisition from this office, and 10 on collection drafts.

The amount collected by contractors on the orders sent from this office was

And there was collected from ten collection offices, by drafts

\$1,046,592 92

359 46

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1,046,952 38

The balances due by the postmasters of the whole number of post offices, (18,417; of which 2,482 were draft and depository offices,) on adjustment of their quarterly returns for the fiscal year, amounted to

\$3,374,508 32

Of which was collected by regular contractors, at 13,835 offices, and by ten drafts, as before stated

\$1,046,952 38

By special contractors for special mail service at 2,100 special offices

\$5,664 05

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1,132,516 43

Leaving subject to the Postmaster General's drafts and warrants for the service of the department, in the fiscal year, in the hands of postmasters and in the treasury

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2,241,991 89

|   |                  |
|---|------------------|
| The balances on accounts of late postmasters who went out of office between the 1st July, 1845, and 30th June, 1849, unsettled on the 1st July, 1849, amounted to | \$117,330 55     |
| Collected during the fiscal year ending June 30, 1850—  |                  |
| Without suit  | \$94,447 61      |
| By suit   | 3,057 73         |
| Credited on vouchers  | 6,043 14         |
| Charged to suspense   | 13 90            |
| Charged to bad debts  | 183 67           |
|   | <hr/> 103,748 07 |
| Leaving uncollected 1st July, 1850  | <hr/> 13,582 48  |
| Due by postmasters who went out of office during the fiscal year ending June 30, 1850   | \$145,709 91     |
| Collected within the year   | \$96,259 11      |
| Credited on vouchers admitted   | 27,653 37        |
| Charged to suspense   | 51               |
| Charged to bad debts  | 5 40             |
|   | <hr/> 123,918 39 |
| Balances uncollected 1st July, 1850   | <hr/> 21,791 52  |
| Aggregate indebtedness by late postmasters from 1st July, 1845, on unsettled accounts, to 30th June, 1849   | \$117,330 55     |
| From 1st July, 1849, to 30th June, 1850   | 145,709 91       |
|   | <hr/> 263,040 46 |
| Total for settlement from 1st July, 1849, to 30th June, 1850  | 263,040 46       |
| Collected and settled during the fiscal year—   |                  |
| On the accounts previous to 30th June, 1849   | \$103,748 07     |
| On accounts of the year ending 30th June, 1850  | 123,918 39       |
|   | <hr/> 227,666 46 |
| Leaving yet due to the United States on account from 1st July, 1845, to 30th June, 1850, by postmasters who became late during that period                        | <hr/> 35,374 00  |
| It is confidently expected that nearly the whole of this balance will be satisfactorily settled within the current fiscal year.                                   |                  |
| It is due on accounts of late postmasters for the year ending—  |                  |
| 30th June, 1846   | \$3,263 25       |
| 30th June, 1847   | 969 33           |
| 30th June, 1848   | 1,573 18         |
| 30th June, 1849   | 7,776 72         |
| 30th June, 1850   | 21,791 52        |
|   | <hr/> 35,374 00  |

|   |            |
|---|------------|
| Suits were brought during the fiscal year for the collection of balances amounting to   | \$7,377 21 |
| In thirty-nine of these, collections have been made, amounting to   | 2,941 08   |
| <hr/>   |            |
| Leaving balances unsettled on suits brought within the year ending 30th June, 1850  | 4,436 13   |
| Collected as above  | 2,941 08   |
| In forty-six suits, in which balances were uncollected 30th June, 1849, there has been collected within the fiscal year ending 30th June, 1850                                    | 8,273 76   |
| <hr/>   |            |
| Whole amount collected by suit within the year  | 11,214 84  |
| <hr/> <hr/>   |            |
| Of these suits, there was one against a late contractor, one against a failing contractor, and the rest were against late postmasters.  |            |
| The balances to the credit of late postmasters which were unsettled on the 1st of July, 1849, on the books of this office, for the five years ending 30th June, 1850, amounted to | 59,644 48  |
| Of which there has been paid or settled within the fiscal year  | 23,366 18  |
| <hr/>   |            |
| Leaving yet open for adjustment   | 36,278 30  |
| <hr/> <hr/>   |            |
| There are also open on the books of the office apparent balances in favor of postmasters who became late prior to July 1, 1845, awaiting proof for settlement, amounting to       | 3,557 00   |
| The amount of old balances due by late postmasters prior to 1st July, 1845, and appearing outstanding on the 1st October, 1848, was   | 266,081 87 |
| Which was increased in settlements made in the year ending 30th June, 1849  | 666 50     |
| <hr/>   |            |
|   | 266,748 37 |
| Of which was settled within the fiscal year ending 30th June, 1849, by collections, credits, and readjustments  | 13,006 92  |
| Charged to bad debts  | 1,433 32   |
| <hr/>   |            |
|   | 14,440 24  |
| <hr/>   |            |
| Leaving unsettled 1st July, 1849  | 252,308 13 |
| Which was increased within the fiscal year ending 30th June, 1850, by further charges   | 498 73     |
| <hr/>   |            |
|   | 252,806 86 |

|   |            |                        |
|---|------------|------------------------|
| Of which was settled in the fiscal year ending 31st June, 1850, by collections, credits, and readjustment of accounts | \$5,554 06 |                        |
| Charged to bad debts  | 10 00      |                        |
|   | <hr/>      | \$6,894 06             |
| Leaving due 1st July, 1850  |            | <hr/> <hr/> 245,912 80 |

Most of these old balances are considered irrecoverable; and therefore, being unavailable as revenue, but included in the surplus balance appearing against the treasury, the whole amount has been deducted from that surplus balance, for the purpose of exhibiting the available means of the department, as shown in the first part of this report.

There is another class of old balances, (which do not affect the surplus balance chargeable to the treasury,) most of which have been for a long time outstanding, and are now considered irrecoverable. They are due on accounts of late contractors, late marshals, late district attorneys, late mail agents, clerks, &c., involving, in many instances, charges for fines, penalties, and disputable items—all of which renders it impracticable to state the amount in the aggregate with any approach to accuracy at present.

The current business of this office increases progressively with the annual extension of the department's operations. Every new post office, new mail route, and change of route, involves additional returns and new accounts. This increase of business for the past fiscal year will be understood from the following statement:

|  |             |        |
|--|-------------|--------|
| The number of post offices in operation 30th June,             |             |        |
| 1849, was  | -           | 16,747 |
| Contractors' accounts  | -           | 2,758  |
| Special accounts   | -           | 1,545  |
| Miscellaneous accounts   | -           | 300    |
|  | <hr/>       | 21,350 |
| On the 30th June, 1850, the number of post offices             |             |        |
| in operation was   | -           | 18,417 |
| Contractors' accounts  | -           | 3,200  |
| Special accounts   | -           | 2,100  |
| Miscellaneous and foreign mail service                         | -           | 400    |
|  | <hr/>       | 24,117 |
| Showing an increase within the year of current annual accounts |             |        |
|  | <hr/> <hr/> | 2,767  |

But each office in operation renders within the year four quarterly accounts current, with numerous returns for examination; and the contractors also require four quarterly settlements: so that, for the 18,417 offices and 3,200 contractors of the fiscal year, the examinations, adjustments, correspondence, and settlements, involved 84,468 accounts. Of these, 11,048 arose out of the increased business of the fiscal year.

This progressive increase of business calls for additional office accommodation. The necessity is already pressingly felt for several more rooms, to enable the clerks of this bureau to despatch the business al-



lotted to them in a satisfactory manner, the number of rooms at present assigned to them being insufficient, and therefore too much crowded.

I have the honor to be, respectfully,

J. W. FARRELLY, Auditor.

To the Hon. N. K. HALL,  
Postmaster General.

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POST OFFICE DEPARTMENT,  
Contract Office, November 16, 1850.

SIR: The annexed table (marked A) exhibits the mail service of the United States for the last contract year. It represents the extent of the service as it stood at the close of the year by the number of miles of annual transportation—the only common standard to which it can be reduced; and it presents the cost of the transportation in the annual prices at which that service was engaged. It may be well to explain that, in the nature of things, it gives results at higher amounts than what the actual payments of the year, under the modifications and deductions that take place, would show.

As compared with a like table made for the year ending June 30, 1849, it shows an increase in the service of the last over the preceding year in all particulars—greater length of routes within the United States by 10,969 miles; more annual transportation thereon by the difference of 3,997,354 miles; more aggregate cost on transportation within the United States by the sum of \$295,911; more cost in mail agencies and foreign service by \$54,343, making the total increase of cost \$350,254. That increase from 1849 to 1850 is 12 $\frac{1}{8}$  per cent. in cost, and 9 $\frac{1}{8}$  per cent. in service.

The mail service in California, and the trifling amount in Oregon, performed within the last contract year, were too irregular and too imperfectly reported and understood at the department to be embraced in the annexed table.

On the 30th June last, there were 5,595 United States mail routes in operation; there were 4,765 mail contractors, 100 route agents, 27 local agents, and 376 mail messengers. Table B will show how they were distributed among the different sections of the service.

In respect to the current year, commencing first July last, attention is called to the annexed table marked C. It shows the annual prices and the extent of transportation at which the mail service in the southwestern and northwestern sections of the Union was placed under contract at and since the last annual lettings, held in April and May last, for the term of four years, beginning with the 1st of July, 1850. A quarter's performance of this service has already expired. The last year's service in these States and Territories, to wit: Michigan, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, was the last performed under the contracts that expired on the 30th June, 1850, and sums up at 17,368,998 miles of annual transportation, and \$943,492 annual cost.

The new service now employed in these States and Territories, and in operation since the 1st July, 1850, stands at 19,241,940 miles of annual

transportation; and \$1,180,188 of annual cost. More this year than last by 1,872,948 miles, and \$236,696.

|  |              |
|--|--------------|
| Here is one item, the difference in cost of transportation between the old and new contracts in one of the four sections of the United States, that will increase the expenses of the present over the past year   | \$236,696 00 |
| This is the result of the last periodical lettings. The miscellaneous daily orders of the Postmaster General, directing changes, improvements, and enlargements of the mail service in the three other sections of the Union for the first quarter of the current year, will add the further sum, annually, after deducting the amount of curtailments, of | 12,470 00    |
| The placing of the steam mail-packet Franklin on the New York and Havre route will add the cost of a half-monthly line for about ten months  | 62,500 00    |
| The service in California and Oregon, so far as officially reported for the current year, is   | 80,470 00    |

There is reason to believe that the actual amount will exceed that sum. The service in California is yet in a crude and unadjusted state. No routes have been established within it by Congress until a very recent date. No mail transportation has been authorized, except the temporary service to be procured by the agent created by the act of August 14, 1848. What has been obtained has been for short periods, and on brief notices, and at high rates. The agency placed in charge of this anomalous service has changed hands three times. At so remote and difficult a point of operations, beyond the immediate reach of orders and advice from the head of the department and its other offices, what is most needed is an adequate knowledge and practical familiarity on the part of the agent with the principles, rules, and modes of proceeding in the arrangement of mail service, in the letting of contracts, and other details; and this is not to be immediately expected, if the necessary experience is yet to be acquired. Sufficient time has not elapsed to receive information from the agent last appointed.

There are other items of expenditure to swell the expenses of this year over those of the last; but the amounts of them cannot be stated with precision. The steam-ship Humboldt will be placed in the New York and Havre service, at the additional cost of \$75,000 per annum, but at so late a date probably as to bring but a small portion of the expense into the accounts of this year. It is impossible to anticipate what will be the amount of the current orders for the increase of the service in the three last quarters of the year. Putting it at due proportion (which would be quite arbitrary) to the amount of like orders for three sections of the Union made in the first quarter, it would be at the rate of \$52,878 a year. But then only a part of that amount would fall into the payments made this year; and circumstances in the service may arise to produce a very different amount of additional allowances.

By an act approved September 27, 1850, Congress created 783 new post routes. One sixth of them in number may be put in operation this year at a supposable cost, we will say, of \$15,000 per annum—five-twelfths of which only will come into the expenditures of this year. To put

this service under contract, requires an advertisement for proposals and a public letting. In respect to these new routes, that lie in the New England, New York, and middle sections, advertisements for bids may be immediately issued, and the lettings thereon held at an early day in January next. This preliminary letting could not well be enlarged, in order to include in it those of more distant States, without seriously interfering with the proceedings of the great annual lettings, which, this year, embrace the entire service of the southern States, as a later period would have to be fixed to allow the legal notices to be given to the distant points. Therefore, the new routes in all but the New England, New York, and middle sections, and in California and Oregon, will have to be disposed of to contract at the annual lettings next spring, and go into operation on the 1st of July, 1851. But, in the mean time, temporary contracts might be made whenever parties proffer proposals for that purpose. This last proceeding will involve an additional cost beyond what is above estimated; and the amount will be further increased by the new service that the California and Oregon agents may succeed in placing under contract within the year.

I recur to the new contract service of the current year—that of the north western and south western States and Territories—to point out the character of its increase in cost and extent over the old service of the same section, which has been superseded by it. We pay on that section 25 per cent. more this year than last, whilst we have but 10 $\frac{1}{2}$  per cent. more of annual transportation of the mail. This, with the fact that the increase of the last year over the preceding is greater in cost than in the extent of the service, would indicate a constant rise in the prices of mail transportation. A close examination will show that, in the change from the preceding year to the last, and from the expired contracts of last year to the new contracts of the current year, there has been, to a large extent, a substitution of the higher for the lower grades of mail conveyance. If we do not get an equivalent increase of the service in the number of miles, we get service of greater speed and better quality.

The mails have been shifted to more expeditious and costly lines of steamboats on the western lakes. They have been transferred from coaches to the newly constructed railroads radiating from the great centres of business and population in all sections of the country; and they have found entire new channels of conveyance on the Cumberland and White rivers, and on the coast of Texas, in steamboats arranged into lines for that purpose, where before there was nothing but some detached cross routes. And this species of change is more or less in progress, as the enterprise of the country is developed in the creation of improved facilities. Nor is it confined to the cases where steam has superseded the inferior modes of conveyance. At the last lettings, four horse coach transportation was contracted for on the thoroughfare roads in the southwestern and northwestern States, instead of the two-horse coach conveyance, which could have been obtained at much lower prices, but which left the public to suffer under an inadequate mode of mail transportation, or look to the uncertain favor of the contractor to furnish a better mode, under the influence of some other motive than a sense of obligation to the government. The increase of cost beyond the proportionate increase of extent in miles is not, therefore, wholly an advance of price or additional cost, without an equivalent, but represents mainly a better quality of the service

secured by the contract in the particular of speed, and greater capacity to give certainty and security to the mails.

On account of the more special interest taken by Congress and the public in our railroad and steamboat mails, the annexed tables D and E are appended to show the particulars of the contract on each route of railroad and steamboat conveyance for the current year. Improvements have been made on several of the lines, so as to give a speed of about twenty-five miles to the hour, by means of special trains, stopping at but few of the intermediate points, and devoted to the accommodation of the through mail and travel. It is believed that this is attended with decided pecuniary advantages to the companies, derived from the additional travel thus attracted over their roads. The desire is universal and most urgent to see this improvement introduced, where it is so natural to look for it, upon the principal line in the United States—that between its first commercial city and its capital. A departure from New York on this line at 7, instead of 5, in the evening, would promote the convenience and economy of travel. It would promote the mail accommodation of the public to an immense extent, by taking on the entire correspondence of the day, which there would then be time to write before the close of business hours, and by taking on a vast amount of mail from the interior, which in that case would have time to make full connexions with the southern line. This, with a despatch of but twenty miles to the hour, including all stops, instead of the average of sixteen now given on the whole line, would bring the mail to Washington by 7 o'clock the next morning, and allow a reasonable interval (whereas there is now not a minute) for overhauling and distributing that portion of it that is to go forward to the South.\* The emulation of our contractors on the ocean line has, in a space of three years, increased the speed of our steam-ships between America and England to equal, if not to surpass, that of the British steamers. Nowhere within the United States could this example be followed with greater advantage and distinction than on this the most national of our railroad lines—the route between New York and Washington. Another improvement on a portion of the railroads is greatly needed—more suitable apartments in the cars than have been furnished, to contain the mails safely, and to serve as an office for the mail agent.

Table F exhibits a list of the foreign or ocean routes, distinguishing those under contract with the Secretary of the Navy from those held directly under the Postmaster General.

On these routes correspondence is conveyed to and from foreign countries and remote portions of the United States in steam-packets, employed under contract by government, and running at stated periods. By the former mode (still in use whenever parties resort to it) it was conveyed by sailing vessels, as their voyages might occur, for a small gratuity, payable upon each letter at the port of delivery. The new system is much the most expensive, but it gives to correspondence regularity and despatch—the utmost that is attainable for any purpose between the same points of destination. This is of the highest importance to the interests involved in correspondence, and, as a matter of service, deserves a larger compensation. But this species of mail conveyance devolves a cost upon the gov-

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\*Between Liverpool and London, the speed of the ordinary mails, as we compute it, from office to office, is from twenty to twenty-three miles an hour, and of the express mail trains from twenty-six to thirty.

ernment beyond the price of service as fixed by any postages that have been prescribed. This is because individual means are inadequate to the undertaking of establishing and maintaining steam navigation on the ocean. Aid from the government is necessary, and a wise policy contributes it; for navigation by steam, in view of the competition of other nations, is essential to the success of the commerce of the country, from which our public revenues are derived, and eminently important as a means of public defence and an element of national prosperity and power. Government aid has been extended to these important steam enterprises to an extent beyond the revenue in postages derived from the correspondence so conveyed; yet an enlarged view of the subject will show that the surplus thus contributed is, after all, returned to the government in postages collected. One letter received from abroad may cause several to be written at home. Look at the extraordinary increase in the annual amount of postages since our foreign steam mail lines have been put in full operation, swelling to nearly threefold our usual annual rate of advance. Foreign commerce, that deposits its freights at our seaports, does not limit to them the prosperity it creates, but quickens and enlarges domestic trade through all the interior channels of business. So with foreign correspondence. It creates and stimulates a correspondence within the country, which enlarges the more as the former becomes, through the agency of steam conveyance, more regular, expeditious, and frequent.

This policy of aiding commercial enterprise, in creating and improving the facility of steam navigation, by contracts for the mails, was commenced by Great Britain. France followed the example for a brief period only, in her short-lived Havre and New York line. The honor of maintaining the competition in that career of policy, where the struggle is for success in the improvement of steam navigation and in the commerce of the world, now devolves on the United States. Our commencement (on the 1st of June, 1847) was on a small scale, with the steam-ship Washington, on the route to northern Germany. We now number sixteen ocean steamers in actual mail service, on routes to England and France, as well as to Germany, to Cuba, the Isthmus of Panama, and the ports of California and Oregon; and the number will be twenty when the full complement under the present contracts is furnished. It would be unreasonable to suppose that the system has attained its full growth. We may well anticipate that other steam-packet lines will be established from the Atlantic and Gulf cities, will connect the East Indies and China with California, and be extended to the Pacific ports of South America.

The establishment of them devolves important duties on the General Post Office. Postal arrangements with the countries to which they are extended are necessary, to enable the benefits to be enjoyed which they are designed to confer as mail facilities. Hence the postal arrangements made by this department with the post office authorities of Germany in 1847, and those which were effected through treaty with Great Britain in 1848. Now we have a line just established to France. Postal arrangements with that republic should follow, so as to secure with it and the countries beyond advantages of like character with those obtained from the lines to Germany and England; and it is highly desirable to have like arrangements with the authorities of Cuba, of Jamaica, and of Panama, to enable us to mail by our steam ships through those places, and by the foreign lines there connecting, the correspondence of our citizens to points

beyond, in the West Indies and on the south Pacific coast. Besides the foregoing, there are unfinished arrangements with Great Britain, respecting the Canadian correspondence with the United States, which have been withheld from completion by Great Britain on account, it is supposed, of some important change in the relations between the mother country and the provinces. The convenience of our public requires the consummation of these arrangements, providing a uniform rate for United States and Canadian correspondence, with the privilege of prepaying the postage or sending unpaid.

It is proper to state, in this connexion, that, the minister of the King of Prussia having manifested a strong desire for the establishment of better postal relations with this country, under negotiations with him, the late Postmaster General directed an agreement with the post department of that kingdom to be prepared. It is now under the consideration of that government. The object to be gained is a "closed mail" communication through England and Belgium; a uniform rate of postage, combining with that of the United States and Prussia the transit charges of Great Britain and Belgium, with the right to prepay or send unpaid; and a scheme of accounting between the two governments and with those of the intermediate countries—Boston and New York on our part, and Aix-la-Chapelle on the part of Prussia; to be the exchange offices. A recent post-union convention between Austria, Prussia, and other German powers, will give a wide effect to the postal agreement with Prussia, whose frontier town is the key-point to this extensive territory. Its execution by Prussia is delayed to obtain lighter transit rates through England and Belgium. These, doubtless, could be secured by a conveyance in our Havre line and over the railroads of France to Aix-la-Chapelle, through a proper postal agreement with that republic. Certain modifications of the details under the treaty with Great Britain have very recently received the preliminary assent of the British post department, agreeing to the views submitted by this, for the greater convenience and despatch of the post office business between the two countries; and they only await the formal execution of the papers to be made public and carried into execution.

For the purpose of pointing out an important reform, I beg leave to refer to the fact that, soon after coming into office, you discovered certain irregularities and abuses in that branch of post office business called "distribution of mails," and ordered most vigorous measures to correct them. Certain post offices designated for the purpose collect and receive the mails, both in large and separate packages, from various points, for particular regions of country, and then *distribute* them to the several places to which they are addressed. They are landmarks to the distant offices to guide the course of their mails to remote points, receiving them as they are made up at the mailing office, and remailing them, with a new post-bill and new entries in the accounts of "mails received" and of "mails sent," to their respective destinations. For this service the distributing post office receives a commission of 7 per cent. The evils incident to this operation are too frequent distribution, and consequent unnecessary expense and delay. Originally, the regulations of the department contemplated two distributions on each transmission to a distant place; for many years past, but one; but in fact they occur so frequently in many cases as to absorb almost all that remains of the postage of the letter, after taking out

the delivery commission. The cause of these evils is obvious: it is much easier to mail the letter to the next distributing office, which is well known, and so on along the whole route, than to find out the ultimate distribution circle to which the office addressed belongs; and the avidity to swell the commission fund encourages the practice. But this is not the worst. On being detained to receive a distribution mailing, the letter, in ninety-nine cases out of a hundred, loses its connexion with the outgoing mails, and serious unnecessary delays are thus occasioned. In a former report I showed that "distribution" is obsolete in other countries, and entirely unsuited to the present state of our mails. But a substitute scheme for forwarding mails, for the purpose of guiding them to distant places in the right channels, by positive regulations, is indispensable. To effect the change, certain modifications of the present law, and provision for getting up and putting in operation the new plan, will be necessary.

Let "distribution" be abolished upon all except sea-going mails. Issue written instructions, or rather partly written and partly printed, to every post office in the United States, how to bag its matter, and the matter of other offices passing through it, to every other office in the United States—the chief portion of which could be stated in said instructions under the names of States, or by counties in the State. What is here stated in so brief a space would be a work of great labor, requiring for its execution the best and most minute knowledge of mail arrangements and the course of the mails that the department possesses, to be aided by personal consultations with the principal postmasters in all parts of the Union. On a line between two given offices, the intermediate points where the routes join each other that give the most direct course would be specified as bagging points. Retain one foot of your compass on one of these extreme points, and shift the other to a new point on the circle, and you will see that new intermediary points of connexion present themselves upon the new line thus described, which will require a new designation of bagging or forwarding offices—in the selection of which, it is important to consider the frequency of their supply, the speed and connexions, and the probable amount of matter in filling a bag. Apply this illustration to the whole network of our routes, and consider how various are the directions by which the mails traverse them, and some idea may be formed how multifarious must be the instructions which this scheme of bagging and forwarding will require. It would take a year to get them up, probably more, and the entire appropriation of an officer to the task. To be uniform and perfect, it should be the work of one mind throughout; and it would amount to the greatest practical reform ever introduced into the operations of the service. Under this system, every letter would be mailed direct. The account of mails sent would show (in a column inserted for that purpose) to what office it was bagged. That office would forward it towards its destination, by bagging it to the office to which instructed to bag such matter; and thus it would proceed from one bagging or forwarding point to another to the post office addressed. There would be no delay, as in distribution, at these forwarding points, because there is nothing to do but to shift the package from one bag to another, agreeably to the specific regulation. And with how much less clerical force in the office could this process be performed than the complicated operation of opening the mail, resorting the letters, remailing them, with new post-bills and new entries in the accounts, and rewrapping, tying, and bagging

it! And then the copying of these voluminous distribution accounts, and the labor and trouble of their settlement, are dispensed with. The saving in clerk-hire will be very great, and the business in all respects be better done. The accounts can be more easily checked, when they are confined exclusively to the mailing and receiving office; and the trace of letters through the mails, in case of loss, can be made with far more certainty than now. The large offices will object, on account of the loss of the distribution commission; but the necessity of it will in a great measure cease on being relieved of the distribution work. The force employed on it can be dispensed with. The labor of mailing the matter originating at the large offices will, doubtless, be greater than now, as mails will have to be divided into a greater number of packages; but this increase will be small in comparison with the distribution work that will be discontinued. If more clerk-hire is necessary than what the delivery commissions will pay for, it will be better and safer to submit the matter to the Postmaster General, to order such additional clerkships, and pay for them out of the general fund, than incur the liability to the abuses which you so well know the present system is subject to.

The time has arrived when it becomes a pressing duty to simplify and economize the operations of the post offices. Congress will doubtless reduce the rates of postage. A vast increase in the number of letters will be the consequence, and a great increase of business in the handling and charge of these letters in the processes of receiving, mailing, delivering, and accounting. Duties that can be dispensed with, like those of distribution, should be abolished, in order to apply the force occupied by them to more necessary labors.

The undersigned is satisfied, from a trial of fourteen years, that the business of the contract office, faithfully performed, devolves on the officer who has it in charge what, at the lowest estimate, and on fair comparison, amounts to a double task. Relief would be afforded to some extent, without injury to the public service, by establishing agents in the different sections of the United States, of corresponding functions with the English surveyor of posts, to take charge of certain matters of mail arrangements in his section in which personal observation on the spot is beneficial, and to make the contracts, subject to confirmation by the Postmaster General, on the inferior class of routes. This might be effected by some modification of the present special agencies, and some alterations in the law.

It would afford still further relief, and give more stability and efficiency to the service, if the duration of the contracts was regulated as in the English mail service. Instead of terminating absolutely at the expiration of four years, let the contract continue over beyond the time set, unless the department or the contractor gives six months' notice of intention to determine it on that day, with power to either, by like notice given at a certain portion of the year, to determine on a subsequent day. Whenever contracts were mutually satisfactory in their terms, and well performed, they would continue over, and thus greatly moderate those revolutions in the service that succeed each annual letting, and so seriously disturb for several months each section of the Union, once every four years, with the derangements incident to a change of contracts.

Believing that postage will be reduced as low as it can be short of contributing from the public treasury to the cost of transporting private cor-



respondence—so low as to be relieved from that portion of the present charge which prevents the full use of the mails, and which is, besides, a tax imposed to defray the expense of certain measures of public policy that the public at large should sustain, and not the postage-payer exclusively—I refer to this expected measure, in connexion with the subject of improvements in the performance of post office business, to urge the importance of having a uniform rate of postage, free from all exceptions that would interfere with the simplicity of the accounts, so that the entries in the post-bill and the accounts may be made solely by the number of rates—counting a double letter as two, and so on. There might be one rate for unpaid, and another (to be less) for paid letters; for the entries of unpaid and paid postage must, of course, be separate. There might be a separate rate for newspapers, because they cannot be entered on the post-bill; but the account of them should be kept by a quarterly exhibit. If pamphlet postage is not to be the same as newspaper, let it be, with a view to the accounts, double the newspaper postage; so that a pamphlet may be entered in the newspaper accounts as two newspapers, and, where there is an additional charge on account of excess of weight, let it be made at full and not fractional rates, as at present. A discrimination might be made, in a lower rate for paid newspapers and pamphlets, without interfering with this principle of convenience in the accounts—which is a matter, certainly, worthy of careful consideration in framing the provisions of the law, since it will promote despatch in business and accuracy in the accounts, and save labor and expense.

From the nature of things, the low uniform letter rate will not include the sea-going letters. But the postage on them needs alteration. There are now no less than ten or eleven different rates of postage on that class of letters—a most perplexing diversity. I judge that two rates would be sufficient—the higher for the correspondence with the Eastern Continent and its islands, with South America, and all places on the Pacific and beyond; and the lower rate for all other places to which letters are sent by sea conveyance. But the Postmaster General should have the power of modifying these rates to conform to those of other countries, the better to enable him to make international mail arrangements, or counteract any unfavorable postal policy in other governments.

Respectfully submitted.

S. R. HOBBIE,

*First Assistant Postmaster General.*

To Hon. N. K. HALL,

*Postmaster General.*

Table of mail service for the year ending 30th of June, 1880, as exhibited by the state of the arrangements at the close of the year.\*

| States.             | Length of route. | Annual transportation and rate of cent. |          |           |          |               |          |              |          | Total annual transportation. | Total annual rate of cent. |
|---------------------|------------------|---|----------|-----------|----------|---------------|----------|--------------|----------|------------------------------|----------------------------|
|                     |                  | Mode not specified.                     |          | In coach. |          | In steamboat. |          | By railroad. |          |                              |                            |
|                     | Miles.           | Miles.                                  | Dollars. | Miles.    | Dollars. | Miles.        | Dollars. | Miles.       | Dollars. | Miles.                       | Dollars.                   |
| Maine.....          | 4,232            | 1,755                                   | 10,943   | 2,362     | 23,984   |               |          | 135          | 12,354   | 1,369,690                    | 47,021                     |
| New Hampshire.....  | 2,042            | 751                                     | 5,075    | 1,061     | 6,706    | 30            | 100      | 200          | 17,119   | 736,736                      | 29,030                     |
| Vermont.....        | 3,519            | 675                                     | 7,985    | 1,342     | 14,019   |               |          | 302          | 26,875   | 964,660                      | 50,619                     |
| Massachusetts.....  | 3,071            | 998                                     | 13,397   | 923       | 17,126   | 965           | 4,508    | 935          | 9,319    | 2,179,016                    | 123,334                    |
| Rhode Island.....   | 414              | 309                                     | 2,046    | 111       | 1,571    |               |          | 94           | 6,612    | 212,304                      | 12,931                     |
| Connecticut.....    | 2,832            | 696                                     | 8,117    | 690       | 10,343   | 30            | 450      | 506          | 46,014   | 1,017,944                    | 64,994                     |
| New York.....       | 13,251           | 6,414                                   | 46,036   | 5,663     | 65,357   | 369           | 60,357   | 1,191        | 123,998  | 6,146,356                    | 318,196                    |
| New Jersey.....     | 2,336            | 967                                     | 7,524    | 1,185     | 13,467   | 30            | 300      | 215          | 37,622   | 1,043,632                    | 56,623                     |
| Pennsylvania.....   | 11,422           | 7,039                                   | 43,029   | 3,325     | 62,767   |               |          | 458          | 46,950   | 3,455,794                    | 154,920                    |
| Delaware.....       | 498              | 272                                     | 2,021    | 210       | 5,256    |               |          |              |          | 167,544                      | 6,707                      |
| Maryland.....       | 2,436            | 1,446                                   | 13,280   | 576       | 25,026   |               |          | 476          | 29,612   | 1,010,456                    | 137,907                    |
| Virginia.....       | 11,929           | 9,132                                   | 60,581   | 1,805     | 32,756   | 610           | 26,094   | 296          | 51,107   | 2,274,900                    | 170,540                    |
| North Carolina..... | 7,931            | 5,963                                   | 34,307   | 1,536     | 32,204   | 969           | 39,500   | 947          | 46,700   | 1,673,604                    | 154,311                    |
| South Carolina..... | 5,464            | 3,666                                   | 29,111   | 671       | 12,568   | 690           | 19,160   | 217          | 41,962   | 1,170,621                    | 110,719                    |
| Georgia.....        | 6,981            | 5,194                                   | 41,908   | 771       | 17,252   | 353           | 7,500    | 669          | 60,378   | 1,670,034                    | 146,320                    |
| Florida.....        | 2,617            | 1,765                                   | 16,047   | 536       | 10,457   | 960           | 4,100    | 23           | 630      | 241,456                      | 31,324                     |
| Ohio.....           | 12,267           | 8,024                                   | 43,973   | 3,544     | 76,442   | 439           | 11,500   | 260          | 19,730   | 3,421,535                    | 169,105                    |
| Michigan.....       | 5,162            | 3,526                                   | 17,763   | 992       | 11,561   | 424           | 15,000   | 914          | 32,529   | 1,319,693                    | 77,917                     |
| Indiana.....        | 7,962            | 6,212                                   | 34,313   | 946       | 23,172   |               |          | 104          | 4,092    | 1,458,772                    | 61,514                     |
| Illinois.....       | 10,314           | 7,091                                   | 37,625   | 3,263     | 17,362   |               |          |              |          | 2,448,744                    | 115,127                    |
| Wisconsin.....      | 4,572            | 3,896                                   | 22,531   | 676       | 8,470    |               |          |              |          | 76,664                       | 31,001                     |
| Iowa.....           | 3,864            | 3,005                                   | 10,068   | 659       | 10,714   |               |          |              |          | 54,408                       | 20,899                     |
| Missouri.....       | 9,709            | 6,969                                   | 30,458   | 1,277     | 20,984   | 1,456         | 19,360   |              |          | 1,614,949                    | 61,042                     |
| Kentucky.....       | 8,745            | 5,687                                   | 26,713   | 1,091     | 30,098   | 1,767         | 5,22,534 |              |          | 2,499,656                    | 105,345                    |
| Tennessee.....      | 7,371            | 5,564                                   | 21,552   | 1,007     | 39,067   |               |          |              |          | 1,441,958                    | 63,619                     |
| Alabama.....        | 7,554            | 6,007                                   | 46,461   | 1,165     | 51,969   | 259           | 136,272  | 103          | 13,242   | 1,737,324                    | 148,965                    |
| Mississippi.....    | 5,460            | 4,646                                   | 37,742   | 660       | 26,319   | 75            | 1,975    | 59           | 5,950    | 1,051,700                    | 73,986                     |

|   |         |         |         |        |         |       |         |       |         |            |           |
|---|---------|---------|---------|--------|---------|-------|---------|-------|---------|------------|-----------|
| Arkansas.....                                   | 5,625   | 4,629   | 27,689  | 465    | 15,745  | 278   | 8,777   |       |         | 796,636    | 52,911    |
| Louisiana.....                                  | 4,151   | 2,619   | 20,491  | 137    | 9,930   | 1,195 | 30,214  |       |         | 600,322    | 63,625    |
| Texas.....                                      | 7,698   | 6,691   | 51,739  | 727    | 15,349  | 80    | 1,250   |       |         | 697,462    | 68,338    |
| Route and local agents and mail messengers..... | 178,672 | 121,925 | 799,954 | 40,776 | 793,002 | 9,725 | 313,943 | 6,886 | 818,227 | 46,541,423 | 2,794,426 |
| Foreign mails.....                              | 15,079  |         | 14,506  |        |         |       | 250,000 |       |         |            | 107,042   |
|   | 193,751 | 121,925 | 813,780 | 40,776 | 793,002 | 9,725 | 563,943 | 6,886 | 818,227 | 46,541,423 | 2,901,468 |

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

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

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

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

|| This includes the route from Mobile to New Orleans.

S. R. LOBBIE,  
First Assistant Postmaster General.

## B.

*Number of mail routes, mail contractors, route agents, local agents, and mail messengers at the close of the contract year ending June 30, 1850.*

| Sections.         | Routes.      | Contractors. | Route agents. | Local agents. | Mail messengers. |
|-------------------|--------------|--------------|---------------|---------------|------------------|
| New England.....  | 744          | 278          | 38            | .....         | 89               |
| New York.....     | 695          | 292          | 23            | 1             | 153              |
| Middle.....       | 1,138        | 368          | 18            | 2             | 66               |
| Southern.....     | 887          | 774          | 17            | .....         | 24               |
| Northwestern..... | 1,068        | 685          | 5             | 4             | 25               |
| Southwestern..... | 1,040        | 665          | .....         | 19            | 19               |
| Ocean routes..... | 5            | 5            | 5             | 1             |                  |
| <b>Total.....</b> | <b>5,595</b> | <b>4,765</b> | <b>100</b>    | <b>27</b>     | <b>376</b>       |

S. R. HOBBS,  
First Assistant Postmaster General.

## C.

*Mail service in the northwestern and southwestern sections for the year ending June 30, 1850.*

|                     | Annual transportation. | Annual cost.      |
|---------------------|------------------------|-------------------|
|                     | <i>Miles.</i>          |                   |
| Railroads.....      | 484,588                | \$57,415 00       |
| Steamboats.....     | 2,256,320              | 141,322 00        |
| Coaches.....        | 5,538,753              | 335,540 00        |
| Inferior modes..... | 9,089,337              | 409,155 00        |
| <b>Total.....</b>   | <b>17,368,998</b>      | <b>943,492 00</b> |

*As in operation on the 1st of October, 1850.*

|                        | Annual transportation. | Annual cost.        |
|------------------------|------------------------|---------------------|
|                        | <i>Miles.</i>          |                     |
| Railroads.....         | 604,396                | \$68,163 00         |
| Steamboats.....        | 2,659,656              | 177,417 00          |
| Coaches.....           | 7,271,556              | 527,018 00          |
| Inferior modes.....    | 8,706,333              | 407,600 00          |
| <b>Total.....</b>      | <b>19,241,940</b>      | <b>1,180,198 00</b> |
|                        | 17,368,998             | 943,492 00          |
| <b>Difference.....</b> | <b>1,872,942</b>       | <b>236,696 00</b>   |

S. R. HOBBS,  
First Assistant Postmaster General.

D.

*Railroad service as in operation on the 1st of October, 1850.*

| State.             | Number of route.           | Termini.  | Distance. |        | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks.              |
|--------------------|----------------------------|---|-----------|--------|---------------------------|-------------|---------------------------|-----------------------|
|                    |                            |   | Miles.    | Miles. |                           |             |                           |                       |
| Maine.....         | 61a                        | From Bangor to Upper Stillwater..   | 9         |        | 6                         | 450         |                           |                       |
|                    | 91                         | From Danville Junction to Waterville.   | 55        |        | 6                         | 3,472       |                           |                       |
|                    | 94                         | From Portland to Portsmouth, N. H.  | 62½       |        | 12                        | 6,718       |                           |                       |
|                    | 97                         | From Portland to South Paris.....   | 48        |        | 6                         | 3,257       |                           |                       |
| New Hampshire..... | 99                         | From Portland to Bath.....  | 33        | 197½   | 12                        | 1,900       | \$15,394                  | Under coach contract. |
|                    | 901                        | From Concord to Lowell, Mass.....   | 50        |        | 12                        | 6,429       |                           | Embraces side supply. |
|                    | 906                        | From Concord to Plymouth.....   | 50        |        | 6                         | 2,393       |                           | do.....do.            |
|                    | 907                        | From Concord to West Lebanon,<br>with branch to Bristol.....  | 82        |        | 6                         | 6,471       |                           | do.....do.            |
| Vermont.....       | 237a                       | From Dover to Farmington.....   | 18        | 200    | 6                         | 80          | 15,373                    |                       |
|                    | 301                        | From Montpelier to Windsor.....   | 77        |        | 6                         | 6,600       |                           |                       |
|                    | 308                        | From Montpelier to Burlington.....  | 40        |        | 6                         | 2,950       |                           | Under coach contract. |
|                    | 360                        | From West Lebanon, New Hamp-<br>shire, to Wells River.....  | 41½       |        | 6                         | 557         |                           |                       |
| Massachusetts..... | 365                        | From Bellows Falls to Windsor...  | 34½       |        | 6                         | 2,322       |                           | Embraces side supply. |
|                    | 377                        | From Bellows Falls to Burlington...   | 119       | 302½   | 6                         | 11,200      | 26,629                    | do.....do.            |
|                    | 401                        | From Boston to Portsmouth, New<br>Hampshire.....  | 54½       |        | 12                        |             |                           |                       |
|                    |                            | Branch to Marblehead.....   | 4         |        | 6                         | 8,394       |                           | do.....do.            |
|                    | 402                        | From Boston to South Berwick Junc-<br>tion, Maine, with 3 miles branch<br>from Dover, New Hampshire, to<br>Great Falls..... | 77½       |        | 12                        | 6,921       |                           | do.....do.            |
| 403                | From Boston to Lowell..... | 26  |           | 12     |                           |             |                           |                       |
|                    | Branch to Woburn.....      | 3   |           | 6      | 3,600                     |             |                           |                       |

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| State.              | Number of routes.                       | Terminals.  | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks.   |
|---------------------|---|---|-----------|-------------------------------|---------------------------|-------------|---------------------------|--|
| Massachusetts—Con.. | 404                                     | From Boston to Fitchburg.....   | 50½       | Miles.                        | 12                        | \$5,583     |                           | Embraces side supply.  |
|                     |   | Branch to Lexington.....  | 8         |                               | 6                         |             |                           |  |
|                     | 405                                     | From Boston to Worcester.....   | 46        |                               | 24                        | 9,919       |                           |  |
|                     |   | Branch to Milbury.....  | 4         |                               | 6                         |             |                           |  |
|                     | 406                                     | From Boston to Providence.....  | 43        |                               | 18                        | 7,006       |                           | ..do.....do.   |
|                     |   | Branch to Dedham.....   | 5½        |                               | 6                         |             |                           |  |
|                     | 407                                     | From Boston to Plymouth.....  | 37½       |                               | 12                        | 3,500       |                           | ..do.....do.   |
|                     |   | Branch to Bridgewater.....  | 8         |                               | 6                         |             |                           |  |
|                     | 411                                     | From Boston to Milton.....  | 7         |                               | 6                         | 190         |                           |  |
|                     | 414                                     | From Lawrence to Salem, N. H.....   | 7½        |                               | 6                         | 315         |                           |  |
|                     | 421                                     | From Lowell to Lawrence.....  | 12        |                               | 12                        | 500         |                           |  |
|                     | 424                                     | From Groton Junction to West<br>Townsend.....                                       | 16        |                               | 6                         | 600         |                           | ..do.....do.   |
|                     | 425                                     | From Groton Junction to Lowell.....   | 18        |                               | 6                         | 600         |                           | ..do.....do.   |
|                     | 428                                     | From South Acton Depot to Falcon-<br>ville.....                                     | 9         |                               | 6                         | 450         |                           | ..do.....do.   |
|                     | 430                                     | From South Framingham to Milford.....   | 12        |                               | 6                         | 514         |                           |  |
|                     | 436                                     | From Dedham Junction to Blackstone.....   | 27        |                               | 6                         | 1,825       |                           | Embraces side supply, with<br>permission to through to and<br>from Boston. |
|                     | 441                                     | From South Braintree to Fall River.....   | 42        |                               | 12                        | 3,579       |                           | Embraces side supply.  |
|                     | 442                                     | From Braintree to Cohasset, with 6<br>additional trips to Weymouth, 2<br>miles..... | 12        |                               | 6                         | 514         |                           |  |
| 449                 | From Middleboro' to Sandwich.....       | 28  |           | 6                             | 1,400                     |             | ..do.....do.              |  |
| 464                 | From Taunton to Mansfield Junction..... | 12  |           | 13                            | 1,114                     |             |                           |  |
| 465                 | From Taunton to New Bedford.....        | 21  |           | 13                            | 1,950                     |             |                           |  |

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|                   |   |  |  |       |        |        |        |   |    |
|-------------------|---|--|--|-------|--------|--------|--------|---|----|
| Rhode Island..... | 471                                     | From Fitchburg to Bellows Falls, Vt.....                             | 64                                       |       | 6      | 5,729  |        | ..do.....do.  |    |
|                   | 472                                     | From Fitchburg to Brattleboro', Vt.....                              | 59                                       |       | 6      | 4,066  |        | ..do.....do.  |    |
|                   | 478                                     | From Worcester to Albany, N. Y.....                                  | 104                                      |       | 12     | 22,547 |        |   |    |
|                   |   |  |  | 56    |        |        |        |   | 18 |
|                   | 479                                     | From Worcester to Nashua.....  | 45                                       |       | 6      | 1,929  |        |   |    |
|                   | 503                                     | From Springfield to Northfield Junction.....                         | 52                                       |       | 6      | 4,457  |        | Contract not executed.  |    |
|                   | 505                                     | From Springfield to Chicopee Falls.....                              | 4  |       | 12     | 172    |        |   |    |
|                   | 512                                     | From Pittsfield to North Adams.....                                  | 21                                       | 1,004 | 6      | 900    | 97,500 |   |    |
|                   | 602                                     | From Providence to Stonington.....                                   | 50                                       |       | 6      | 5,070  |        |   |    |
|                   | 610                                     | From Providence to Worcester, Mass.....                              | 44                                       | 94    | 12     | 3,612  | 8,612  | Embraces side supply.   |    |
| Connecticut.....  | 674                                     | From Ailyn's Point to Worcester, Mass<br>Massachusetts.....          | 59                                       |       | 12     | 8,000  |        |   |    |
|                   | 657                                     | From New Haven to Springfield,<br>Massachusetts.....                 | 63½                                      |       | 18     | 10,857 |        |   |    |
|                   | 683                                     | From New Haven to Torrilloville, with<br>branch to Collinsville..... | 45½                                      |       | 6      | 2,435  |        |   |    |
|                   | 689                                     | From Bridgeport to Winchester.....                                   | 62                                       |       | 6      | 2,657  |        |   |    |
|                   | 705                                     | From Bridgeport to State line, Mass.....                             | 98                                       |       | 6      | 4,200  |        |   |    |
|                   | 710                                     | From New York, N. Y., to New Haven,<br>Connecticut.....              | 78                                       |       | 12     | 13,372 |        |   |    |
|                   | 711                                     | From Hartford to Williamantic.....                                   | 32½                                      |       | 6      | 1,356  |        | Embraces side supply, and ex-<br>pense of route agent, if one<br>is required. |    |
|                   | New York.....                           | 712  | From New London to Stafford Springs..... | 50    | 506½   | 6      | 2,143  | 45,050  |    |
|                   |   | 806  | From New York to Greenport.....          | 101   |        | 6      | 4,322  |   |    |
|                   |   | 810  | From New York to Dover.....              | 83    |        | 6      | 3,557  |   |    |
| 811               |   | From New York to Poughkeepsie.....                                   | 75                                       |       | 6      | 5,413  |        | For 120 days, to June 30, 1850,<br>To October 1, 1850.                        |    |
| 813               |   | From Piermont to Corning and Sa-<br>lubrit.....                      | 298                                      |       | 12     | 21,608 |        |   |    |
| 889               |   | From Hudson to Chatham Four Cor-<br>ners.....                        | 17                                       |       | 12     | 1,000  |        |   |    |
| 915               |   | From Albany to Troy.....   | 6  |       | 12     | 771    |        |   |    |
| 916               |   | From Albany to Schenectady.....                                      | 17                                       |       | 10     | 3,400  |        |   |    |
| 923               |   | From Troy to Saratoga Springs.....                                   | 32                                       |       | 7      | 3,200  |        |   |    |
| 930               |   | From Troy to Schenectady.....  | 20                                       |       | 6      | 879    |        |   |    |
| 935               | From Saratoga Springs to Whitehall..... | 30   |  | 7     | 3,950  |        |        |   |    |
| 967               | From Schenectady to Utica.....          | 75   |  | 12    | 15,600 |        |        |   |    |
| 1030              | From Utica to Syracuse.....             | 53   |  | 12    | 10,600 |        |        |   |    |
| 1079              | From Syracuse to Oswego.....            | 35½  |  | 13    | 3,297  |        |        |   |    |

Doc. No. 1.

| State.            | No. of routes.                        | Terminal.   | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks. |
|-------------------|---------------------------------------|---|-----------|-------------------------------|---------------------------|-------------|---------------------------|----------|
| New York—Cont'd.  | 1090                                  | From Syracuse to Auburn.....                                  | 27        | Miles.                        | 19                        | \$5,400 00  |                           |          |
|                   | 1087                                  | From Junction to Stanestates.....                             | 5         |                               | 19                        | 312 00      |                           |          |
|                   | 1197                                  | From Auburn to Rochester.....                                 | 74        |                               | 19                        | 15,000 00   |                           |          |
|                   | 1161                                  | From Rochester to Attica.....                                 | 44        |                               | 19                        | 5,490 00    |                           |          |
|                   | 1183                                  | From Attica to Buffalo.....                                   | 31        |                               | 19                        | 6,300 00    |                           |          |
|                   | 1210                                  | From Lockport to Lewiston and Niagara Falls.....              | 27        |                               | 7                         | 750 00      |                           |          |
|                   | 1917                                  | From Buffalo to Niagara Falls.....                            | 22        |                               | 7                         | 1,000 00    |                           |          |
|                   | 1944                                  | From Niagara Falls to Lewiston.....                           | 7         |                               | 7                         | 200 00      |                           |          |
|                   | 1246                                  | From Oswego to Ithaca.....                                    | 30        |                               | 6                         | 1,200 00    |                           |          |
|                   | 1217                                  | From Newburgh to Chester.....                                 | 10        |                               | 6                         | 857 00      |                           |          |
| New Jersey.....   | 1252                                  | From Rouse's Point to Chateaugay.....                         | 45        | 1,191                         | 6                         | 1,929 00    | \$123,778 00              |          |
|                   | 1361                                  | From New York to the intersection with Philadelphia road..... | 36        |                               | 14                        | 11,738 00   |                           |          |
|                   | 1502                                  | From New York, N. Y., to Paterson, N. J.....                  | 18        |                               | 13                        | 1,500 00    |                           |          |
|                   | 1303                                  | From New York, N. Y., to Morristown, N. J.....                | 32        |                               | 12                        | 1,000 00    |                           |          |
|                   | 1315                                  | From Elizabethtown to White House.....                        | 33        |                               | 12                        | 1,934 00    |                           |          |
| Pennsylvania..... | 1334                                  | From point of intersection to Philadelphia, Pa.....           | 54        |                               | 14                        | 17,900 00   |                           |          |
|                   | 1318                                  | From Burlington to Mount Holly.....                           | 7         |                               | 12                        | 200 00      |                           |          |
|                   | 1352                                  | From Philadelphia, Pa., to Trenton, N. J.....                 | 34        | 217                           | 7                         | 3,400 00    | 37,622 00                 |          |
|                   | 1401                                  | From Philadelphia to Columbia.....                            | 83        |                               | 14                        | 12,525 00   |                           |          |
|                   | 1405                                  | From Philadelphia to Pottsville.....                          | 97        |                               | 10                        | 11,086 00   |                           |          |
| 1415              | From Philadelphia to Westchester..... | 33  |           | 6                             | 559 00                    |             |                           |          |

|                     |          |   |     |        |     |           |           |  |
|---------------------|----------|---|-----|--------|-----|-----------|-----------|--|
|                     | 1465     | From Port Clinton to Tamaqua.....                                   | 20  |        | 6   | 858 00    |           |  |
|                     | 1469     | From Lancaster to Harrisburg.....                                   | 37  |        | 14  | 5,644 00  |           |  |
|                     | 1483     | From Harrisburg to Chambersburg.....                                | 52  |        | 13  | 7,429 00  |           |  |
|                     | 1492     | From Harrisburg to Hollidayburg.....                                | 121 |        | 7   | 12,100 00 |           |  |
|                     | 1504     | From Chambersburg to Hagerstown, Md.....                            | 20  |        | 6   | 910 00    |           |  |
| Maryland.....       | 1740     | From Corning to Blossburg.....                                      | 40  | 500    | 6   | 1,715 00  | 52,850 00 |  |
|                     | 1801     | From Baltimore to Philadelphia, Pa.....                             | 102 |        | 13  | 35,000 00 |           |  |
|                     | 1902     | From Baltimore to Washington, D. C.....                             | 40  |        | 14  | 12,100 00 |           |  |
|                     | 1903     | From Baltimore to Cumberland, with branch to Frederick—3 miles..... | 182 |        | 7   | 42,812 50 |           |  |
|                     | 1905     | From Baltimore to Columbia.....                                     | 72  |        | 7   | 7,000 00  |           |  |
| Ohio.....           | 1927     | From Annapolis to Annapolis junction.....                           | 20  | 416    | (*) | 2,200 00  | 99,612 50 |  |
|                     | 2165     | From Mansfield to Sandusky.....                                     | 61  |        | 6   | 2,615 00  |           |  |
|                     | 2206     | From Springfield to Sandusky.....                                   | 134 |        | 6   | 8,615 00  |           |  |
|                     | 2231     | From Cincinnati to Springfield.....                                 | 85  | 220    | 7   | 8,500 00  | 19,730 00 |  |
|                     | 2325     | From Junction to Charlottesville.....                               | 72  |        | 7   | 7,250 00  |           |  |
| Virginia.....       | 2427 pt. | From Richmond to Aquia Creek.....                                   | 75  |        | 7   | 18,046 33 |           |  |
|                     | 2429     | From Richmond to Petersburg.....                                    | 24  |        | 7   | 5,818 48  |           |  |
|                     | 2440     | From Petersburg to City Point.....                                  | 13  |        | 6   | 450 00    |           |  |
|                     | 2444     | From Petersburg, Va., to Weldon, N. C.....                          | 64  |        | 7   | 15,000 00 |           |  |
|                     | 2448     | From Hicksford, Va., to Gaston, N. C.....                           | 20  |        | 7   | 2,000 00  |           |  |
| North Carolina..... | 2524     | From Winchester to Harp's Ferry.....                                | 32  | 300    | 6   | 2,743 00  | 51,507 61 |  |
|                     | 2501     | From Raleigh to Gaston.....   | 87  |        | 7   | 8,700 00  |           |  |
|                     | 2517 pt. | From Weldon to Wilmington.....                                      | 150 | 247    | 7   | 28,000 00 | 46,700 00 |  |
|                     | 3104     | From Columbia to Branchville.....                                   | 69  |        | 7   | 6,900 00  |           |  |
|                     | 3122     | From Charleston, S. C., to Augusta, Ga.....                         | 139 |        | 7   | 33,012 50 |           |  |
| Georgia.....        | 3196     | From Junction to Camden.....  | 39  | 247    | 7   | 1,950 00  | 41,862 50 |  |
|                     | 3250     | From Savannah to Macon.....   | 190 |        | 7   | 19,200 00 |           |  |
|                     | 3287     | From Macon to Atlanta.....  | 101 |        | 7   | 10,100 00 |           |  |
|                     | 3299     | From Augusta to Atlanta.....  | 174 |        | 7   | 35,116 00 |           |  |
|                     | 3308     | From Union Point to Athens.....                                     | 40  |        | 6   | 2,000 00  |           |  |
| Florida.....        | 3314     | From Atlanta to Chattahoochee.....                                  | 144 |        | 6   | 12,000 00 |           |  |
|                     | 3409     | From Kingston to Home.....  | 183 | 669-10 | 7   | 930 00    | 80,376 00 |  |
|                     | 3516     | From Tallahassee to St. Mark's.....                                 | 23  | 23     | 3   | 628 00    | 620 00    |  |
|                     | 3703     | From Detroit to New Buffalo.....                                    | 218 |        | 16  | 20,124 00 |           |  |

\* 12 trips three months, and 6 trips nine months

† 6 additional trips during navigation.

D—Continued.

| State.             | No. of route. | Terminal.  | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks.             |
|--------------------|---------------|--|-----------|-------------------------------|---------------------------|-------------|---------------------------|----------------------|
| Michigan—Continued | 3712          | From Monroe to Hillsdale.....                          | 65        | Miles.                        | 6                         | 19,914 00   |                           |                      |
|                    | 3716          | From Adrian to Toledo, Ohio.....                       | 33        | Miles.                        | 6                         | 1,414 00    |                           |                      |
| Indiana.....       | 3923          | From Indianapolis to Madison.....                      | 87        | 319                           | 6                         | 2,720 00    | 632,462 00                |                      |
|                    | 3973          | From Edinburgh to Nashville.....                       | 39        | 126                           | 6                         | 1,671 00    | 5,400 00                  |                      |
| Illinois.....      | 4134          | From Springfield to Naples.....                        | 68        |                               | 6                         | 2,914 00    |                           |                      |
|                    | 4312          | From Chicago to Elgin, with branch to St. Charles..... | 40        | 118                           | 6                         | 3,091 00    | 4,344 00                  |                      |
| Kentucky.....      | 5106          | From Louisville to La Grange.....                      | 10        |                               | 6                         | 429 00      |                           |                      |
|                    | 5113          | From Frankfort to Lexington.....                       | 26        |                               | 7                         | 265 00      |                           |                      |
| Alabama.....       | 5597          | From Frankfort to Lexington.....                       | 33        | 55                            | 7                         | 1,170 00    | 1,535 00                  |                      |
|                    | 5597          | From Montgomery to Opelika.....                        | 67        |                               | 7                         | 13,400 00   |                           |                      |
| Mississippi.....   | 5597          | From Decatur to Tusculuma.....                         | 43        | 110                           | 6                         | 1,942 26    | 13,242 26                 |                      |
|                    | 5704          | From Brandon to Vicksburg.....                         | 50        | 59                            | 7                         | 5,250 00    | 5,250 00                  | Offer of department. |
|                    |               |  |           | 7,190                         |                           |             | 130,263 67                |                      |

S. R. HOBBIE,  
First Assistant Postmaster General.

E

Steamboat service, as in operation on the 1st of October 1, 1850.

| State.             | Number of route. | Terminal.   | Distance. | Total distance in each State. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks.   |
|--------------------|------------------|---|-----------|-------------------------------|---------------------------|-------------|---------------------------|--|
| New Hampshire..... | 200              | From Weir's Bridge to Centre Harbor and Wolfboro.....       | 30        | Miles.                        | 6                         | \$100       | \$100                     |  |
| Massachusetts..... | 461              | From New Bedford to Nantucket....                           | 65        | Miles.                        | 6                         | 3,000       |                           |  |
| New York.....      | 516              | From Fall River, via Newport, R. I., to New York, N. Y..... | 200 st.   | 265                           | 6                         | 1,500       | 4,500                     |  |
|                    | 601              | From New York, N. Y., to Stonington, Conn.....              | 125       |                               | 6                         | 9,000       |                           |  |
|                    | 602              | From New York, N. Y., to Norwich, Conn.....                 | 142       |                               | 6                         | 5,000       |                           |  |
|                    | 603              | From New York to Tompkinsville....                          | 9         |                               | 7                         | 154         |                           |  |
|                    | 609              | From New York to Albany and Troy.                           | 150       |                               | 19                        | 30,000      |                           | 13 times a week to Albany, and 6 times a week to Troy. |
|                    | 812              | From New York to Port Richmond.                             | 9         |                               | 6                         | 130         |                           |  |
|                    | 813 pt.          | From New York to Piermont.....                              | 25        |                               | 12                        | 2,143       |                           |  |
|                    | 943              | From White Hall, N. Y., to St. John's, Canada.....          | 150       |                               | 6                         | 4,800       |                           |  |
|                    | 1121             | From Salubria to Geneva.....                                | 39        |                               | 12                        | 2,194       |                           |  |
|                    | 1216             | From Lewiston to Ogdensburg.....                            | 300       |                               | 6                         | 3,000       |                           |  |
|                    | 1246             | From Albany to Cayuga Bridge.....                           | 40        | 929                           | 6                         | 1,500       | 57,921                    |  |
| New Jersey.....    | 1304             | From New York, N. Y., to Key Port, N. J.....                | 23        | 28                            | 5                         | 300         | 300                       |  |

| State          | Number of routes     | Terminal   | Distance | Total distance in each line. | Number of trips per week. | Annual pay. | Annual pay in each State. | Remarks. |
|----------------|----------------------|--|----------|------------------------------|---------------------------|-------------|---------------------------|----------|
| Ohio           | 2051<br>2181         | From Cleveland to Toledo                             | Miles    | Miles                        | 1                         |             |                           |          |
|                |                      | From Buffalo, N. Y., by Cleveland, Ohio, to Sandusky | 375      |                              | 1                         | 2,500       |                           |          |
| Virginia       | 2240<br>2427         | From Cincinnati to Meyers's, Ky.                     | 64       | 430                          | 1                         | 2,000       | \$11,500                  |          |
|                |                      | From Aquia Creek, Va., to Washington, D. C.          | 514      |                              | 7                         | 11,431      |                           |          |
|                | 2426                 | From Richmond to Norfolk                             | 150      |                              | 6                         | 2,400       |                           |          |
|                | 2461                 | From Norfolk to Hampton                              | 18       |                              | 6                         | 1,080       |                           |          |
|                | 2462                 | From Norfolk, Va., to Baltimore, Md.                 | 500      |                              | 6                         | 6,500       |                           |          |
|                | 2463                 | From Norfolk to Eastville                            | 57       |                              | 2                         | 855         |                           |          |
|                | 2464 pt.             | From Norfolk to Suffolk                              | 35       |                              | 3                         | 717         |                           |          |
| North Carolina | 2629<br>2717 pt.     | From Wheeling to Parkersburg                         | 96       | 610 1/2                      | 2                         | 1,500       | 26,094                    |          |
|                |                      | From Wilmington, N. C., to Charleston, S. C.         | 180      |                              | 7                         | 37,000      |                           |          |
|                | 2720                 | From South Quay to Plymouth                          | 102      | 262                          | 3                         | 2,500       | 39,513                    |          |
| South Carolina | 5123                 | From Charleston, S. C., to Savannah, Ga.             | 160      | 160                          | 7                         | 14,000      | 14,000                    |          |
| Georgia        | 3251                 | From Savannah, Ga., to Platts, Pa.                   | 355      | 358                          | 2                         | 7,500       | 7,500                     |          |
| Florida        | 3507                 | From Platts to Melroseville                          | 130      |                              | 1                         | 500         |                           |          |
|                | 3523                 | From Chattahoochee to Apalachicola                   | 150      | 200                          | 2                         | 2,600       | 4,100                     |          |
| Michigan       | 3701<br>3707<br>3709 | From Detroit, Mich., to Buffalo, N. Y.               | 300      |                              | 6                         | 10,000      |                           |          |
|                |                      | From Detroit to Sault St. Marie                      | 351      |                              | 1                         | 500         |                           |          |
|                |                      | From Grand Rapids to Grand Haven                     | 35       | 686                          | 3                         | 160         | 19,360                    |          |
| Illinois       | 4307                 | From Milwaukee, Wis., to New Buffalo, Mich.          | 145      | 145                          | 6                         | 7,500       | 7,500                     |          |
| Wisconsin      | 4518                 | From Milwaukee to Sheboygan                          | 60       | 60                           | 3                         | 600         | 600                       |          |

|             |      |  |      |           |     |        |         |                              |
|-------------|------|--|------|-----------|-----|--------|---------|------------------------------|
| Missouri    | 4829 | From St. Louis, Mo., to New Orleans, La.     | 1250 |           | 3   | 6,240  |         | Service engaged by the trip. |
|             | 4833 | From St. Louis, Mo., to Keokuk, Iowa         | 206  | 1456      | 6   | 3,120  | 9,360   | Do do.                       |
| Kentucky    | 5005 | From Louisville, Ky., to St. Louis, Missouri | 650  |           | 3   | 10,000 |         | Do do.                       |
|             | 5101 | From Louisville, Ky., to Cincinnati, Ohio    | 142  |           | 7   | 10,500 |         |                              |
|             | 5102 | From Louisville, Ky., to New Orleans, La.    | 1446 | 2210      | 6   | 25,220 | 45,720  | Do do.                       |
| Alabama     | 5502 | From Stockton to Mobile                      | 34   |           | 7   | 5,177  |         | Under coach contract.        |
|             | 5540 | From Gunter's Landing to Decatur             | 61   | 95        | 6   | 4,225  | 9,402   |                              |
| Mississippi | 5714 | From Vicksburg to Yazoo City                 | 110  | 110       | 3   | 1,495  | 1,495   |                              |
| Arkansas    | 5901 | From Little Rock to Napoleon                 | 278  | 273       | 3   | 12,000 | 12,000  |                              |
| Louisiana   | 6101 | From New Orleans, La., to Mobile, Alabama    | 164  |           | 7   | 26,175 |         |                              |
|             | 6102 | From New Orleans to St. Francisville         | 167  |           | 3   | 10,500 |         |                              |
|             | 6103 | From New Orleans to Shreveport               | 544  |           | (1) | 2,615  |         | Service engaged by the trip. |
|             | 6104 | From New Orleans to Covington                | 60   | 935       | 3   | 800    | 40,000  |                              |
| Texas       | 6201 | From Indianola, Texas, to New Orleans, La.   | 600  |           | 1   | 12,000 |         |                              |
| Sub. 1      | 6201 | From Brownsville, Texas, to New Orleans, La. | 700  |           | 1   | 15,000 |         |                              |
| Sub. 2      | 6202 | From Galveston to Houston                    | 80   | 1380      | 2   | 5,000  | 32,000  |                              |
|             |      |  |      | 10896 1/2 |     |        | 334,392 |                              |

\* During navigation.

† 2 a week to Natchitoches, 371 miles; 1 a week residu.

S. R. HOBBIE, First Assistant Postmaster General.



United States mail service abroad as in operation on the 1st of October, 1850.

| Number of route. | Points.   | Distance.             | Number of trips.   | Contractors.  | Annual pay.   | Remarks.  |
|------------------|---|-----------------------|--|---|---|---|
| 1                | New York, by Southampton, England, to Bremen Haven, Germany.  | Miles.<br>3,750       | 1 a month....  | Ocean Steam Navigation Company, C. H. Sand, President.                | \$20,000  | Under contract with the Postmaster General agreeably to act of Congress of March 3, 1845.   |
| 2                | Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, Cuba.                                   | 669                   | 2 a month....  | M. C. Monfcal.....  | 50,000  | Under contract with the Postmaster General agreeably to acts of Congress of March 3, 1847, and July 19, 1848.   |
| 3                | New York, by Charleston, Savannah, and Havana.<br>To New Orleans, Louisiana....<br>And from Havana to Chagres, New Granada. | 1,400<br>700<br>1,800 | 2 a month....  | G. Law, M. O. Roberts, and B. R. McIlwain.                            | 239,000   | Under contract with the Secretary of the Navy agreeably to act of Congress of March 3, 1847.  |
| 4                | Astoria, Oregon, by San Francisco, California, Monterey, and San Diego, to Panama, New Granada.                             | 4,200                 | 1 a month....  | W. H. Aspinwall.....  | 169,600   | Under contract with the Secretary of the Navy agreeably to act of Congress of March 3, 1847. Semi-monthly service is performed on this route in connexion with route No. 3. The additional compensation, therefore, remains to be adjusted. |
| Extension 4      | Panama to Chagres.....  | 60                    | 2 a month....  |   | \$30 per trip for first 100 pounds on each mail, and \$12 for each succeeding 100 pounds. | Service performed by the New Grenadian government under treaty.   |
| 5                | New York to Liverpool, England....  | 3,100                 | 2 a month for 8 months,                                  | E. K. Collins, James Brown, and Stewart                               | 325,000   | Under contract with the Secretary of the Navy agreeably to act of Con-  |
| 6                | New York, by Cowes, to Havre, France.   | 3,970                 | & 1 a month residue of the year.<br>1 every other month. | Brown.<br>Ocean Steam Navigation Company; Mortimer Livingston, agent. | 75,000  | Embraced in the Bremen contract, route No. 1, with Postmaster General.<br>gross of March 3, 1847.   |

S. R. HOBBIE,  
First Assistant Postmaster General.

# REPORT OF THE CENSUS BOARD.

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CENSUS OFFICE, *November 30, 1850.*

SIR: I have the honor to report that this office was organized, immediately after the passage of the act of 23d May last, by the appointment of a Superintendent and the necessary clerks and other assistants. The force employed has varied as the requirements of its duties seemed to justify. During the month of August, there were employed, in addition to the Superintendent, twenty-one persons, at salaries varying from three hundred and fifty to one thousand dollars.

In September, the services of but fourteen persons were required. For the entire month of November, thirty-four persons have been constantly engaged in various duties.

The printing for this office has been executed under the direction of the Census Board, in accordance with the 19th section of the act of 23d May last. The schedules have been furnished, and the other printing executed as required, in a satisfactory manner.

The work of taking the census is progressing with great uniformity throughout the whole extent of the United States and Territories. The returns made are in the main very satisfactory, and exhibit a commendable degree of prudence and discrimination by the marshals in the appointment of their assistants. The entire number of assistants will somewhat exceed three thousand, from nine hundred and sixty-seven of whom returns have been received at this office, exhibiting, on comparison with the census of 1840, a gratifying increase in population and wealth in every part of the Union.

The materials furnished by the present census, apart from the geographical information contained and the sanitary condition of each portion of the United States developed, will afford the elements for a compilation of value, illustrative of the industry, enterprise, and social condition of our people, unequalled by anything now existing with reference to any country.

Great as must prove the labor to compile the materials furnished by these returns and condense them into proper form, it is believed that it will prove as nothing in comparison with the value of a work which is calculated to exhibit, not only our onward progress as a nation to wealth and numbers, as compared with the past, but our exact condition, at the middle of the 19th century, with reference to population, internal improvements, agriculture, manufactures, and the mechanic arts—literature, education, religion, and morals. It is believed that the population returns and all other interests may be comprised within three or four volumes folio—a form at once convenient and suitable.

The compensation provided by the act of May last for marshals and their assistants is found generally to be sufficient, but in a very few cases entirely inadequate, as the actual expense incurred by the officer has exceeded the amount which by law he is authorized to receive.

The proper remedy for such cases would be an extension thereto of the provisions of the first section of the "supplementary act" approved August 30, 1850.

It is believed that no further appropriation by Congress will be necessary to carry into effect the act of 23d May.

The disbursements from the census fund up to this date, inclusive, are as follows, viz:

|   |   |   |                   |
|---|---|---|-------------------|
| Paid to United States marshals and assistants                                   | - | - | \$68,442 46       |
| Paid for paper and printing (under direction of the Census Board)               | - | - | 16,000 00         |
| Salaries  | - | - | 15,408 90         |
| Contingent expenses (including \$1,602 15 paid for transportation of schedules) | - | - | 2,729 94          |
|   |   |   | <u>102,581 30</u> |

Which is respectfully submitted.

JOS. C. G. KENNEDY,  
*Superintendent of Census.*

Hon. A. H. H. STUART,  
*Secretary of the Interior.*

[END OF PART FIRST.]