

REPORT
OF
THE POSTMASTER GENERAL,

POST OFFICE DEPARTMENT,
Washington, November 29, 1851.

SIR: At the close of the fiscal year ending on the 30th day of June last, there were in operation, within the United States, 6,170 mail routes; their aggregate length was 196,290 miles; and 5,544 contractors were employed thereon.

The annual transportation of the mails on those routes was 53,272,252 miles; the annual cost thereof \$3,421,754; being about six cents four mills per mile.

Of these 53,272,252 miles of annual transportation, 8,568,707 miles are required to be performed upon railroads, at a cost of \$985,019; being about eleven cents five mills per mile: 5,454,982 miles in steamboats, at a cost of \$454,893; being about eight cents three mills per mile: 19,726,588 miles in coaches, at a cost of \$1,047,159; being about five cents three mills per mile: and 19,521,975 miles in modes not specified, at a cost of \$934,683; being about four cents eight mills per mile.

The mail service in California and Oregon had been so irregular in its performance, and so imperfectly reported, that it was not embraced in the last annual report from this department, and is not therefore included in the following statement of the general increase of transportation. The inland service, at the close of the last fiscal year, (excluding that in California and Oregon,) when compared with the service at the close of the preceding year, as stated in my last annual report, shows an increase of 13,354 miles in the length of mail routes: of 6,162,855 in the number of miles of annual transportation; and of \$547,110 in the annual cost of transportation.

Of such increase of transportation the railroad and steamboat service amounts to 3,220,635 miles, at an increased cost of \$276,742; being an increase of about 30 $\frac{3}{10}$ per cent. in the transportation, and about 24 $\frac{4}{10}$ per cent. in the aggregate cost: the coach service to 2,329,124 miles, at an increased cost of \$232,872; being an increase of about 13 $\frac{1}{10}$ per cent. in transportation, and 29 $\frac{1}{10}$ per cent. in aggregate cost: and the transportation in modes of service not specified to 613,096 miles, at an increased cost of \$37,496; being an increase of about 3 $\frac{3}{10}$ per cent. in transportation, and 4 $\frac{7}{10}$ per cent. in aggregate cost. To this increase has been added the service in California and Oregon, which is now first reported with sufficient accuracy to be carried into the annual statement.

The annual transportation in California at the close of the fiscal year was 537,476 miles, at an annual cost of \$130,270. This service, when compared with that ascertained to have been in operation prior to the new contracts made under the general lettings of April last, shows an increase in the annual transportation of 103 $\frac{7}{10}$ per cent., and a decrease in annual aggregate cost of 7 $\frac{1}{10}$ per cent.

The present cost of transportation in steamboats in California is about twelve cents nine mills per mile; in coaches about twenty-one cents seven mills per mile; and in modes not specified about thirty-one cents three mills per mile; while the cost of similar service in the United States, excluding Oregon and the newly acquired territories, is, in steamboats, about eight cents per mile; in coaches about five cents and two mills per mile; and in modes not specified about four cents and three mills per mile. The prices now paid in California are believed to be moderate, compared with the general prices upon the pacific coast.

The annual transportation in Oregon at the close of the last fiscal year was (as near as can be ascertained) 30,498 miles, at an annual cost of \$19,938, or about sixty-five cents and four mills per mile. The present annual transportation in Oregon was increased, under the new contracts which went into operation on and after the first day of July last, to 66,960 miles, at an annual cost of \$40,441; being an increase of 119 $\frac{1}{3}$ per cent. in transportation and of 103 per cent. in aggregate cost. Of this service 6,240 miles is to be performed in steamboats at an annual cost of \$10,000, under a contract, made July 11, 1850, for the remainder of the usual contract term in that section, and of the residue 6,070 miles is to be performed in steamboats, at a cost of \$7,448, and 55,650 miles in modes not specified, at a cost of \$22,993, or about forty-one cents three mills per mile.

There were on the 30th day of June last six foreign mail routes, of the estimated aggregate length of 18,349 miles. The number of miles of annual transportation thereon is estimated at 615,206.

The service on three of these routes is under contracts with this department. The annual transportation thereon is estimated at 190,592 miles, at a cost of \$400,000, being about \$2 09 $\frac{1}{4}$ per mile. The service on the other foreign routes is under contract with the Navy Department. The annual transportation thereon is estimated at 421,734 miles, at a cost of \$1,023,250, being about \$2 42 $\frac{1}{6}$ per mile.

The transportation of the California and Oregon mails across the Isthmus of Panama has hitherto been performed under treaty with New Grenada. The annual cost of this transportation depending upon the weight of the mails, is uncertain. The cost for the last fiscal year was \$48,937.

There should be added to the other cost of transportation, as above stated, the compensation of mail messengers and local and route agents, which if continued as it stood at the close of the last fiscal year, will amount to \$145,897 per annum.

The extent and annual cost of the entire mail service under the direction of this department at the close of the fiscal year ending on the 30th day of June last, as well as its division among the States and Territories, and the mode of its performance, will more fully appear by the annexed table, marked A.

The number of postmasters appointed during the year ending June 30, 1851, is 5,339. Of these 2,649 were appointed to fill vacancies occasioned by resignations; 187 to fill vacancies occasioned by the decease of their predecessors; 206 on changing the sites of the offices for which they were appointed; 599 on the removal of the prior incumbents; and 1,698 on the establishment of new offices.

The whole number of post offices in the United States at the end of that year was 19,796. There were 1,698 post offices established, and 256 discontinued, during the year.

The following table shows, very nearly, the number of post offices in each State and Territory on the 30th day of June last, classified according to the compensation allowed to each postmaster, for the last fiscal year :

States.	\$2,000.	\$1,000 to \$2,000.	\$500 to \$1,000.	\$400 to \$500.	\$300 to \$400.	\$200 to \$300.	\$100 to \$200.	\$50 to \$100.	\$25 to \$50.	Under \$25.	Total.	
Maine.....	1	6	13	5	21	9	62	146	171	234	668	
New Hampshire.....		5	5	1	12	16	55	95	72	94	365	
Vermont.....		3	10	6	7	27	71	104	87	69	382	
Massachusetts.....	6	11	80	23	44	60	137	137	93	41	585	
Rhode Island.....				1		12	17	15	22	10	71	
Connecticut.....	1	6	11	2	21	39	65	69	74	15	339	
New York.....	5	31	56	34	61	118	367	527	537	580	2,319	
Delaware.....	1			1	4	3	8	9	12	22	60	
New Jersey.....	1	5	7	4	6	12	35	79	95	150	391	
Pennsylvania.....	3	13	30	19	24	66	163	303	118	751	1,790	
Maryland & Dist. of Col.....	3	1	2	1	4	15	37	72	95	103	337	
Virginia.....	2	8	9	12	13	28	82	171	303	658	1,296	
North Carolina.....		3	5	7	6	15	28	65	96	560	785	
South Carolina.....	1	2	9	2	5	13	18	31	118	285	484	
Georgia.....		8	7	6	13	17	37	88	153	308	658	
Florida.....	1	4	12	1	5	8	9	9	22	53	105	
Alabama.....	1	3	10	4	8	7	49	101	123	271	580	
Mississippi.....		5	6	4	9	17	46	79	90	302	533	
Louisiana.....	1		8	2	8	6	25	35	30	97	218	
Arkansas.....		1	1	4	3	6	12	37	53	211	328	
Texas.....		1	1	2	2	7	5	33	33	47	178	310
Tennessee.....	1	2	11	4	5	16	43	82	127	469	780	
Kentucky.....		6	12	6	8	16	68	85	116	362	669	
Ohio.....	2	16	31	17	23	49	218	353	306	368	1,640	
Michigan.....		3	14	3	11	18	48	60	112	272	514	
Indiana.....		5	10	6	12	28	68	135	200	430	896	
Illinois.....	1	7	15	7	25	45	84	145	203	498	1,026	
Missouri.....	1	1	9	5	6	17	51	82	97	320	592	
Wisconsin.....		4	9	2	10	18	32	67	84	231	477	
Iowa.....		1	3	3	3	7	24	31	59	160	291	
California.....	5	4		1	2		7	5	4	0	34	
Utah.....				1							1	
New Mexico.....							1				1	
Nebraska.....											2	
Minnesota.....		1				1	2	1	1	10	16	
Oregon.....		1	2			1	2	4	2	19	31	
	36	173	847	208	381	637	2,022	3,273	4,086	8,369	19,604	

This table does not embrace one hundred and ninety-two offices from which no returns had been received during the year, a portion of which had been but recently established, and are supposed not to have been in operation.

Considering the large number of persons employed in the several post offices, and in the transportation of the mails; the extent and complication of the routes; the numerous and various arrangements for separating and distributing the mail matter, and the inadequate compensation allowed to a large proportion of the persons employed in these services, there is perhaps more reason to be satisfied with the general accuracy and efficiency of the

service than to complain of the mistakes, irregularities and accidents which occasionally occur.

The gross receipts of the department for the year ending June 30, 1851, were----- \$6,786,493 22

Derived from the following sources :

Letter postage, including foreign postage and stamps sold	\$5,369,242 76
Postages on newspapers, pamphlets, &c.-----	1,035,130 89
Fines (other than those imposed on contractors)-----	95 00
Receipts on account of dead letters-----	1,675 16
Collections of damages from failing contractors-----	340 00
Other miscellaneous receipts-----	4,120 52
The appropriation made by the act of May 23, 1850, for postages on the census blanks, returns, &c.-----	12,000 00
The annual appropriation made by the twelfth section of the act of 3d March, 1847, in compensation of mail services performed for the several departments of the government-----	200,000 00
The appropriation made by the eighth section of the act of 3d March, 1851, in further payment and compensation for mail service performed for the two houses of Congress, and the other departments and officers of the government in the transportation of free matter-----	163,888 89
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	6,786,493 22

From this sum must be deducted the amount received for British postages, payable to the British post office under the postal convention of December, 1848, as now stated by the Auditor----- 58,626 44

Leaving the gross revenue for the year----- 6,727,866 78

For the purpose of comparing the revenues of the year with those of the preceding year, there should also be deducted the sum of \$163,888 89—being the amount of additional appropriation under the act of March, 1851, and the census appropriation of \$12,000----- \$175,888 89

Leaving as the ordinary revenues of the year----- 6,551,977 89

This shows an increase of \$999,006 41 over the proper revenues of the preceding year.

The sums received as the excess of the emoluments of postmasters, beyond the amounts they are by law allowed to retain, and the amounts collected from failing bidders and their guarantors, are not separately stated as a part of the revenues in the accounts of the Auditor. The Auditor states that the former are deducted from the amount paid for the "compensation of postmasters," and "clerks for offices;" that so much of the latter as was collected in money is credited under the head of "Other miscellaneous receipts;" and the residue, which was deducted from the amount due to such failing bidders for transportation service, was deducted from, and lessens to that extent, the expenditures under the head of "Transportation of the mails." The Auditor has been requested to change the manner of keeping

these accounts, and future reports will doubtless show the amount of revenues derived from these sources respectively.

The receipts from postages, American and foreign, for the last fiscal year, exceeded those of the preceding year \$909,223 85, being an increase of about 16½ per cent.

If the balances accruing to the British post office during both years are excluded, (as they must be to show the true increase of our own postages,) the increase will be \$997,610 79, or more than 18½ per cent.

Excluding these balances, the receipts of the first three quarters of the year exceeded those of the corresponding quarters of the preceding year about 20½ per cent., but the postages for the last quarter fell off, and exceeded those of the corresponding quarter of the preceding year only about 11 per cent.; so that the increase for the year was only about 18½ per cent., as before stated.

The reduction during the last quarter of the fiscal year is mostly attributable to its near approach to the period when the rates of postage prescribed by the act of the 3d of March last were to go into operation, and the consequent delay in correspondence until it could be carried on at a cheaper rate. A similar reduction was observed upon the adoption of the reduced rates under the act of 1845. The practical extension of the franking privilege to the senators and representatives elected to the present Congress after the commencement of that quarter, also aided slightly in producing this reduction. During the last spring a senator and representative elected to the present Congress claimed the full privilege of franking under the provisions of the acts of 1845 and 1847. The practice of the department had been adverse to the claim, and having some doubts in regard to the construction of the statutes under which the right was claimed, the opinion of the law officer of the government was asked. His opinion was in favor of the right claimed, and it was therefore acknowledged, and notice of the decision communicated.

By the previous practice of the department the full franking privilege of members of Congress was deemed to commence only thirty days prior to the commencement of the first session of Congress held during their term of office. It is, perhaps, worthy of remark that during the past summer five persons have been entitled to the franking privilege as senators and ex-senators in Congress, from a single State; four from another; and three from several of the other States; and that a representative and a late representative in more than half the districts have also been entitled to such privilege.

The expenditures during the year were as follows:

For transportation of the mails.....	\$3,538,063	51
For ship, steamboat, and way letters.....	34,581	50
For compensation to postmasters.....	1,781,686	34
For wrapping paper.....	52,353	15
For office furniture.....	4,978	64
For advertising.....	75,070	22
For mail bags.....	40,855	46
For blanks.....	35,588	42
For mail locks, keys, and stamps.....	7,964	54
For mail depredations and special agents.....	37,193	71
For clerks for offices (of postmasters).....	359,098	45

For miscellaneous payments-----	\$85,626 74
For lists of post offices, and post office laws and regulations	11,174 86
For repayment of money found in dead letters-----	32 71
For postage stamps-----	31 00
For maps of mail routes, &c.-----	561 00
For payment of balances due to the British post office prior to the commencement of the fiscal year ending June 30, 1851	187,115 05
For payment of balance due to the British post office for the first two quarters of that year-----	16,120 35
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	6,278,401 68

To find the proper expenses of the year there should be deducted from this sum of \$6,278,401 68 the amount paid the British post office for postages collected----- \$233,235 10

And also the amount paid John D. Colmesniel, president, &c., for transportation of the mails on the Ohio and Mississippi rivers in 1832 and 1833, under an award made by the Auditor, in pursuance of a joint resolution of Congress, approved February 27, 1851----- 20,599 49

253,834 89

Leaving as the amount of ordinary expenditures of the year----- 6,024,566 79

This amount being deducted from that of the gross revenue of the year, as before stated, leaves as the balance of revenue over the ordinary expenditure----- 703,299 90

In connexion with the foregoing statements of the operations, revenues, and expenditures of this department for the last year, it may not be improper, at the conclusion of a half century, to refer briefly to its origin, history, and progress.

As early as 1677, upon the petition of several merchants of Boston, (Massachusetts,) Mr. John Hayward, scrivener, was appointed by the court "to take in and convey letters according to their direction."

This was probably the first post office and mail service authorized in America. Local and imperfect arrangements for the conveyance of mails were afterwards made, at different periods, in several of the colonies, until 1710, when the British Parliament passed an act authorizing the British Postmaster General "to keep one chief letter office in New York, and other chief letter offices in each of her Majesty's provinces or colonies in America." Deputy Postmasters General for North America were subsequently and from time to time appointed by the Postmaster General in England, and Doctor Benjamin Franklin was so appointed in 1755. He was removed in 1774.

On the 26th of July, 1775, the Continental Congress determined "that a Postmaster General be appointed for the United Colonies," and to allow him "a salary of one thousand dollars per annum for himself and three hundred and forty dollars per annum for a secretary and comptroller." On proceeding to the election of Postmaster General, "Benjamin Franklin, esq., was unanimously chosen."

The Articles of Confederation of 1778 gave to the United States in Congress assembled "the sole and exclusive right and power of establishing and

regulating post offices, *from one State to another*, throughout all the United States, and exacting such postage on the papers passing through the same as may be requisite to defray the expenses of an office." The little progress made during the period of the Confederation shows that this power was too limited to be useful, and when the increase of the mail service before the adoption of the constitution of the United States is compared with its subsequent extension, one cannot fail to perceive that the prosperity, efficiency, and value of this department are chiefly to be ascribed to the national government founded under the constitution of the Union.

The first Congress assembled under our present constitution passed "An act for the temporary establishment of a post office," approved September 22, 1789. This act directed the appointment of a Postmaster General, and was to continue in force until the end of the next session of Congress. Under this provision Samuel Osgood, of Massachusetts, was appointed, by President Washington, Postmaster General of the United States, and this was the first appointment to that office. Thirteen other persons have since been appointed. Of these there were appointed from Kentucky, three; from Connecticut, Ohio, and New York, two each; and from Pennsylvania, Georgia, Tennessee, and Vermont, one each.

The earliest reliable statistics of the General Post Office are those for the year 1790, when the number of post offices was seventy-five; the extent of post routes 1,875 miles; and the revenues of the department \$37,935. The subsequent progress of the Post Office Department can be traced in the tables hereto annexed, marked B and C.

In connexion with this brief reference to the progress of the department, it may not be improper to state, that there are in the possession of the department materials for an interesting history of the origin and progress of our post office system, and that it is intended, if time can be found to complete the arrangement of them, to present these materials to the present Congress in such form as will perhaps induce their preservation.

The cost of transportation has been much increased within the last two years. The new contracts, made under the letting for the northwestern and southwestern sections, (embracing the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, and the Territory of Minnesota,) which letting took place in April, 1850, increased the annual cost of transportation from the 1st day of July, 1850, about \$236,000; and the subsequent failure of bidders and contractors, together with the new arrangements usually consequent upon the change of service which follows a letting, added largely to the increased cost of this service. The rates of such increase were about 10½ per cent. in service, and 25 per cent. in aggregate cost. Much of this increase is doubtless attributable to the unusual scarcity and high prices of the coarse grains in that section during the year 1850.

The new contracts for the southern section, (embracing the States of Virginia, North Carolina, South Carolina, Georgia, and Florida,) which were made under the lettings in April last, show an increase, up to the 30th day of September, of 947,707 miles of annual transportation, and of \$61,941 in the annual cost, over the transportation and cost under the contracts which expired with the 30th day of June, 1851; being an increase of about 12.3½ per cent. in service, and 9.1½ per cent. in aggregate cost.

The opening and extension of the New York and Erie railroad, of the

railroad from Cleveland to Columbus, and of other railroads in the different sections of the Union; the establishment of two daily lines carrying the mail from Baltimore, by the way of Cumberland, Wheeling, and Columbus, to Cincinnati; the increase of mail facilities on the routes leading from the Atlantic cities to important points in the west; the greatly increased mail facilities on the Ohio and Mississippi rivers, and in almost every section of the Union, have added, and similar improvements will continue to add, largely to the extent and consequent expense of our mail transportation. The placing of the steamers Franklin and Humboldt on the New York and Havre line has also added \$150,000 per annum to the cost of the foreign mail service, chargeable upon the revenues of this department.

Until the passage of the act of March 3, 1851, the increase in the cost of transportation, occasioned by the increase and extension of the service, had been almost entirely within the discretion of the head of this department. That act declares that "no post office now in existence shall be discontinued, nor shall the mail service on any mail route in any of the States or Territories be discontinued or diminished in consequence of any diminution of the revenues that may result from this act; and it shall be the duty of the Postmaster General to establish new post offices, and place the mail service on any new mail route established, or that may hereafter be established, in the same manner as though this act had not passed." And there having been a large surplus to the credit of the revenues of the department at the time of the passage of the act, it would seem to have been the intention of Congress that the Postmaster General should continue and increase the service to the same extent as if the old rates of postage and a large annual increase in the revenues had continued. By adopting this rule, the expenditures of the department for the transportation of the mails must be increased from ten to fifteen per cent. per year if the wants and interests of the country require it, unless some other rule for the government of the department be sanctioned by Congress.

The other expenses of the department (the principal items of which are the compensation of postmasters and their clerks) necessarily increase at nearly the same rate as the business of the department and its receipts for postage, when no change occurs in the rates of postage. The usual compensation of postmasters, being a commission calculated at certain rates per cent. upon the postages collected at their offices, increases in nearly the same proportion as the revenue. Since 1846 the average increase in postages and in the business of this department has been about thirteen per cent. per year. During the present fiscal year the receipts from postages may not exceed two-thirds the amount received last year, while the labors of postmasters are likely to be increased from fifteen to thirty per cent., in consequence of the increase in the number of letters and other mailable matter under the reduced rates of postage, and the free delivery of newspapers in the counties of their publication, as provided by the act of March 3, 1851.

By the sixth section of that act the Postmaster General was authorized, in his discretion, to increase the commissions to postmasters in certain cases. It was desirable that this authority should not be exercised until the accounts for the last quarter were so far adjusted and settled as to enable the department to make some reliable estimate of the amount to be derived from postages in the present fiscal year. But the anxiety of postmasters and the desire of the Auditor to fix the amount of commissions allowable

to each postmaster at the time of settling his accounts for the quarter, seemed to render it expedient to fix the rate of allowance before the settlement of those accounts—especially as such settlement could not be completed in less than three months after the expiration of the quarter.

An order was therefore made on the 29th day of October last, of which the following is a copy :

“Increased Commissions to Postmasters.

“Numerous applications having been made to this department for the allowance of increased commissions to postmasters, authorized under certain conditions by the sixth section of ‘An act to reduce and modify the rates of postage in the United States and for other purposes,’ approved March 3, 1851, and it having been clearly shown that in most cases the labors of postmasters have been increased and their commissions reduced by the operation of said act—

“It is ordered, That whenever the Auditor of the Treasury for the Post Office Department shall have satisfactory proof, by affidavit or otherwise, that the labors of any postmaster have been increased and his commissions reduced, as provided for by said act, he shall allow and credit such postmaster with commissions according to the following rules, to wit :

“1st. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, did not exceed fifty dollars, *the same amount of commissions allowed for that year, with twenty per cent. added thereto,* shall be allowed and credited to the postmaster for the fiscal year ending June 30, 1852.

“2d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded fifty dollars, and did not exceed one hundred dollars, *the same amount of commissions allowed for that year, with fifteen per cent. added thereto,* shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

“3d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded one hundred, and did not exceed five hundred dollars, *the same amount of commissions allowed for that year, with twelve and a half per cent. added thereto,* shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

“4th. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded five hundred dollars, *the same amount of commissions allowed for that year, with ten per cent. added thereto,* shall be allowed and credited to the postmaster for the year ending 30th June, 1852.

“Provided, always, That the commissions to be allowed at any post office (other than a distributing office) shall not exceed the postages collected at such office during the period for which such allowance is made: *Provided, also,* That a special application for a further allowance to any distributing office may be made whenever the Auditor shall certify that the commissions authorized to be allowed under this order are insufficient to pay the actual and necessary expenses of such office, including the compensation of the postmaster: *And provided further,* That there shall not be allowed at any office where the compensation of the postmaster is by law limited to a fixed salary or compensation, any greater sum than shall be required to pay such salary or compensation, and the actual and necessary expenses of his office.

"The rate of allowance after the present fiscal year is reserved for future consideration, and will be determined upon after the accounts for the first three quarters of the present fiscal year have been adjusted by the Auditor."

It is, of course, in the power of Congress to abrogate this order, and fix by law a different rate of compensation. It was intended to make the allowance as liberal as the revenues of the department would justify, but it is believed that the increase of compensation, under this order, will not be commensurate with the required increase of labor; and that, at the old rates of compensation, postmasters rendered more service in proportion to the remuneration allowed them than the officers of any other department of the government. It is believed, too, to be politic as well as just to pay a fair compensation to postmasters, that they may cheerfully and zealously cooperate in rendering successful the perhaps hazardous experiment of adopting in this comparatively new country, a large portion of which is but sparsely populated, rates of postage which, considering the expense of transportation, the area traversed by our mail routes, and the numerous points of delivery, give us beyond all question the cheapest postage in the world.

The expenditures for the present fiscal year are estimated as follows:

The annual cost of transportation, (foreign and inland,) as authorized and under contracts at the close of the last fiscal year-----	\$4,016,588 00
Additional cost in the southern section, under new contracts, which went into effect July 1, 1851-----	61,941 00
Cost of service ordered, and of new routes let, during the quarter ending 30th September-----	80,624 00
Increased cost of transportation, under orders of the Postmaster General, for the improvement and extension of mail service, and the increased expedition of the great mails-----	120,000 00
Cost of new routes let during the present quarter, and probable cost of putting in operation the new routes established by Congress at the last session, and now under advertisement-----	29,328 00
Expenses equal to those of the 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, (of postmasters,) and miscellaneous items, with 12½ per cent. added, (such expenses necessarily increasing with the increase of mail matter transported)--	2,767,967 63
Amount added to the usual annual cost of mail locks and keys, by changing the same-----	25,000 00
Cost of publishing laws and regulations, and list of post offices-----	10,000 00
Cost of postage stamps-----	12,000 00
Total estimated expenditures for the current year-----	<u>7,123,448 63</u>

These expenditures are to be met by the balances now standing to the

credit of the department, the receipts from postages, and the appropriations made by the acts of the 3d of March, 1847, and the 3d of March, 1851.

These will be more than sufficient to meet the expenses of the current fiscal year, but further aid from the treasury will be required for those of the succeeding year.

The accounts of postmasters for the two first quarters, under the act of March last, will not be settled by the Auditor, and the aggregate of their receipts reported, before April or May next. Until the accounts for two quarters at least, are settled, no reliable estimate of the revenues of the current year can be made. It is believed, however, that the whole amount which it will be necessary to draw from the treasury, in aid of the revenues derived from postages, will not much exceed for the two years ending June 30, 1853, that which would be collected upon matter now free, if such matter were charged with the ordinary rates of postage.

A carefully prepared report from William A. Bradley, esq., postmaster of this city, and which is hereto annexed, estimates that the free letters and other free matter sent from and received at his office for the two years ending on the first day of July last, if chargeable with postage at the rates then in force, would have yielded the amount of \$4,240,820, in addition to the actual revenue of this department; and that if charged with postage at the present rates, the amount would have been \$1,795,920.

It will be remembered that this does not include the free letters and other free matter sent from or received at other offices, and that during these years (between the years in which there is a presidential election) the free matter sent from the Washington post office is much less than in the year when that election occurs. Nor does it include the free circulation of weekly newspapers in the counties of their publication, nor the free circulation of newspapers, magazines, and other periodicals, by way of exchange between publishers. If all the free matter now carried in the mails were charged with postage, even at the present rates, from one million to two millions of dollars would be added annually to our receipts from postages.

In my last annual report I recommended certain reduced rates of postage, under the operation of which, it was foreseen a large deficiency of revenue for a few years would occur. It was supposed that if those rates were adopted, the accumulated surplus to the credit of the revenues of the department, and an annual appropriation from the treasury, equal to the postage, at the usual rates, upon the matter then free, would be required to meet this deficiency, and would be nearly or quite sufficient for that purpose. My recommendation was, however, only partially adopted by Congress in the passage of the act of March 3, 1851.

The rate recommended for ordinary inland letter postage was adopted, but six cents when prepaid and ten when unpaid was made the single rate of letter postage to California and Oregon, instead of twenty cents, as recommended. The rates of postage on most printed matter were reduced much below the rates recommended; weekly papers were allowed to circulate free of postage in the counties of their publication; and the free exchange of newspapers, periodicals, &c., was greatly increased.

The reduction in the rates to California and Oregon will greatly diminish the revenues from that source. A statement of the Auditor shows that the number of letters received and sent by the New York, New Orleans, and Chagres line during the month of September, 1850, was 112,065, and the postage thereon \$44,335 60; and that the number of letters received and

sent by the same line during the month of September, 1851, was 118,934, and the postage thereon, under the reduced rates, only \$12,854 81.

It was supposed that the reduced rates of postage on printed matter, recommended in my report, would diminish the revenue from that source about two hundred thousand dollars per annum. The rates adopted, with the free circulation of weekly newspapers within the counties where published, and the very great extension of the privilege of free exchange between publishers, will, it is believed, diminish that revenue at least five hundred thousand dollars per annum, unless the quantity of such matter be increased more than is now anticipated.

Notwithstanding this diminution, beyond that which would have resulted from the adoption of the rates recommended, no change in the present rates of letter postage is deemed advisable.

It was recommended in my last annual report that uniform inland rates, without regard to distance, should be established on newspapers and other printed matter. It was immediately urged that the postage recommended would be unequal and unjust, and that a newspaper carried fifty miles only should not be charged with the same postage as one carried twenty-five hundred miles. The force of this objection was felt by this department and by Congress, and the experiment of numerous rates, graduated according to distance, has been tried. From the results of this experiment, I am satisfied that there should not be more than two, or at most three, different rates of inland postage on newspapers sent to actual and bona fide subscribers; and that those on periodicals and other printed matter, including transient newspapers, should be reduced in number, and more nearly assimilated to the ordinary newspaper rates. It is difficult to assign a sufficient reason for charging upon such periodicals as the reviews, the numerous magazines, and theological, medical, and law journals, more than three times the amount of postage charged for the same distance on an equal weight of newspapers. Such periodicals are less ephemeral than the ordinary newspapers, and certainly not less beneficial in their influence. The same rates of postage, according to their weight, would be just and equitable; would simplify the accounts of the department, and relieve it from the perplexing and often invidious duty of discriminating between different publications, and declaring one a newspaper and another not a newspaper, in cases where little difference can be perceived, and where the changed character of the next number of both might render it proper, in respect to such numbers, to reverse both decisions.

The rates of postage on all printed matter can be rendered more uniform and less complex by the adoption of suitable rates, without diminishing, very materially, the revenue. Whenever newspapers and periodicals can be sent otherwise than in the mails, at a cost less than the postage established by law, such cheaper modes of conveyance are generally adopted. For this reason, if graduated rates be established, they may be comparatively high for short distances, where the means of conveyance are cheap and rapid, without being oppressive or seriously objectionable.

There is a disposition manifested in certain quarters to urge a further reduction in our inland rates of letter postage, before the results of the last reduction are properly ascertained.

Those who take the position that the people of this country should not rest satisfied with any reduction of postage until it be made as cheap as that of Great Britain, seem to forget that our rates of postage are now, in

fact, comparatively much cheaper than those of Great Britain; and that the condition of the two countries, in regard to nearly everything which should influence the rates of postage, is widely different.

The United Kingdom of Great Britain and Ireland has an area of about 120,000 square miles, and a population of about twenty-eight millions; while the area of the inhabited portions of the United States may be estimated at more than 1,100,000 square miles, with a population of twenty-four millions.

The results of the cheap postage system in Great Britain, and of reduced rates of postage in this country, under the act of 1845, are continually referred to as evidence that this department can sustain itself with a letter postage of two cents the single rate; but these results, when carefully considered, admonish us not to attempt a further reduction until justified by our revenues. Some of these results will be stated.

In the year ending January 5, 1839, being the year previous to the adoption in Great Britain on the 5th of December, 1839, of the four-penny rate, (followed January 10, 1840, by the penny-rate on pre-paid letters, and the two-penny rate on unpaid letters,) the gross revenue from postages in the United Kingdom was..... £2,390,763 10s. 1½d.
And the expenditures..... 756,999 7 4

Leaving a net revenue of..... 1,633,764 2s. 9½d.

In 1850 the gross revenue was only..... 2,165,349 17s. 9½d.

While the expenditures were..... 1,324,562 16 10

Leaving a net revenue of..... 840,787 0s. 11½d.

Again, the gross revenue for the eight years from 1832 to 1839, both inclusive, was £18,245,587 12s. 1½d.; and for the eight years next succeeding the reduction, only £13,833,955 6s. 8½d.—although the franking privilege was abolished on the adoption of the penny postage, and the government paid postage at the ordinary rates. The postage paid by the government in 1847 amounted to £163,855 1s. 7d.

Our rates of postage on newspapers, pamphlets, &c., were not materially changed by the act of 1845, but the letter postage was reduced about 53 per cent., as was then estimated in the department.

The receipts from letter postage for the year preceding the reduction were \$3,660,231, and for the succeeding year only \$2,884,607; being a reduction of about 21 per cent. The letter postage for the nine years next preceding the reduction was \$34,271,936 09, being an average of \$3,807,992 89 per year; and for the five years next succeeding the reductions the letter postage was \$17,696,710 71, or \$3,539,342 14 per year. The increase from 1845 to 1850 in the postage of newspapers, pamphlets, &c., (which had not been reduced,) was \$426,365 67, or about 70 per cent.

It is true that the expenditures of the department for the ten years prior to the reduction of 1845 exceeded its revenues, and that its revenues for the last five years have exceeded its expenditures; but before the act of 1845 the department received nothing for the free matter of Congress and the departments. Since 1845 the department has received \$1,458,197 00 from the treasury, which sum has been included in the statement of its revenues; and also the further sum of \$725,000 appropriated by Congress to meet the

deficiency in its revenue which followed the act of 1845. The aggregate amount of these sums exceeds by about \$775,000 the available balances to the credit of the revenues of the department on the 30th of June last. It should also be remembered that, by a provision of the act of 1845, the Postmaster General was required to accept the lowest bid which in his judgment secured the requisite certainty, security, and celerity in the transportation of the mail, and that under this rule the cost of transportation was reduced from \$2,905,504 in 1845, to \$2,577,407 in 1849; although the extent of our mail routes was increased during that period from 143,940 to 167,703 miles. The contracts for mail transportation are made for four years, and one of the four contract sections is let each year. The whole service had, consequently, in July 1848, undergone the process of reduction under the act of 1845, and the annual cost of transportation has from that time been steadily and necessarily increased. It will, therefore, be seen that the reduction of postage in 1845 was accompanied by a great reduction of the cost of transportation, while no such reduction can follow the act of 1851. On the contrary, that act, by the reduction of postage on printed matter, and the consequent increase of such matter in the mails, will add very largely to the cost of transportation.

In connexion with these facts it should also be remembered, that the receipts from postage in Great Britain have been greatly augmented by the establishment, since 1839, of numerous lines of ocean steamers, yielding large revenues, the expense of which lines is not charged upon the post-office department of the United Kingdom. Great Britain also collects a considerable sum for transit postage. In this country, also, the receipts from postages have been considerably augmented by the establishment of lines of ocean mail steamers, under contracts with the Navy Department and with this department; the present cost of which, and the postages thereon, appear in this report.

The expense of packet service, foreign and inland, paid by the Admiralty, and not by the post office department in the United Kingdom, is believed to have been £701,580 14s. 8d. for the year ending January 5, 1848; while the amount paid by the post office department for the conveyance of the mails, including riding work and expresses by the deputy postmasters of the United Kingdom, wages to mail guards, other coach expenses, and tolls on mail coaches, was only £419,178 17s. 2½d.

Since the date of my last annual report new contracts have been made, after due advertisement, for furnishing blanks, wrapping paper, twine, sealing wax, and marking and rating stamps for the use of the post offices of the United States; for furnishing leather and canvas mail bags and pouches, mail locks and keys, paper, blank books, and other stationery for the use of the department, and for the printing and binding required therefor. Under these contracts nearly all these articles will be supplied on more favorable terms than under the former contracts.

A contract has been made for the supply of the postage stamps authorized by the act of March last. These stamps are believed to be of superior quality, and are furnished at a less price than was formerly paid. Some of those furnished soon after the execution of the contract were found to be deficient in adhesive qualities, but it is believed that there will be no ground for future complaint.

Directions for the destruction of the dies and plates employed in the manufacture of the postage stamps formerly used have been given, and for

counting and burning such of the stamps as have not been issued to postmasters, or have been returned.

The streets, avenues, roads, and public highways of the cities of New York, Boston, Philadelphia, and New Orleans have been established as post routes under the 10th section of the postage act of March 3, 1851, and letter-carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole despatch business of the cities to the letter-carriers of the department, further legislation for that purpose is desirable.

Some weeks since, agents of this department were despatched to the North and to New Orleans, with the view of ascertaining whether the mails on the great route between the States of Maine and Louisiana might not be considerably expedited. The greater expedition, and therefore formidable competition, of ocean steamers running between prominent points on this line, seemed to render this a favorable moment for negotiations with the contractors on the present mail route. From the information obtained by the persons thus sent along these lines, it is believed that, if the contractors will meet the wishes of the department, the mail between this city and New Orleans can be expedited twenty-four hours; that the time required between this city and New York can be reduced to eleven hours; and that the mails from the south, leaving here in the afternoon, may be delivered in New York in time to be sent east to Boston, north to Albany, on their way to Buffalo, and west, along the New York and Erie railroad, by the morning trains from New York. While pursuing this object, an effort will be made to preserve at New York a close connexion of the trains carrying the mails which leave here in the morning with the evening trains which take such mails beyond New York.

The liberal disposition avowed by the contractors who have been applied to, and the general liberality of those not yet consulted, as well as the strong interest they all have in making the present line more rapid and more satisfactory to the travelling public, would seem to justify the hope that these improvements can be effected without incurring an expenditure disproportioned to the importance of the object to be attained. If, however, the negotiations now in progress shall lead to no favorable result, the attention of Congress will be called to other feasible modes of expediting the great mails between the eastern and the southern States.

The necessary orders have been made to charge failing bidders and their guarantors the difference between their accepted proposals and the amount which the department subsequently contracts to pay for the service specified in such proposals. This is required under the provisions of the 27th section of the act of July 2d, 1836, which it is believed will now be systematically and faithfully carried out. The Auditor reports that the sum of \$85,752 36 was charged against failing bidders and their guarantors, according to the provisions of that act, during the last fiscal year. A large portion of this sum was charged for failures occurring in previous years.

Having ascertained, from a partial examination of the bonds of postmasters, that the penalties of very many of these bonds were, in consequence of the increase of postages, insufficient for the security of the department, and also that a large number of them were executed at a period so distant as to render it probable that the sureties might be dead or insolvent, an order was made requiring new bonds in all cases where the penalties were inadequate, or where the bond had been executed for more than six years. More

than 5,250 new bonds were, under this order, prepared and sent out, and nearly all have been returned, examined, accepted, and registered.

A carefully revised and corrected list of the post offices in the United States has been published and distributed to the postmasters and other officers of the department. On this revision it appeared that the number of post offices in the United States was somewhat less than that stated in a previous report from this department.

The laws of Congress relating to this department, its officers and business, have been carefully compiled for republication in connexion with the general regulations of the department, which have been revised for that purpose. A large portion of the work has been for some time in the hands of the printer, and the whole is expected to be completed and distributed in February next.

Wooden marking and rating stamps have been furnished to a large class of officers whose receipts were too small to authorize the supply of metal stamps. By furnishing these and blanks of a better quality, as well as other facilities for the despatch of business, it is hoped that the labor of postmasters will be, in some degree, reduced, and greater promptness, accuracy, and despatch secured.

In consequence of the want of clerical force in the dead-letter office, my efficient Third Assistant had been compelled, for several years, to allow an accumulation, in the dead-letter office, of letters containing promissory notes, drafts, and other papers of value. This class of letters had been accumulating from 1837, and was rapidly increasing. Upon examination into the general character of their enclosures, I deemed it my duty to cause extraordinary efforts to be made to send these letters and their enclosures to the parties entitled thereto. For this purpose several clerks, whose duties might during the recess of Congress be temporarily thrown upon others in the same divisions, were detached from their respective departments and employed in this service. In order to accomplish the object in view, several persons not in the service of the department were permitted to labor in the office, with the understanding that they would be paid when Congress should specially appropriate for that purpose a sum sufficient for their compensation. This course was the more necessary, as, during the last summer, some 2,400 pounds of dead letters, which had been suffered to accumulate in California since the extension of our mail service to San Francisco, in the hope that Congress would authorize them to be opened and examined there, were returned to the department. The amount equitably due to the persons thus allowed to labor in the department is estimated at \$505 42. As the increased labor thrown upon the department by the new postage act of the 3d of March last, rendered it impossible to register and send out the letters referred to without some such arrangement, and as by it the letters accumulated during the previous years, and most of those received during the present year, have been properly disposed of, it is believed Congress will not hesitate to make the necessary appropriation. That it be made at an early day is earnestly recommended.

The requirement of the return of weekly and monthly registers of the arrivals and departures of the mails at the termini of each route, showing whether the number of trips contracted for had or had not been performed according to contract and within schedule time, has introduced greater efficiency and regularity into the service.

During the last fiscal year, as appears by the report from the Inspection

Office, the fines imposed upon contractors on inland routes amounted to \$8,081 87; of which the sum of \$10 25 has been remitted. The deductions on account of failures and irregular service on such routes amounted, during the same period, to \$25,971 89: of which the sum of \$84 77 has been remitted. The deductions made during the same period for failures and irregularities on foreign routes under contracts with this department amounted to \$1,450, and the fines and deductions which the Navy Department has been advised to make on routes under its control (the inspection of which has been transferred to this department) amounted to \$1,958.

The special agents of the department have been actively and usefully employed in the discharge of their various and important duties. The increased salaries authorized by an act of the last Congress have not been paid them, the necessities of the service forbidding such reduction of their number as would justify the payment of the increased salary out of the present appropriation. These officers render important service to the department and to the public. Through their exertions mainly the proportionate increase of depredation and loss, with the growth of the country and extension of mail transportation, has been materially checked, while the number of arrests and convictions for violation of the laws has been greatly increased. Much of the service is performed in cities, and is of a nature to involve large expenses. I recommend an appropriation for the deficiency of salary allowable to them under the existing laws.

The postmasters and other persons in the service of the department have, with few exceptions, discharged their duties with fidelity, promptness and accuracy, and have endeavored to increase the efficiency, utility and reputation of the department.

On the 3d of January last, S. R. Hobbie, esq., then First Assistant Postmaster General, was appointed a special agent and postal commissioner, and dispatched to Cuba and Panama, with instructions to make, if practicable, suitable arrangements for an exchange at Cuba of mails from and to the West India islands, the Atlantic coast of South America, and to points on the Gulf of Mexico and elsewhere reached from Havana by British mail packets, but to which our own mail arrangements did not extend; and also to effect, if practicable, an arrangement for the exchange at Panama of mails from and to the western coast of South America.

Temporary arrangements for these purposes were agreed upon by Mr. Hobbie, and confirmed by the department. These arrangements have been found to be useful; but the increase of correspondence with the points named will soon render more perfect arrangements desirable.

Mr. Hobbie was also instructed to proceed to California and aid the resident agent of the department at the opening of the proposals for mail service, which he had been directed to invite. It was then the expectation that Mr. Hobbie would reach San Francisco in time for the lettings, but an attack of fever unfortunately detained him on the isthmus beyond that time. The service was, however, satisfactorily performed by the resident agent and the postmaster of San Francisco. Mr. Hobbie reached San Francisco soon after, and before the contracts were arranged and executed, and was able to render efficient service in aid of the resident agent.

As Mr. Hobbie continued in service as special agent of this department for some time after the 1st of April, when his resignation as First Assistant Postmaster General took effect, I respectfully recommend that Congress

make adequate provision for the payment of his expenses and a suitable compensation for his services.

It was hoped and expected, at the time the advertisements for proposals for mail service in California and Oregon were ordered, that Congress would authorize a regular letting to be concluded there, and contracts for the usual period to be executed under the supervision of the agents of the department, acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under this instruction, the agent, who had received bids for service until the 30th day of June, 1851, (the end of the regular contract term in the section to which California and Oregon belong,) very properly received from the accepted bidders contracts for the residue of the contract term, endorsing upon each an agreement signed by the contractor, giving to the Postmaster General "the right to discontinue the service at the end of one year, or on the 30th day of June, 1852, making such additional allowance for the year's service as to him shall seem just, proper, and equitable."

As these contracts provide for service at prices more than fifty per cent. less than those paid under the previous contracts, and as low as can probably be obtained at a new letting, it is respectfully recommended that a joint resolution legalizing such contracts for the residue of the contract term be adopted at an early day.

Contracts for the service in Oregon, under proposals received and opened in pursuance of an advertisement, directed under the same circumstances and with the same expectations as that directed in California, have been executed for the residue of the contract term, to end on the 30th of June, 1854, and returned by the agent to this department. The acts of the agent have been confined so far as to authorize temporary contracts only. The prices of the service stipulated for are high, but it is believed that they are nearly or quite as reasonable as could be obtained at a new letting. The early passage of a joint resolution to legalize these contracts for the residue of the contract term is recommended.

Under the provisions of the first section of the navy appropriation act, approved March 3, 1851, contracts have been made with the Pacific Mail Steamship Company, to increase the trips of the mail line between Panama and Oregon to semi-monthly; thus making that service conform to the semi-monthly service on the Atlantic side of the isthmus, as directed by the section referred to. This service was contracted for at the rate of seventy-five per cent. of the cost of the trips under the original or former contract; and the contract therefore is believed to be in strict accordance with the provisions of the act referred to.

- Under the provisions of the same section, this department has consented to a temporary arrangement by which the mail steamers from New York to Havana are not required to touch at Charleston or Savannah; and the contract for semi-monthly service between the ports last named and Havana has been renewed for four years, from the 1st day of July last, at the price theretofore paid for that service.

The contractors for the mail service from New York and New Orleans, via Havana, to Chagres, some time since proposed to take mails by their steamers, which run direct to Chagres, in addition to the mails taken by their steamers touching at Havana. They desired additional compensation therefor. This department declined to assume for the government either

an express or implied obligation to make such compensation, but consented to send mails by such steamers, with the express understanding that no obligation to pay for such service was thereby incurred, but without requiring the contractors expressly to relinquish all claim to compensation, and thus preclude an application to Congress.

The opening of the route now in operation by way of Lake Nicaragua, and the probability that other competing routes from the Atlantic cities to California will, ere long, be in operation, and upon which the mails may perhaps be transported with greater despatch and economy than upon the present route, renders it expedient to proceed with great caution in adding to the cost of the present service, and to reserve, in all cases, the right to discontinue such service and pay whenever the public interest may require.

No contract has been made for the transportation of the mails across the Isthmus of Panama, under the second section of the "Act to establish certain post routes, &c.," approved March 3, 1851. The government of New Grenada has consented that the service may be performed by the Panama Railroad Company, and a proposition from the president of that company for the transportation of our mails across the isthmus was favorably regarded. As, however, there were difficulties in the way of making a permanent contract in conformity with the requirements of the section above referred to, it was suggested that the railroad company should commence the transportation of the mail as soon as their road should be so far completed and in operation as to increase the expedition of the mails, and that this department should recommend to Congress to authorize payment therefor at a price per pound slightly above the average price now paid under the treaty with New Grenada. The president of the railroad company has given notice that on and after the 1st of December next (1851) the company will be ready to receive and transport the mail under this arrangement, and orders for its delivery to that company have been issued. This will expedite very considerably the transportation across the isthmus. I respectfully recommend an appropriation for the compensation which will be equitably due to the railroad company.

The contract with the Collins line of mail steamers between New York and Liverpool requires the performance of but twenty trips out and back during the year. For the purpose, however, of arranging *weekly* trips in American steamers, alternating with those of the Cunard steamers which depart weekly from this country and England, these steamers have made departures each alternate week, and have thus completed a weekly line of American steamers from New York. If these trips are continued as heretofore, there will have been performed in the present year three more trips than are provided for in the contract, and to continue the weekly trips thereafter will require six additional trips per year.

As the English government had made new arrangements by which the weekly trips of the Cunard steamers were to be continued through the year, it was deemed highly important to continue the weekly trips of the American steamers also. Under these circumstances, Mr. Collins was requested to continue his trips every other week, and was assured that the payment, by Congress, of a pro rata compensation, would be recommended. It is claimed by the contractors, and it is believed justly, that a pro rata compensation for these extra trips in the winter season, will not fully indemnify them; and if the extra trips are performed, it is earnestly recommended that a pro rata compensation, with such addition, if any, as may be necessary

to give to the contractors a fair and liberal compensation for the extra service, be authorized by Congress. The unrivalled qualities and speed of the ships of this line, and the very satisfactory manner in which the service has been performed, establishing the superiority of American skill and enterprise in the construction of ocean steamers and in ocean steam navigation, entitle the proprietors of this line to the most favorable consideration, and I cannot doubt that Congress will make the appropriations recommended.

From the Auditor's report, it appears that the whole amount of postage, including inland, sea, and foreign, on letters, &c. received and sent by the different lines of United States mail steamers, during the last fiscal year, was \$867,891 52, as follows:

Line from New York to Liverpool, (Collins).....	\$205,841 71
Line from New York, via Southampton, to Bremen.....	94,598 03
Line from New York, via Cowes, to Havre, (for nine months only).....	38,110 71
Lines from New York and New Orleans, via Havana, Chagres, and Panama, to California and Oregon.....	529,341 01
	<hr/>
	867,891 52

The postages accruing on letters carried by the lines from the Atlantic cities to California and Oregon will be much diminished in consequence of the reduction of postage made by the act of 1851, and of the increased number of letters sent by private expresses. Upon the other lines a very considerable increase is confidently expected.

The attention of this department having been directed to the subject of postal communication between the United States and Mexico, it has ascertained that satisfactory propositions can probably be obtained for a line of mail steamers from New Orleans, by way of Tampico, to Vera Cruz.

The establishment of such a line would no doubt greatly facilitate and increase the postal intercourse between the two countries, and in that regard alone is worthy of the consideration of Congress. But it would also, it is believed, be productive of great political and commercial advantages; would abate national antipathies and prejudices; promote and increase friendly views and relations between the people of the two countries, and unite more closely by mutual benefits the two great republics of the western hemisphere. For the reasons thus briefly adverted to, I respectfully advise that the establishment of a line of mail steamers to Vera Cruz be recommended to Congress. An examination of the treasury tables of exports and imports to and from Mexico for the last ten years will, it is believed, show the importance of such a line to the interests of the whole country—especially to that large portion of it situated on the Mississippi and its tributaries—and justify defraying from the treasury the expense of its establishment.

Offers have been made to this department to contract for mail service from New York to Antwerp;

From New York, by Gibraltar, Marseilles, and Toulon, to Genoa;

From New York to San Francisco, by the Nicaragua route, which is now in operation;

From New York to Galway, in Ireland;

From Philadelphia to Havana;

From New York, by St. Thomas, &c., to Venezuela;

From Philadelphia to Antwerp, and from New York to New Orleans by ocean steamers, in connexion with a contemplated railroad service across the State of Florida.

Believing that the future revenues of the department would prove insufficient to justify the employment of the service embraced in these offers, most of the parties making them have been informed, in substance, that no contract for the service would be made by this department, and that their applications should be submitted to Congress. Some, if not all, of these lines would be found exceedingly useful and advantageous, if the service could be obtained at rates not disproportioned to the public benefits secured by their establishment.

It is understood that the Belgian government is ready to co-operate in the speedy establishment and maintenance of the line to Antwerp. That point is a favorable one for the correspondence between this country and the continent of Europe, and it is not doubted that the establishment of such a line would be exceedingly advantageous to the two countries, not only in respect to their postal intercourse, but also, in a much higher degree, to their commercial interests. A hope is entertained that this subject will be found to deserve favorable consideration.

A copy of the proposition of Mr. Ambrose W. Thompson, in behalf of himself and his associates, for the establishment of a line of mail steamers between New York and Galway, is herewith submitted. This proposition was received on the 28th instant, too late for deliberate consideration. It will be seen that Mr. Thompson proposes to enter into contract to carry the mail for ten years, in steamships readily convertible into war steamers, for \$100,000 per annum for each ship employed; or to contract for such service, and receive therefor only the postages which shall arise from such mail matter as may be actually transmitted in the ships of the proposed line. This department has, perhaps, no authority to make contracts giving to such a line the postages accruing thereon; and even if it has, there is a manifest propriety in submitting the matter to Congress. There is much reason to believe that such a line would lessen the time now required for the transmission of the mails between this country and England and Ireland, and other and cogent reasons, not directly connected with its usefulness for mail purposes, have been strongly urged in favor of its establishment. As these reasons will, without doubt, be soon presented to Congress by those most familiar with the subject, I shall perhaps best promote the object by simply recommending it to the early and favorable consideration of that body.

Application has also been made for the extension of the trips of the steamers of the New York and Havre line to Bremen. The subject is yet under advisement.

A postal agreement with the Canadian Post Office Department has been concluded, and the arrangement for which it provided is now in successful operation. Under this arrangement the postage on a single letter from any point in the United States to any point in Canada is ten cents, or sixpence of Canada currency—except where the letter is to be transmitted over 3,000 miles from the boundary line at the point of crossing, when the single rate of postage is fifteen cents—payable in either country. A copy of this agreement is hereto annexed.

An agreement of a similar character has been made with the Post Office Department of New Brunswick, embracing in its provisions Cape Breton, Nova Scotia, and Newfoundland.

Looking to the eventual establishment of a mail line between California and China, via the Sandwich Islands, the postmaster of San Francisco was some months since instructed to make up and forward, by every convenient opportunity all letters for those distant countries where the inland postage to the San Francisco office was pre-paid.

Under a provision in the second section of the postage act of last session, an order was made, by the advice and consent of the President, and went into effect on the first of July last, establishing two cents as the rate to be charged on each newspaper (not passing through Great Britain) mailed in the United States for or received from any foreign country, other than the British North American provinces, and the West Coast of South America, where different rates were found more applicable and different arrangements were made. A rate of two cents for United States postage on newspapers transmitted between the United States and Great Britain, had been already fixed by the existing postal treaty with that country. This order was considered advisable, not only in view of the desired postal arrangements with France, Prussia, and Belgium, but also of having, as far as practicable, simple and uniform rates of newspaper postage between the United States and the States of Western Europe.

The postal convention with Prussia, which has for many months been ready for signature, as soon as a reduced rate of transit postage should be consented to by the British government, is still unsigned, in consequence of the failure of negotiations with Great Britain for the adoption of satisfactory rates of transit postage on letters passing through that kingdom to countries beyond. For the same reason the negotiations with France for a similar postal arrangement have not been pressed to a final conclusion, and a pending proposal for a postal convention with Belgium, in connexion with a proposition for the establishment of a line of mail steamers to Antwerp, has been postponed for future consideration.

The renewed determination of Great Britain to insist upon a transit rate on letters passing through England, which is deemed excessive, is a subject of regret. By the postal treaty of December, 1848, this government made the most liberal concessions. The terms of the treaty were highly favorable to Great Britain, but I am constrained to say that, in my judgment, the liberal spirit then manifested by the United States has not been reciprocated. The treaty provided that the British government might send letters in closed mails through the United States, (mostly by the way of New York or Boston,) to their North American Provinces, at twelve and a half cent's the ounce, which was deemed equivalent to only one-half the rate then paid by our own citizens on letters conveyed the same distance.

This provision was conceded, although the transit rates on letters passing through England on their way from or to this country, were left (temporarily, as was then supposed) to be determined by the British post office, except that they were not to exceed the rates which that office then charged, or should thereafter charge, upon letters from British colonies or possessions, or foreign countries, passing through England in like manner; and although it was known that the rates usually charged (being different in respect to letters addressed to different countries) averaged about thirty cents the ounce.

It was then expected that this arrangement in respect to the transit rates of the two countries would be speedily superseded by one more in accord-

ance with the views of mutual benefit and accommodation entertained by this government; and to that end the following provision was inserted in the 12th article of the treaty:

"But the two contracting parties agree to invite France to enter into communication with them, without loss of time, in order to effect such arrangements for the conveyance of letters and newspapers and closed mails through the territories of the United States, of the United Kingdom, and of France, respectively, as may be most conducive to the interests of the three countries."

Negotiations between the three countries on this subject were protracted by the refusal of Great Britain to assent to an arrangement deemed fair and reasonable, until France has at length consented to a separate arrangement with Great Britain, reducing the transit rate on letters passing through that country from and to France from thirty to twenty-four cents the ounce.

The same rate was insisted upon as the basis of an arrangement with this country, but was deemed excessive, and has not been assented to.

Our convention with Great Britain can be annulled by either of the two governments after one year's notice to the other; and if satisfactory transit rates be not soon agreed to, this government should seriously consider whether the notice provided for in the treaty shall not be given.

It is well known that vessels from foreign ports continually bring into this country large numbers of letters which are not delivered into the post offices of the ports of arrival, as required by law. In steamers running on the routes from New York and New Orleans to San Francisco, including even the mail steamers under contract with the United States, large numbers of letters are continually sent by express companies, and the authority now vested in this department and its officers is insufficient to prevent it. The evil is one of such magnitude, and bears so heavily upon the revenues of the department, that it is earnestly recommended that the laws applicable to the subject be carefully revised. It is suggested that it be made highly penal for express companies, their agents, or other persons, to carry letters on these routes outside of the mails, and that it be made the especial duty of all officers of the customs, and all special agents of the Post Office Department, to examine on board vessels, on their arrival, all packages which they shall have good reason to believe contain letters, and to seize the same, under such restrictions and with such directions for their subsequent disposal as may be deemed expedient. The master or other officer in charge of such vessel should also be required to make an affidavit, before such vessel should be permitted to break bulk or make entry in any port of the United States, that he has, to the best of his knowledge and belief, delivered or caused to be delivered to the post office at or nearest to such port, all bags, packages, or parcels containing letters that were on board such ship at the time of its arrival, except such letters as are exempted by law. In view of the present low rates of postage, the great expense of maintaining these lines of steamers, the comparatively small amount of postage which will hereafter accrue from them, and the ease with which the present laws are evaded, prompt and decisive action is urgently recommended.

The security of our mails requires that further provision should be made to punish as felons all persons who shall steal or obtain by false pretences, or knowingly and unlawfully make, forge, or counterfeit any key suited to any lock which has been or shall be adopted by the Post Office Department, for use, and which shall then be in use, on any of the mails of the

United States; or who shall have in their possession any such mail key with the intent unlawfully or improperly to use, sell, or otherwise dispose of the same; or who, being employed in the manufacture of mail locks or keys for the use of the department, whether as contractors or otherwise, shall deliver any finished or unfinished mail key or mail lock, or the interior parts thereof, to any person not duly authorized under the hand of the Postmaster General and the seal of the department to receive the same, unless such person be engaged in the manufacture thereof in the manner authorized by the contract for such manufacture.

Most assuredly these locks and keys should be protected by provisions as stringent and as highly penal as treasury notes or any other public security. The stealing of mail locks should be punished as felony, for reasons that will readily occur.

Great numbers of canvass mail bags sent out from this city and the larger offices are never returned, and are improperly appropriated. They are plainly marked "U. S. Mail," so that no one can be mistaken in regard to their purpose and ownership; yet it is believed that great numbers of them have been improperly taken and kept for private use. By the acts relating to the Army, heavy penalties have been imposed for purchasing the arms or uniform clothing of an enlisted soldier, and a similar penalty should certainly be imposed upon those who unlawfully appropriate the mail bags or pouches, mail locks, or other property of this department.

The provision of law which now authorizes postmasters to sell newspapers not called for, for the postage thereon, should be extended to all classes of printed matter; and it should be made the duty of all postmasters to sell all such dead printed matter, and account for the same under such regulations as the department may prescribe.

Plank roads, affording the means of a more rapid and easy communication between important points on existing mail routes, are common in different portions of the country. It frequently occurs that no mail service can be placed thereon because they are not on the line of any established post route. It is therefore suggested that a law be passed authorizing contracts for carrying the mail on all plank roads, and declaring that plank roads on which the department shall provide for carrying the mail shall, while the mail is so carried thereon, be deemed public post routes. A similar provision in relation to canals was adopted in 1836.

The increasing abuses of the franking privilege render desirable some further legislation in respect thereto. The franking as public documents of matters which are not such; the distributing of franked envelopes to persons not entitled to the franking privilege; the franking as "official," letters which are not such; the use of the frank to cover innumerable circulars for the benefit of others than the parties who frank them, and the franking of letters of other persons, are presented as some of the existing abuses. All these should, in my judgment, be prohibited by severe penalties, and a conviction for such an offence should deprive the offender of his franking privilege. It is also proper that the attention of Congress should be directed to the fact that the penalty of five hundred dollars, imposed by the existing law, is found to be insufficient to prevent the counterfeiting of franks, either with or without the assent of the person whose frank is counterfeited.

Authority should be given to the department to increase the compensation of its special agents in California and Oregon, to an amount more

hardly corresponding with the general high prices of those sections. These agents, acting at points remote from the central organization of the department, must necessarily be invested with a large discretion, and implicitly relied upon for the information on which the action of the department in respect to those portions of the country must be based. The highest salaries now authorized to be paid are entirely inadequate, and to secure the services of competent men, assurances have been given that authority to pay a higher compensation for past as well as future services would be asked for: The early passage of an act authorizing the Postmaster General to allow them a just compensation for their past services, and adequate salaries for the future, is earnestly and urgently recommended.

The Postmaster General should also be empowered to authorize the special agents in California and Oregon, respectively, to receive, open, and decide upon proposals for mail service, and, in the presence and with the aid of such postmaster as the department shall designate, to open the dead letters accumulated from time to time within their districts, to destroy those found to be of no value, and to return to the department those containing valuables, under such regulations and instructions as may be deemed proper.

An extension of the building occupied by this department, for the better accommodation of its several bureaus, the Auditor's office, and the city post office, was recommended in my last annual report. The reasons then urged for such extension are constantly acquiring additional force. The rooms of the post office building, now unreasonably crowded, will soon be entirely insufficient for the accommodation of the business of this department and of the Auditor's office. Indeed, it is now, and during the last year has been, found necessary to occupy several rooms over the city post office, where the papers of the Auditor's office are exposed to loss by fire and other causes. Large quantities, too, of important papers, are from necessity packed in the halls and in the basement or cellar of the main building, where they are exposed to mildew and gradual destruction. They should not be so exposed; for the loss of the papers of the department, and especially of the Auditor, would be a public calamity, and would be irreparable. I respectfully ask that it be earnestly and urgently recommended to Congress to take immediate and effectual measures for the extension of the west wing of the present post office building, or for the erection of its north front, as originally contemplated.

The accommodations for the post office of this city are entirely unsuitable and insufficient. Situated at the seat of the national government, and appropriated chiefly to the correspondence of its various departments, it is continually visited by the representatives of foreign governments and strangers from every part of the world. Its present condition is not only unsafe, but decidedly discreditable to this department and the country. Some improvements made during the last fiscal year have afforded partial and temporary relief from the evils before experienced for want of room; but other arrangements of a creditable and permanent character should soon be made.

In my last annual report I also recommended that the laws for the government of the department and its officers, which are numerous and complicated, have been enacted at different periods, and contain many obsolete and conflicting provisions, should be revised. An entire revision of these laws, and the passage of a single act containing all the provisions of law relating to

this department and its officers, would give greater efficiency to its operations. Such a revision is again respectfully recommended.

I again renew the recommendation that the assistant Postmasters General be placed upon the same footing in respect to salary as the heads of bureaus in other departments. I cannot but regard the invidious discrimination now made between these officers—whose duties certainly require equal capacity, and whose labors are admitted to exceed those of officers of like grade in other departments—as incongruous, and detrimental to the interests of the department.

The increased business of this department, consequent upon the rapid growth of the country and the extension of its correspondence, made it necessary in 1846 to assign to the chief clerk of the department the duties appropriate to the head of a bureau. These duties have since been greatly increased, and it is submitted that he should have the official designation and salary corresponding with his duties. To bestow them now would be to render but justice to an able and faithful officer, who has served the department long and well.

The foreign desk of the department has become one of great importance, requiring more than ordinary capacity and labor for the discharge of its duties. It is respectfully suggested that authority should be given to increase the compensation of the officer performing them to that of a principal clerk, by adding \$200 to his present salary.

The annexed reports from my first and third assistants will present useful and interesting details of the business of their respective bureaus, as well as show the necessity for a similar increase of the clerical force of the department. Believing that such increase is required for the despatch of the business of the department, with promptness and accuracy, I recommend the increase which these reports suggest.

In conclusion, I desire again to acknowledge my obligations to the Assistant Postmasters General, and the clerks of the department, for the zeal and assiduity manifested by them in the discharge of their laborious duties, and especially for the cheerful willingness with which many of them have, when necessary for the despatch of the business of the department, labored beyond the usual office hours, and in the discharge of duties not pertaining to the desks to which they had been assigned.

N. K. HALL,
Postmaster General.

To the PRESIDENT.

A.

Table of mail service for the year ending 30th of June, 1861, as exhibited by the state of the arrangements at the close of the year.*

STATES.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.							
		Mode not specified.		In coach.		In steamboat.		By railroad.	
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
Maine.....	4,470	1,967	12,276	2,405	25,022			198	16,397
New Hampshire.....	1,976	716	5,338	1,900	6,599	80	100	240	18,240
Vermont.....	2,654	844	8,075	1,295	12,460			415	32,262
Massachusetts.....	3,116	968	11,218	881	15,908	265	4,500	1,056	100,608
Rhode Island.....	422	217	2,173	111	1,571			94	8,613
Connecticut.....	1,879	643	8,529	622	11,178	30	150	544	46,471
New York.....	11,976	5,792	55,021	6,543	90,569	1,145	61,000	1,498	176,173
New Jersey.....	2,544	1,161	8,896	1,135	14,581	28	300	217	26,872
Pennsylvania.....	12,523	8,039	50,704	3,808	61,181			586	57,915
Delaware.....	545	385	3,424	210	5,858				
Maryland.....	2,512	1,571	14,940	555	21,983			416	113,430
Ohio.....	12,645	7,934	45,748	3,431	51,145	724	24,414	556	76,799
Virginia.....	12,345	9,517	62,935	1,891	32,800	610	26,814	327	52,607
North Carolina.....	7,983	5,918	34,825	1,524	33,904	262	39,500	247	46,700
South Carolina.....	4,931	3,872	38,214	671	15,975	160	14,000	328	45,308
Georgia.....	7,823	5,289	42,510	748	15,450	1,158	11,600	668	80,378
Florida.....	2,861	2,042	17,189	536	10,457	280	4,100	28	630
Michigan.....	6,252	2,814	11,891	1,442	21,232	653	10,800	343	34,452
Indiana.....	8,479	6,771	40,761	1,549	36,873			159	16,660
Illinois.....	11,358	6,683	33,502	4,625	117,307	146	7,800	106	6,314
Wisconsin.....	4,619	3,032	16,515	1,637	22,789	50	809		

* 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.

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STATES.	ANNUAL TRANSPORTATION AND RATE OF COST.									
	Length of routes.		Mode not specified.		In coach.		In steamboat.		By railroad.	
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	
Iowa.....	3,092	2,030	11,732	1,063	16,223					
Missouri.....	12,127	7,178	38,999	3,456	72,127	1,456	20,280			
Minnesota Territory.....	689	364	678	55	250	270	650			
Kentucky.....	9,466	5,433	24,252	1,738	47,224	2,210	74,900	55	1,526	
Tennessee.....	8,327	5,156	31,213	1,942	42,666	489	8,000			
Alabama.....	7,451	5,865	45,588	1,374	67,598	91	12,225	121	17,448	
Mississippi.....	6,144	4,693	41,898	908	33,014	484	12,315	59	5,966	
Arkansas.....	6,162	4,221	21,010	391	18,282	950	19,000			
Louisiana.....	3,917	2,515	29,754	467	18,666	933	39,195	2	160	
Texas.....	8,748	6,599	52,360	979	38,854	1,170	32,000			
Total.....	192,026	121,657	836,750	48,771	1,025,874	13,643	428,892	8,255	986,019	
California.....	5,739	3,246	90,435	223	18,785	260	21,000			
Oregon Territory.....	355	390	7,438	45	2,500	130	10,000			
Route and local agents and mail messengers.....						7,689	400,000			
Foreign mails.....	7,719	60	148,367							
Total.....	204,639	125,023	983,620	49,039	1,047,159	21,722	854,898	8,255	983,019	

* 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 New Orleans to Mobile.
 § This is for service from Panama to Chagres performed by the New Grenadian government under treaty, at a stipulated price per trip, according to the weight of the mail, and which varies from year to year. The sum stated, \$18,337, is the amount paid the last fiscal year.

STATES.	Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual rate of cost.
	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.
Maine.....	381,978	972,712		177,528	1,532,218	52,695
New Hampshire.....	180,232	353,944	7,800	212,160	750,136	86,377
Vermont.....	237,120	513,240		255,668	986,028	52,817
Massachusetts.....	388,856	467,688	163,360	1,218,312	2,240,216	135,229
Rhode Island.....	72,904	63,024		86,112	222,040	13,856
Connecticut.....	241,384	286,520	30	532,944	1,080,878	66,828
New York.....	1,532,413	2,896,575	776,534	2,177,004	7,383,126	382,767
New Jersey.....	313,873	481,416	14,500	264,368	1,074,216	60,751
Pennsylvania.....	1,365,632	1,848,870		661,990	3,776,512	172,800
Delaware.....	85,592	96,304			181,896	9,290
Maryland.....	343,139	406,129		601,224	1,350,493	153,883
Ohio.....	1,203,776	1,861,083		516,984	3,581,703	236,101
Virginia.....	1,541,434	573,736		221,919	2,337,089	176,090
North Carolina.....	546,560	517,504	162,881	174,816	1,706,744	154,929
South Carolina.....	379,196	293,040	112,480	290,828	1,185,544	108,555
Georgia.....	792,082	338,344	157,664	470,182	1,758,842	150,096
Florida.....	296,416	115,912	39,520	7,178	399,024	22,866
Michigan.....	341,165	303,158	112,588	594,720	1,341,711	77,066
Indiana.....	1,018,304	632,324		99,216	1,749,844	86,231
Illinois.....	828,158	1,779,060	80,320	63,820	2,724,058	194,436
Wisconsin.....	519,356	380,291	10,400		910,038	60,104
Iowa.....	308,291	407,472			719,736	27,656
Missouri.....	915,460	538,261	906,344		2,362,269	131,606
Minnesota Territory.....	23,619	7,592			69,922	1,576
Kentucky.....	892,574	676,464	1,242,791	40,040	3,662,365	157,911
Tennessee.....	852,704	700,128	104,712		1,654,544	81,873
Alabama.....	966,241	996,296	69,320		2,031,857	144,694
Mississippi.....	711,932	311,184	51,339		217,630	36,072

A—Continued.

STATES.	Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual rate of cost.
	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.
Arkansas.....	619,840	121,962	267,504		849,306	68,372
Louisiana.....	352,560	141,040	238,152	1,248	731,000	81,763
Texas.....	774,082	208,268	130,000		1,110,350	123,214
Total.....	19,213,793	19,035,276	5,286,502	8,568,707	62,704,278	3,271,536
California.....	288,604	86,632	162,240		537,476	130,240
Oregon Territory.....	19,678	4,680	6,240		30,498	19,969
Route and local agents and mail messengers.....						145,897
Foreign mails.....	2,880		150,532		153,412	418,587
	19,524,855	19,726,588	5,645,574	8,568,707	63,465,724	4,013,598

Post Office Department, November 24, 1851.

N. K. HALL, Postmaster General.

B.

Statement of the number of post offices and length of post roads in the United States, the annual amount paid for mail transportation, and of receipts and expenditures of the Post Office Department at periods of five years from 1790 to 1835, inclusive.

Years.	Number of post offices.	Length of post roads.	Paid for transportation.	Receipts.	Expenditures.
1790.....	75	1,575	\$22,081 00	\$27,935 00	\$32,140 00
1795.....	463	13,207	75,359 00	160,620 00	117,893 00
1800.....	903	20,817	128,644 00	280,804 00	218,991 00
1805.....	1,558	31,076	239,635 00	421,378 00	377,367 00
1810.....	2,300	50,406	327,966 00	551,684 00	485,569 00
1815.....	3,000	63,748	457,779 00	1,048,053 00	748,121 00
1820.....	4,500	72,192	792,425 00	1,111,927 00	1,160,920 00
1825.....	5,977	94,052	755,616 00	1,300,525 00	1,229,013 00
1830.....	8,450	115,176	1,272,155 00	1,919,300 00	1,850,109 00
1835.....	10,770	112,774	1,558,222 00	3,152,376 00	2,586,108 00

POST OFFICE DEPARTMENT, November 28, 1851.

J. MARRON,
Third Assistant Postmaster General.

Statement of the number of post offices, the length of mail routes, and extent of mail transportation in the United States, and of the amount of receipts and expenditures of the Post Office Department, under appropriate heads, in each year, from 1840 to 1851, inclusive.

Year.	No. of post offices.	Length of mail routes.	Annual transportation.		Receipts.			Expenditures.				
			Railroad and steamboat.	Other modes of conveyance.	Letter postage.	Newspapers and pamphlets.	All other receipts.	Total.	Paid for transportation.	Compensation to postmasters.	All other expenses.	Total.
		Miles.	Miles.	Dols. & cts.	Dols. & cts.	Dols. & cts.	Dols. & cts.	Dols. & cts.	Dols. & cts.	Dols. & cts.	Dols. & cts.	
1840	13,468	157,739	3,880,063	52,481,723	4,003,776 07	655,229 61	4,516 24	4,543,521 92	3,213,012 61	1,029,447 90	475,745 13	4,718,235 64
1841	13,778	175,026	3,946,450	31,050,675	3,812,738 61	566,245 46	28,742 20	4,407,726 27	3,004,813 01	1,021,379 22	443,334 49	4,469,527 61
1842	13,793	149,732	4,424,282	30,411,729	3,955,515 26	572,225 25	350,906 20	5,029,506 65	3,192,198 06	1,011,535 15	411,020 55	5,074,753 76
1843	13,814	142,295	5,032,192	29,560,403	3,738,397 54	543,277 29	14,640 60	4,296,225 45	2,982,512 47	995,009 67	397,231 67	4,374,753 71
1844	14,165	144,687	5,747,355	29,862,268 ^a	3,973,161 59	519,741 83	11,382 47	4,497,287 89	2,912,940 78	988,230 20	395,385 72	4,296,612 70
1845	14,183	143,310	6,484,392	29,149,677	3,650,231 38	608,765 22	170,845 20	4,439,841 80	2,898,630 48	1,033,112 06	388,089 45	4,320,781 99
1846	14,691	149,679	7,781,828	29,616,670	2,881,697 74	632,142 43	345,249 74	4,069,089 97	2,507,451 66	1,012,079 74	444,798 02	4,064,332 42
1847	15,116	153,818	8,084,922	30,802,977	3,198,357 43	643,160 59	471,329 12	4,018,447 14	2,476,455 68	1,030,228 19	434,591 25	3,971,273 12
1848	16,159	163,208	8,713,300	32,299,379	3,340,304 10	767,334 85	58,438 90	4,161,077 85	2,545,232 12	1,234,345 65	527,272 50	4,326,850 27
1849	16,710	167,603	8,945,153	33,598,916	3,882,762 62	819,016 20	8,397 46	4,705,176 28	2,577,407 71	1,320,921 34	680,720 08	4,479,049 13
1850	18,117	178,672	10,654,574	35,306,849	4,575,663 86	919,485 94	4,835 06	5,499,984 86	2,965,786 36	1,519,376 18	697,790 88	5,212,953 43
1851	19,736	192,923	13,855,209	38,849,069	5,369,242 76	1,045,130 89	6,229 68	6,410,604 33	3,538,063 54	1,781,686 34	958,651 80	6,278,401 68

^a Including \$219,205 28 received for letter postages of the government.

^b Including \$163,565 48 received for letter postages of the government.

^c Including \$35,611 22 of British postages.

^d Including \$147,063 82 of British postages.

^e Including \$58,626 41 of British postages.

^f Including \$22,089 81 received for newspaper and pamphlet postages of the government.

^g Including \$20,542 59 received for newspaper and pamphlet postages of the government.

POST OFFICE DEPARTMENT, *New York*, 28, 1851.

^A Including \$182,667 drawn from the treasury under the act approved September 9, 1841.

^B Including \$150,000 drawn from the treasury under the 21st section of the act of March 3, 1845.

^C Including \$600,000 drawn from the treasury under the 21st section of the act of March 3, 1845.

^D Including \$125,000 drawn from the treasury under the 2d section of the act of June 19, 1846.

^E Including \$203,236 40 paid for British postages.

J. MARRON, *Third Assistant Postmaster General.*

AUDITOR'S OFFICE OF THE TREASURY,
for the Post Office Department, November 17, 1851.

SIR: I have the honor to submit the following report for the last fiscal year:
The balance appearing on the books of this office to the credit of the Post
Office Department, on the 1st day of July, 1850, was \$893,078 11
The receipts for the fiscal year, from all sources, were 6,410,604 33

7,303,682 44

The expenditures were—

Payments..... \$6,278,401 68
Charged to bad debts 137 54
Suspense accounts..... 170 49

6,278,709 71

Apparent balance to the credit of the revenue, July 1, 1851 1,024,972 73

This balance includes debts yet due from late postmasters and others, on balances outstanding for many years, and irrecoverable. In my last report, the amount of loss to the revenue from this source was estimated as equal to the entire indebtedness of the late postmasters who went out of office prior to the 1st day of July, 1845, amounting to the sum of \$245,912 80, although there has been collected of this sum \$14,396 77 within the last fiscal year; yet as the losses on other accounts will probably equal, if not exceed all that has been or can be collected, the deduction from the apparent balance standing to the credit of the revenue is again estimated at the same amount, with a view of approximating as closely as possible to the available balance.....

245,912 80

Estimated available balance.....

779,059 93

To this may be added the appropriations authorized under 12th section of the act of 3d of March, 1847, viz:

From 3d March, 1847 to 30th June, 1851-- \$865,555 55

Also appropriation under 8th section of act

of 3d of March, 1851, viz:

From 3d March, 1851, to 30th June, 1851--- 163,888 80

Also appropriation for "Census" mails,

under 17th section of act of 23d of

May, 1850..... 12,000 00

1,041,444 44

Leaving to the credit of the department on the 1st of July, 1851, the sum of.....

1,920,504 37

The postal accounts with Great Britain, according to the books of this office, show the following results for the several quarters of the fiscal year:

Balance due Great Britain—

Quarter ending 30th September, 1850..... \$25,160 77

" " 31st December, " 19,916 16

" " 30th June, 1851..... 14,082 39

59,159 22

Due United States, quarter ending 31st March, 1851.....	\$582 88
Balance due Great Britain for the fiscal year.....	<u>58,626 44</u>

The official account for the quarter ending 30th June, 1851, has not been received from London, and of course is not yet adjusted.

In the adjustment of the postal accounts between the United States and Germany for the last fiscal year, the balance found due the United States was \$14,196 45. This sum has been paid by Bremen to the United States.

Transatlantic postages, as reported by the postmasters of New York and Boston for the fiscal year :

Cunard line.....	\$538,037 61
Collins.....	205,841 71
Bremen.....	94,598 03
Havre.....	38,110 74
	<u>874,588 09</u>

of which was collected in the United States and returned as dead letters.....	\$530,892 92
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Mails received and sent between the United States and British provinces, under the present postal arrangement, to 30th September, 1851, as returned by the several postmasters, are as follows :

Postages on unpaid letters, &c., received from

Canada, &c.....	\$9,696 98
Postages on paid letters, &c. sent to Canada, &c.-	<u>9,953 30</u>

Collected in the United States.....	\$19,650 28
Postages on unpaid letters &c. sent to Canada, &c. 10,489 01	
Postages on paid letters, &c. received from Can- ada, &c.....	<u>8,459 62</u>

Collected in Canada.....	<u>14,948 63</u>
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Balance in favor of the United States.....	<u>701 65</u>
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The postages on the New York and Chagres line for the fiscal year, as reported by the postmasters, are as follows :

Mails sent.....	\$262,020 72
Mails received.....	<u>267,320 32</u>

529,341 04

Number of letters, 1,323,667

Since the 1st July, under the operation of the new postage law, the results are :

July,	108,765 letters ; mails sent and received,	\$30,318 60
August,	121,286 " " "	17,686 66
September,	118,934 " " "	12,854 81
October,	99,184 " " "	<u>11,217 87</u>

72,077 94

Contractors' accounts.

The average number of accounts of contractors settled each quarter during the last fiscal year, was—

On regular routes.....	4,072
On special routes.....	2,400
Total.....	<u>6,472</u>

The whole amount passed to the credit of contractors and others for the transportation of the mails was \$3,570,685 12.

The following sums were charged to contractors during the year—

For over-credits, damages, &c.....	\$31,172 92
For fines.....	8,377 92
For deductions.....	25,747 62

The amount actually paid for transportation during the year, was \$3,538,063 54 ;

Of which there was paid for the supply of special offices--- \$106,820 48

For foreign mail transportation, viz:

New York to Bremen.....	166,416 69
New York and Havre.....	73,550 00
Charleston and Havre.....	50,000 00
Across the Isthmus of Panama, under treaty with New Grenada.....	45,318 86
Liabilities of former years for transportation--	104,005 34

Postmasters' accounts.

The number of post offices in the United States on the 30th June last, was 19,821.

The number of quarterly accounts-current of postmasters examined and adjusted in this office during the fiscal year, was 78,547.

Besides the quarterly account-current, this office keeps with each office general accounts showing the quarterly balances and the payments, and all other items of debit and credit not belonging appropriately to the quarterly account. A similar account is also kept by the postmasters respectively. The discrepancies which are found to exist between these accounts often lead to much correspondence, and sometimes terminate in litigations. To remedy these inconveniences, and to give postmasters no cause for withholding the balances in their hands, it is intended to call upon them at regular periods for their general accounts, for comparison and adjustment with the accounts kept in this office.

During the last fiscal year, 759 of these accounts have been received, compared and adjusted satisfactorily, but for want of clerical force the progress in this branch of the business has been slow. The number of commission accounts of postmasters, received in conformity with the regulations of the department, and the forty-first section of the act of Congress of March 3d, 1825, was 109.

The surplus commissions at thirty-three offices for the fiscal year amount to \$99,513 68. At the remaining offices there was no surplus.

The balances due by postmasters on the settlement of their quarterly accounts-current, during the year, amount in the aggregate to the sum of \$4,035,915 20.

Collection of Post Office revenue.

The number of postmasters whose quarterly balances are collected through the contractors, was, at the close of the year, 14,927. Of this number 193 failed to pay over the balances at the proper time.

One hundred and fifty-nine paid in the ensuing quarters, after having been furnished from this office with copies of their general accounts, with directions to include the balance due thereon in their next payments.

In most of these cases the failures were owing to sickness, temporary absence, and other like causes.

In thirty-four cases, payment was enforced by collection drafts.

The whole amount collected by contractors on the collection orders sent from this office was-----	\$1,116,629 92
Amount collected on 34 drafts-----	1,886 33
Amount collected-----	<u>1,118,516 25</u>

Nine thousand eight hundred and fifty-four (9,854) accounts of late postmasters have been acted upon during the year.

In the general term "late postmasters" are included not only those who have gone out of office, but such as have been re-appointed or given new bonds.

The balance on accounts of late postmasters who went out of office or whose accounts terminated between the 1st July, 1845, and 30th June, 1850, unsettled on 1st July, 1850, amounted to-----	\$35,374 00
Increased by estimates since added-----	2,825 74
	<u>38,199 74</u>

Collected during the fiscal year ending 30th June, 1851 :	
Without suit-----	\$18,286 48
With suit-----	1,901 26
Credited on vouchers-----	1,271 06
Charged to suspense-----	556 98
Charged to bad debts-----	134 84
	<u>22,240 62</u>

Leaving unsettled 1st July, 1851----- 15,959 12

Due by postmasters who became "late" during the fiscal year ending 30th June, 1851-----	\$326,743 49
Collected within the year-----	\$193,039 79
Credited-----	100,018 77
Charged to suspense-----	104 89
Charged to bad debts-----	8 42
	<u>293,171 87</u>
Balance uncollected 30th June, 1851-----	<u>33,571 62</u>

Aggregate indebtedness by "late" postmasters from 1st July, 1845, to 30th June, 1850.....	\$33,199 74
From 1st July, 1850, to 30th June, 1851.....	326,743 49
	<hr/>
Total for settlement from 1st July, 1850, to 30th June, 1851	364,943 23
Collected and settled during the fiscal year:	
On the accounts previous to 30th June, 1850..	\$2,240 62
" " ending 30th June, 1851.....	293,171 87
	<hr/>
	315,418 49
	<hr/>
Leaving yet due the United States on accounts from 1st July, 1845, to 30th June, 1851, by postmasters who became "late" during that period, excepting late postmasters in California.....	49,530 74
	<hr/>
Balances due on accounts of late postmasters, for year ending June 30, 1846.....	\$3,212 18
Ending June 30, 1847.....	848 84
" " " 1848.....	1,490 49
" " " 1849.....	5,233 46
" " " 1850.....	5,174 18
" " " 1851.....	33,571 62
	<hr/>
Total exclusive of California.....	49,530 74
	<hr/>
Balances due to late postmasters for six years, commencing July 1, 1845, and ending June 30, 1851.....	\$55,655 42
Of which there has been paid or settled.....	7,899 02
	<hr/>
Leaving yet open for adjustment.....	47,756 40
	<hr/>
The apparent balances due on the accounts of late postmasters in California, amount to \$135,797 44.	
These balances are subject to credits for expenses not yet audited, which may reduce the amounts nearly one-half. It is probable some of them will be ultimately lost, owing to the unsettled condition of the country at the period during which they accrued.	
Sixty suits were brought within the year against late postmasters, for collection of balances, amounting to.....	\$5,147 30
	<hr/>
In twenty-nine of which collections have been made, amounting to.....	\$1,360 32
In forty-two suits brought prior to 1st July, 1851, the amount collected during the fiscal year was.....	15,037 71
	<hr/>
Collected by suit.....	16,398 03
Of this sum there was collected on judgments for old balances, which accrued prior to 1st July, 1845.....	14,396 77

The collections from late postmasters during the year have been very successful. The regular quarterly supervision of present postmasters' accounts has been punctually kept up, the balances carefully attended to, and the settlements in all cases strictly enforced.

Failing Bidders.

The aggregate charged against failing bidders during the year, in pursuance of the twenty-seventh section of the post office law of 1836, amounts to-----	\$35,762 30
Of which there has been collected by draft-----	\$340 00
By deduction from pay of contractors, by agreement-----	616 13
	<hr/>
Insolvent-----	956 13
	<hr/>

Six suits have been brought to enforce payment.

Amount collected within the year on old balances due from contractors, &c-----	\$384 60
Amount collected from contractors whose accounts terminated since 1st July, 1850-----	518 31
	<hr/>
Whole amount collected from contractors-----	1,102 91
	<hr/>

Balances due from postmasters and all others, on the 1st day of July, 1850:

Present postmasters-----	\$392,923 30
Late do.-----	318,779 11
Marshals, attorneys, &c-----	104,119 21
Late contractors-----	153,152 46

A large proportion of the balances due by late postmasters, marshals, contractors, &c., are considered irrecoverable. Most of them have been outstanding for many years, and all efforts for their collection have hitherto proved fruitless.

The current business of the office has increased rapidly during the fiscal year. It is estimated that the number of additional accounts occasioned by the extension of the operations of the department, exceeds three thousand.

The number of accounts acted upon during the year is as follows:

Postmasters' quarterly returns-----	78,547 00
Contractors' accounts-----	16,288 00
Special contractors' accounts, quarterly returns-----	9,856 00
Route agents' accounts-----	129 00
Commission accounts-----	436 00
General accounts-----	785 00
Late postmasters' accounts-----	9,854 00
Miscellaneous accounts-----	438 00

This increase of business, together with the additional labor thrown upon the office by the operation of the new postage law, calls for an immediate

augmentation of its clerical force. The quarterly returns have become so voluminous, and the newspaper postage so complicated, that more time is required for the careful and proper examination of the accounts than can be possibly bestowed by the clerks now employed upon them.

With the increase of business the office needs more room. The necessity for immediate relief in this respect is beginning to be severely felt. The portion of the General Post Office building occupied by this office being uncomfortably crowded, not only with respect to the arrangement of the clerical force, but also in the conveniences for filing away the papers and vouchers, it has been found necessary to occupy a part of the adjoining building, over the city post office, which is not only uncomfortable and inconvenient, but altogether unsafe.

Annexed is a statement of the receipts and expenditures of the Post Office Department for the fiscal year ending 30th of June, 1851.

Respectfully submitted :

J. W. FARRELY, *Auditor.*

Hon. N. K. HALL,
• *Postmaster General.*

Statement of the receipts and expenditures of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1851.

RECEIPTS.

	3d quarter 1850.	4th quarter 1850.	1st quarter 1851.	2d quarter 1851.	Aggregate amt.
Letter postage.....	\$1,202,111 30	\$1,245,129 83	\$1,415,324 01	\$1,397,287 96	\$5,279,852 09
Stamps sold.....	21,173 59	24,595 17	25,998 89	17,872 81	89,640 46
Newspapers and pamphlets.....	240,384 45	246,566 58	292,568 60	285,639 86	1,065,159 49
Fines.....	12 50	17 60		65 00	95 10
Miscellaneous receipts.....	325 64	747 38	1,506 64	1,646 98	4,196 64
Receipts on account "dead letters".....		1,675 18			1,675 18
Receipts on account damages from failing contractors.....		300 00		40 00	340 00
Total.....	1,468,959 48	1,589,034 60	1,725,897 74	1,682,215 61	6,410,604 88

* The following sums, ascertained to have accrued from *British postage*, and due to the *United Kingdom*, are included in the items of *letter postage* for each quarter, as follows:

Third quarter 1850.....	\$25,100 77
Fourth quarter 1850.....	19,916 16
Making.....	45,016 93

The account of the *United Kingdom* for the 1st quarter 1851 has been adjusted, and exhibits a balance in favor of the *United States* of \$632 86.

† The account of *British postage* for this quarter (2d, 1851,) has not been adjusted. It is estimated that there will be due to the *United Kingdom* about \$14,000, which is included in the *letter postage*.

STATEMENT—Continued.

EXPENDITURES.

	3d quarter 1850.	4th quarter 1850.	1st quarter 1851.	2d quarter 1851.	Aggregate amt.
Compensation to postmasters.....	\$112,754 72	\$119,862 58	\$477,275 45	\$471,796 59	\$1,781,689 34
Ship, steambot, and way letters.....	9,397 81	10,777 90	6,294 82	8,140 97	34,581 50
Transportation.....	841,926 63	839,491 38	903,944 70	953,300 86	3,538,663 57
Wrapping paper.....	4,921 35	8,515 48	10,338 60	8,577 72	32,353 15
Office furniture.....	1,057 17	1,173 77	1,180 97	1,599 73	4,971 64
Advertising.....	12,450 07	17,083 05	33,011 06	12,325 44	75,070 22
Mail bags.....	6,371 81	11,298 70	13,544 53	9,750 29	40,855 36
Blanks.....	8,273 17	9,747 91	8,761 00	8,805 74	35,588 42
Mail boxes, keys, and stamps.....	1,938 41	1,291 99	2,167 40	2,699 55	7,997 35
Mail depredations and special agents.....	10,599 23	8,513 06	7,799 40	10,282 02	37,193 71
Clerks for offices.....	91,030 15	85,928 59	87,315 56	94,824 24	359,098 45
Miscellaneous payments—account <i>British mails</i>	20,822 01	23,302 61	20,959 42	20,542 70	85,626 74
Miscellaneous payments—premium on exchange.....		182,675 01			182,675 01
Repayment of "dead letter" money.....		4,440 01			4,440 01
Post Office Laws, List, &c.....			22 18		22 18
Postage stamps.....	1,221 20	334 24	253 69	10 53	1,820 66
Maps of post routes.....				34 00	34 00
Total.....	1,422,763 70	1,624,346 19	1,572,240 07	1,659,051 63	6,278,401 68

Excess of receipts over expenditures, \$132,202 65.

These sums are in full payment of the ascertained balance arising from <i>British postage</i> , and due to the <i>United Kingdom</i> , viz:			
Balance due to June 30, 1850.....	\$182,675 04	Balance due to December 31, 1850.....	\$45,076 93
Add premium on difference of exchange.....	4,440 01	Add premium on difference of exchange.....	1,042 42
Total.....	187,115 05	Total.....	46,119 35

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POST OFFICE DEPARTMENT,
Finance Office, November 28, 1851.

SIR : I have the honor to submit, in compliance with your request, a report, in brief, of such of the business operations of this division of the department as may be deemed of general interest.

The moneys of the Post Office Department available for its current expenditures are kept by three classes of officers, who are charged with that duty by law, or by regulation of the Postmaster General :

1. By the Treasurer of the United States at Washington, and the assistant treasurers at Boston, New York, Philadelphia, Charleston, New Orleans and Saint Louis.

2. By the postmasters at the following offices, which have been designated as depositories of the department, viz: Bangor and Portland, Maine; Worcester, Massachusetts; Providence, Rhode Island; Hartford and New Haven, Connecticut; Albany, Batavia, Buffalo, Geneva, Rochester, Syracuse, and Utica, New York; Harrisburg, Pittsburg, and Uniontown, Pennsylvania; Baltimore, Maryland; Richmond and Wheeling, Virginia; Savannah, Georgia; Mobile, Alabama; Nashville, Tennessee; Lexington and Louisville, Kentucky; Cincinnati, Cleveland, and Columbus, Ohio; and Detroit, Michigan.

3. By 1,596 postmasters in the several States and Territories, whose offices are designated "draft offices," because the incumbents are instructed to retain their funds in hand till drawn for by the Postmaster General.

The officers of the first and second classes receive on deposit the quarterly balances due by 1,164 postmasters in their respective vicinities. They also receive under the separate direction of this office, or of the Auditor, as the case may require, deposits from the United States marshals and district attorneys; from late postmasters and contractors; from the special agents of the department, and from any other persons having funds to pay over to the General Post Office.

The third class keep the funds accruing at their respective offices, with such other moneys as may be transferred to them by authority of the Postmaster General, or which may be by them collected under the direction of the Auditor, each postmaster reporting quarterly to this office the net amount received during the quarter from postages and other sources, and held subject to draft.

This office is charged by the Postmaster General with the transfer and disbursement of the funds of the department, and it therefore keeps summary cash accounts with the Treasurer and assistant treasurers of the United States, seven in number; with the 1,596 "draft offices," and with 1,164 depositing offices; giving full employment daily to four diligent and competent clerks.

The amount of funds paid *directly* into the treasury for the service of the Post Office Department, during the last fiscal year, is shown by the following statement :

To the Treasurer of the United States, Washington.....	\$23, 152 48
To the Assistant Treasurer, Boston.....	220, 418 06
To the Assistant Treasurer, New York.....	620, 678 96
To the Assistant Treasurer, Philadelphia.....	245, 841 08
To the Assistant Treasurer, Charleston.....	38, 533 94
To the Assistant Treasurer, New Orleans.....	69, 278 19
To the Assistant Treasurer, St. Louis.....	33, 910 04
	<hr/>
	1, 260, 792 75

The amount paid into the several post office depositories during the year, is stated below :

Bangor, Maine.....	\$12, 805 69
Portland, Maine.....	7, 764 33
Worcester, Massachusetts.....	22, 825 82
Providence, Rhode Island.....	36, 004 75
Hartford, Connecticut.....	30, 415 00
New Haven, Connecticut.....	22, 308 04
Harrisburg, Pennsylvania.....	26, 876 54
Pittsburg, Pennsylvania.....	42, 453 98
Uniontown, Pennsylvania.....	1, 537 95
Richmond, Virginia.....	22, 660 24
Wheeling, Virginia, (2 quarters).....	2, 359 40
Savannah, Georgia.....	19, 362 84
Albany, New York.....	49, 878 79
Batavia, New York.....	8, 350 89
Buffalo, New York.....	33, 320 18
Geneva, New York.....	18, 848 52
Rochester, New York.....	38, 939 47
Syracuse, New York.....	21, 256 80
Utica, New York.....	23, 462 96
Baltimore, Maryland.....	33, 131 22
Mobile, Alabama.....	22, 844 24
Nashville, Tennessee.....	10, 623 21
Lexington, Kentucky.....	9, 837 27
Louisville, Kentucky.....	33, 312 85
Cincinnati, Ohio.....	36, 189 31
Cleveland, Ohio.....	32, 822 12
Columbus, Ohio.....	18, 236 08
Detroit, Michigan.....	19, 595 07
	<hr/>
	764, 037 76

Changes are so frequent in the list of draft offices, that an accurate statement of the amount accruing at and paid into them, cannot readily be made for this occasion.

During the year, there have been prepared in this office for the signature of the Postmaster General, and sent to the Auditor, in payment of balances by him stated to be due to creditors of this department :

2,612 warrants on the Treasurer and assistant treasurers, amounting to..	\$1,514,558 96
16,524 drafts on the post office depositories and draft offices.....	1,026,524 69
	2,541,083 56
And as disbursing agent of the department, I have paid out during the year—	
For salaries	102,371 68
For contingent expenses.....	22,636 61
	125,008 29

All postmasters are required by the regulations of the department to render to this office their quarterly returns of postages; and it is through this office chiefly that those delinquent in that respect are brought to the attention of the appointing power. Here the returns are opened; the quarterly balances appearing upon them registered; the dead letters taken out and examined; the post-bills filed for reference; and the accounts sent on to the Auditor for settlement. Some idea may be formed of the labor attending the process, when I state that it requires not less than two hundred and fifty-three bushel-sacks to contain the returns of a single quarter. In the last year the number of returns registered and sent to the Auditor was 78,547.

For want of a competent force to keep it up, the business of the dead-letter office had fallen greatly in arrear. The number of money letters had so increased, that the single clerk allowed for the service was unable to register and despatch them; and, for several years, the letters containing articles of value, other than money, had accumulated on the files, because labor could be spared to despatch only such of this kind as were applied for. In the latter part of 1849, some temporary aid was given to this branch of the service; and in July, 1850, two clerks were assigned permanently to it, for the registration and despatch of the valuable dead letters to their proper owners. What has been accomplished, since the force in this branch has been increased, will appear on reference to the number of dead letters sent out for delivery in the years 1850 and 1851, as stated in the following tables, numbered 1 and 2.

Statement of dead letters containing money registered and sent out for delivery during the twelve years ending June 30, 1851.

Year ending—	Number of money-letters sent out for delivery.	Aggregate contents of letters sent out.	Number delivered.	Aggregate am't restored in the letters delivered.	Number of letters returned unclaimed.	Contents of unclaimed letters on hand.		Am't of unclaimed money converted and placed with the funds of the department.
						Nominal value.	Worthless.	
June 30, 1840.....	1,798	\$18,385 52	1,205	\$16,534 92	401	\$1,919 37	\$356 00	None.
June 30, 1841.....	1,780	27,238 83	1,325	16,037 09	378	10,794 73	9,881 48	None.
June 30, 1842.....	2,033	19,917 07	1,509	14,718 30	458	4,694 90	3,654 75	None.
June 30, 1843.....	1,986	15,437 07	1,484	12,416 20	473	2,333 84	1,129 87	\$2,668 53
June 30, 1844.....	1,891	11,616 23	1,437	10,605 99	435	1,473 25	599 50	20 66
June 30, 1845.....	2,055	16,299 42	1,557	13,602 67	447	2,641 17	1,549 62	1,192 80
June 30, 1846.....	2,340	17,822 50	2,021	16,169 01	319	1,399 49	254 00	1,824 54
June 30, 1847.....	2,782	21,055 06	2,365	19,474 62	417	1,433 93	147 00	187 00
June 30, 1848.....	2,476	19,059 94	2,111	17,203 18	365	1,856 76	129 00	1,298 93
June 30, 1849.....	2,382	19,321 55	1,886	18,281 21	396	1,640 34	107 00	99 50
June 30, 1850.....	5,585	40,984 58	4,373	35,424 40	1,212	5,640 18	98 00	1,748 40
June 30, 1851.....	6,453	40,336 73	5,347	36,090 61	1,199	4,246 12	250 50	1,675 16
The amount converted and put with the funds of the department prior to the 1st July, 1838, was.....								12,060 63
								22,774 21

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Statement of dead letters, containing other articles than money, registered and sent out for delivery to the writers or owners from July 1, 1845, to November 1, 1851.

Year ending—	Bills of exchange, drafts, and letters of credit, bonds and notes of hand, checks, orders and treasury warrants, certificates of deposits, accounts and receipts.			Deeds, mortgages, conveyances, and land titles.	Articles of agreement and policies of insurance.	Pension papers, land certificates, and patent papers.	Passage certificates and certificates of stock.	Court papers.	Miscellaneous.	Number of letters sent out.	Number of letters delivered.	Number of letters returned unclaimed.	Number of letters outstanding.				
	£	s.	d.											Dols.	cts.	Pence.	
June 30, 1846.....	385	16	3	122,363	83	1,428	00	7	8	7	16	47	141	1,060	831	196	.....
June 30, 1847.....	3,979	18	10	182,065	87	3,062	25	146	3	21	33	49	25	1,038	968	112	.....
June 30, 1848.....	1,586	9	3	108,494	41	2,076	40	91	4	11	42	36	83	823	719	104	.....
June 30, 1849.....	3,751	15	10	104,928	11	30	00	54	13	27	10	30	122	719	691	57	1
June 30, 1850.....	5,792	8	1	121,729	14	4,118	00	33	16	59	46	30	177	641	560	47	34
June 30, 1851.....	*1,292,125 00													10,088	6,631	3,263	194
4 months ending Oct. 31, 1851.....	*685,663 00													5,349	2,397	1,691	1,261

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Letters from the executive departments registered and sent to the respective offices from June 9, 1848, to October 31, 1851, 7,986.

* Estimated nominal value.

The duty of procuring and issuing postage stamps having been performed by this office since the commencement of their use, in 1817, a statement of the number procured and issued to postmasters for sale may not be uninteresting.

The whole number of five and ten-cent stamps, prepared under the eleventh section of the act approved March 3, 1817, was

1,050,000 tens,	} amounting to-----	\$325,000
1,400,000 fives,		

Between the 1st July, 1817, and the 30th June, 1851, there were issued

891,000 tens,	} equal to-----	274,710
3,712,200 fives,		

Leaving on hand-----	50,290
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The amount of those stamps on hand has been considerably increased since the 1st July last, by the return of those redeemed by postmasters from persons holding small parcels at the time the three-cent rate for paid letters began.

Under the act of the 3d March, 1851, there have been procured from the contractors, Messrs. Tappan, Carpenter, Caslear & Co., of Philadelphia,

580,000 twelve-cent stamps-----	\$69,600
24,120,000 three " "-----	723,600
3,600,000 one " "-----	36,000
330,000 " " " for letter-carriers-----	3,300
<hr/>	<hr/>
28,630,000 stamps procured-----	832,500

Of these there have been issued to postmasters, for sale, between the 1st July and the 26th November of the present year, in 4,611 different parcels,

184,950 twelve-cent stamps-----	\$22,194
21,737,600 three " "-----	652,128
2,935,900 one " "-----	29,359
330,000 " " " for carriers-----	3,300
<hr/>	<hr/>
25,188,450 stamps issued-----	706,981

A sense of duty obliges me to say, on this occasion, that the clerks employed on the quarterly returns of postmasters, as well as those engaged in the various operations of the dead-letter office, perform with fidelity and promptitude an amount of labor which is not exceeded, if indeed it be equalled, by the same number in any other branch of the public service; but the time has arrived when their great and constant exertions are inadequate to the performance of the work assigned them—when their number must be increased, or the business of the office will be most injuriously retarded. I have already stated that 78,517 returns of postmasters were registered last year: but I did not state that this great amount of labor was performed by a single clerk: that those returns were opened and prepared for registration by only one other clerk: and that the dead letters belonging to those returns, in number about two millions and three quarters, were handled one by one, the foreign dead letters selected from them, and each parcel compared with its accompanying dead-letter bill, by only one clerk. In 1830,

when there were but 8,450 post offices, there was one clerk assigned to each of those duties; and there is but one to perform each of them now, when the post offices number 20,127. Then, those duties were considered heavy for three clerks; now, they certainly are oppressive: therefore, I respectfully recommend that their number be doubled and the labor of each desk divided. When it is considered that the whole corps of clerks in the Auditor's office, connected with the revenue accounts, is supplied with business from this branch of my office, and that delay on our part leaves more than thirty clerks in that office without employment, I think it will be at once conceded that this recommendation is demanded by the public interest.

An additional clerk is also greatly needed for the opening of dead letters. There were two clerks employed on this branch fifteen years ago, and there are but two now, when the number of dead letters is more than double.

I would further respectfully recommend that an assistant messenger be provided for the dead-letter office.

With great respect, your obedient servant,

JOHN MARRON,

Third Assistant Postmaster General.

HON. NATHAN K. HALL,
Postmaster General.

POST OFFICE, WASHINGTON CITY,
July 11, 1851.

SIR: I have the honor to acknowledge the receipt of your favor of 10th ultimo, asking replies to seven interrogatories contained therein, in order that you may know the amount of free matter which passed through this office from 1st July, 1849, to 1st instant, and the amount of postage which would have been chargeable thereon if placed on the footing of individual correspondence.

I find some difficulty in answering these interrogatories separately, and in separating with accuracy printed from manuscript matter, as all official letters and parcels except newspapers, received at and sent from this office, are sealed up or placed in envelopes.

I have, however, aided by some of my most experienced clerks, given the whole subject a careful investigation, and beg to submit the following as the result.

The aggregate number of free letters and parcels received at this office for distribution and transmission for two years ending 1st instant, from the Senate and House of Representatives, was..... 6,643,479
In pounds weight..... 1,376,000
The number of free newspapers..... 369,000
Weight..... 82,800

The number of free letters and parcels received during same period from the Senate and House of Representatives and Executive department, was..... 2,153,159
Weight..... 808,200

The number sent from this office from executive offices of the general government, was..... 1,212,512
Weight..... 455,000
Aggregate number of free letters, &c., passing through this office- 10,380,150

Weight (lbs.).....	2,682,000
or about 1,200 tons of 2,240 pounds.	
"Congressional" free matter being invariably sealed up or placed in envelopes, would be, according to the post office laws and regulations, properly estimated as subject to letter postage. But as it is well known that a great proportion of it is printed matter, I have assumed two-thirds as such, and have estimated accordingly.	
452,000 pounds is estimated, amounting to.....	\$1,084,000
Two-thirds, or 904,000 pounds printed matter.....	144,640
On newspapers.....	4,500
Free letters received, 808,200 pounds.....	1,939,680
Do. sent, 445,000 do	1,068,000
Amount for two years.....	4,240,820
Amount for one year.....	2,120,410

The foregoing estimates have been made under the late rates of postage, not including the high rates for Oregon and California.

Under the present law the amount of postage, if prepaid, on the same quantity of free matter would be, for two years..... \$1,795,920
 Or per annum..... 892,960

Judging from the past, it may be safely inferred that there will be a considerable increase hereafter.

It appears to me to be appropriate, and I beg leave to say here something regarding this office. The labor of transacting the amount of the public and private business is very great, and the whole is performed by the small number of twenty-seven persons, whose labors are excessive, during the sessions of Congress, occupying them frequently sixteen hours of the twenty-four. They are all faithful and industrious, and most of them badly paid for the services rendered by them. The salaries of twelve are below eight hundred dollars per annum, and they ought in fairness to be placed on a footing with other persons employed here by the government, and whose duties are not of a more responsible character, and less laborious.

The building occupied by this office is unsafe, and wholly unfit for the purpose; and, as you very emphatically remarked in your last report, it was a disgrace to the country.

An erroneous impression very generally prevails, that this office is supported at a great expense by the general government. The reverse is the fact. The expenses of the office are not only defrayed by postages paid by citizens and sojourners, but large sums have been deposited in the treasury of the United States for many years past, amounting in the aggregate to a sum sufficient to erect half a dozen buildings appropriate to the object. It seems to be reasonable, that the parties supporting this office should at least be accommodated with a shelter whilst waiting for their mails. They are now obliged to wait their turn in the streets during the heat of summer and storms of winter. Another cogent reason for the erection of an appropriate building will be found in the liability of the destruction of this building and its contents by fire, which, if it should occur in the night, would destroy papers of greater value than would be sufficient to pay the cost of such a building.

If I might be permitted to say something regarding the postmaster, it

would be, that his compensation should be put on a footing with the postmasters of other important offices. These receive four thousand dollars per annum, in commissions and for rent of boxes. This office yields in both but twenty-seven hundred dollars. This might be remedied by an allowance of three thousand dollars commissions, limiting receipts from boxes to one thousand dollars, if this sum should be exceeded.

I have the honor to be, with great respect, your obedient servant,
W. A. BRADLEY, *Postmaster.*

HON. W. K. HALL,
Postmaster General.

Articles of agreement between the Post Office Department of the United States and the Post Office Department of Canada.

For the purpose of establishing and regulating the interchange of mails between the United States and Canada, it is agreed between the Post Office Department of the United States and the Post Office Department of Canada :

1. That there shall be an exchange of mails between the United States and Canada, at the following points, viz :

On the side of the United States, at

Port Huron, Michigan.
Detroit " "
Black Rock, New York.
Lewiston, " "
Youngstown, " "
Rochester, " "
Cape Vincent, " "
Morristown, " "
Ogdensburg, " "
Whitehall, " "
Plattsburg " "
Rouse's Point " "
Burlington, Vermont. }
Derby Line " "
Buffalo, New York. }
Albany " "
New York " "
Boston, Massachusetts. }
Fort Covington, New York.

On the side of Canada, at

Port Sarnia.
Windsor.
Waterloo.
Queenstown.
Niagara.
Coburg.
Kingston.
Brockville.
Prescott.

St. John's.

Stanstead.

Montreal.
Toronto.

Dundee.*

2. The mails exchanged between the offices of New York, Albany, Buffalo, and Boston, on the one side, and Toronto, Kingston, and Montreal on

* Since added:

Sackett's Harbor, New York. }
Oswego " "
Buffalo " "
Swanton, Vermont.

Kingston by steamer, in summer.
Hamilton, } by through-bags.
Queenstown, }
Phillipsburgh.

Under the New Brunswick arrangement, Houlton and Folsom, Me., are the United States exchange offices.

the other, are to pass each way as *through-mails*—not to be opened at any intermediate frontier office.

3. The postage to be charged in the United States, on a letter not exceeding half an ounce in weight, to or from Canada, shall be five cents for any distance within the United States, not exceeding 3,000 miles; and exceeding 3,000 miles, within the United States, ten cents the single letter. Every additional weight of half an ounce, or additional weight of less than half an ounce, to be charged as one additional rate: the rates in this section mentioned, having been adopted and agreed upon by the Postmaster General of the United States, by and with the advice and consent of the President.

4. The postage to be charged in Canada on a letter not exceeding half an ounce in weight, to or from the United States, shall be five cents for any distance in Canada. Every additional weight of half an ounce, or additional weight of less than half an ounce, to be charged as an additional rate.

5. Upon all letters posted in the United States to be delivered in Canada, or posted in Canada to be delivered in the United States, these rates shall be combined into one rate, of which payment in advance shall be optional in either country. Less than the whole combined rate cannot be prepaid.

6. The Post Office Department of the United States will collect and keep all the postages on the unpaid letters from Canada, as well as the postages on letters to Canada, prepaid in the United States, and the post office department of Canada will collect and keep all the postages on the unpaid letters from the United States, as well as the postages on letters prepaid in Canada to the United States.

7. Each mail despatched from one country to the other shall be accompanied by a letter or post-bill, showing the number of letters so posted, and distinguishing the paid from the unpaid, with their postage in separate columns.

8. The postage on newspapers, pamphlets, magazines, and all other printed matter, must be prepaid, or sent free to the line in the country where posted; and any postage afterwards accruing thereon, beyond the line, is to be collected and retained by the post office department of the country in which it accrues.

9. The offices designated for the despatch and receipt of Canada mails, on the side of the United States, will stamp "U. States" upon all letters sent into Canada for delivery; and the offices designated for the despatch and receipt of United States mails on the side of Canada, will stamp "Canada" upon all letters sent into the United States for delivery.

10. The post office departments of the United States and Canada shall each return to the other all dead letters, unopened and without charge, every three months, or oftener, as may best suit the general regulations of each department.

11. The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance travelled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the post office department of each country.

12. This arrangement shall go into operation on the 6th of April next,

and it may be modified from time to time, as may be agreed upon by the parties thereto; and it may be annulled at the desire of either party, upon three months' notice.

In witness whereof, the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals, respectively, this twenty-fifth day of March, in the year of our Lord one thousand eight hundred and fifty-one.

N. K. HALL, [L. S.]
J. MORRIS. [L. S.]

WASHINGTON, November 27, 1851.

SIR: The undersigned, acting with an association of individuals in the city of New York, and others in different parts of the United States, intend establishing a line of packet-steamers, constructed especially to the requisites of great speed, strength, and sea qualities, for the purpose of connecting the ports of New York, Halifax, and Galway in Ireland. These steamers will cross the Atlantic ocean in from seven to eight days' time, and will therefore offer the shortest letter-mail accommodation to Europe and America of any other line. In view of this, the undersigned respectfully proposes to contract with the government for the transmission of the United States mails between these ports, at the rate of one hundred thousand dollars per annum for each ship which may be employed upon the said line, beginning with two ships, and increasing the number to meet the requirements of the government on the business to be transacted. Or the undersigned, with his associates, will contract to carry the mails of the United States as aforesaid, receiving only therefor the postages which may arise from such mail matter as may be actually transmitted in said ships; the postages on such mail matter in no case to exceed the rates now fixed by law. The contract, if formed, to last ten years, and the ships not only to be strong enough for war purposes, but actually to carry at all times two Paixhan guns of heavy calibre, and always to be subject to the call of the government for war or other purposes, upon terms as established by precedent in other contracts of similar nature.

The undersigned, with his associates, will have the two first steamers ready for sail on the line in twelve months from the date of contract, if such be made with them.

The undersigned has the honor to be your obedient servant,
AMBROSE W. THOMPSON.

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

POST OFFICE DEPARTMENT,
Appointment Office, November 14, 1851.

SIR: In consequence of the great increase in the business of this office, it has been necessary to transfer one of the clerks, heretofore employed in copying correspondence and in miscellaneous duties, to the bond and register room. The employment of another clerk upon the letter book is,

therefore, in my opinion, essential to the prompt discharge of the duties of the office; and I respectfully recommend that application be made to Congress for authority to employ such additional clerk.

I am, very respectfully, your obedient servant,

FITZ HENRY WARREN,
Second Assistant Postmaster General.

HON. N. K. HALL,
Postmaster General.

POST OFFICE DEPARTMENT,
Contract Office, November 14, 1851.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1851, I respectfully refer you to the tables hereto annexed.

The table marked A exhibits the character of the service, the number of miles of transportation, and the cost thereof, as it stood at the close of the year. By comparing this with a similar table of the service as it stood at the close of the year ending 30th of June, 1850, it will be perceived that the service of 1851 exceeds that of 1850 in increased length of routes in the United States by 13,351 miles; in increased annual transportation thereon by 6,162,855 miles; and by an excess of aggregate cost of \$547,110. The increase of 1851 over 1850 is 20 per cent. in cost, and 13 $\frac{1}{10}$ per cent. in service.

From table marked B it will be seen that, on the 30th of June last, there were in operation 6,176 mail routes, and that there were then in the service of the department 5,549 mail contractors, 127 route agents, 21 local agents, and 471 mail messengers.

On the 1st of July last the new service in the southern section, comprising the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, was put in operation; the first quarter of which expired the 30th of September last. Table C exhibits the service of this section as it stood at the close of the contract year, 30th of June, 1851, and at the close of the first quarter of the current year. From this table it will be seen that the service of the southern section, the contracts for which closed the 30th of June, 1851, amounted to 7,666,224 miles of annual transportation, and \$621,002 annual cost; and the new service in that section amounts to 8,613,931 miles of annual transportation, and \$682,943 annual cost. For this service we pay this year only 9 $\frac{9}{10}$ per cent. more than for the last, while we have 12 $\frac{26}{100}$ per cent. more annual transportation of mails.

Tables D and E exhibit the railroad and steamboat service for the current year; showing the particulars of each railroad and steamboat route under contract.

Table F presents a statement of foreign service, or ocean routes; discriminating between those under contract, agreeably to act of Congress, with the Secretary of the Navy, and those under contract with this department.

To the tables above referred to, which embrace all the service under the direction and control of the Contract Office, I have added two others, G and H.

Table G is a statement of the annual transportation of mails in the United States, and the cost thereof, for the last ten years, to wit: from 1842 to 1851, inclusive. From this table it will be perceived that in 1849 the average price for conveying mails was at the rate of a fraction less than

nine cents per mile. From that year to 1847, there was a gradual *decrease* of cost, while the number of miles of transportation regularly *increased*.

The total annual amount of transportation in 1842 was 31,835,991 miles, and in 1847, 38,887,899 miles—being an increase of about 11 $\frac{1}{10}$ per cent.; while the cost per mile in 1847, (being 6 $\frac{3}{10}$ cents per mile,) is 29 $\frac{1}{2}$ per cent. less than it was in 1842.

In 1851 the cost of transportation is about equal to the cost in 1846, to wit: 7 $\frac{1}{10}$ cents per mile—being still a decrease of 19 $\frac{1}{10}$ per cent. as compared with the year 1842; while the total annual transportation is 53 $\frac{3}{4}$ per cent. more than in 1842.

Table H exhibits the cost of transportation of mails in each of the States and Territories of the Union for the last contract year, and the net revenue arising from said States and Territories for the same period. Whilst this table is principally intended for future reference, it may serve as something of a guide in establishing new routes and putting new service in operation.

The service in California, as originally organized, partook of the character of almost everything connected with the early settlement of that country, and was, consequently, not only very expensive, but somewhat uncertain and inefficient. In January last, some months before my appointment, my predecessor, Major Hobbie, an able and experienced officer, was by you despatched to California, as special agent of the department, with directions re-organize the mail-service in that section; to place it on a sure basis, and make it more conducive to the wants and interests of that growing and important section of the Union. Congress having failed to pass a law to authorize the opening of bids and letting the routes at San Francisco, and it being impracticable, without great and unnecessary delay, to send the bids to Washington to be examined and decided on as in other cases, the resident special agent of this department, James M. Goggin, esq., had the contracts executed for the residue of the full term, which, in that section, will expire 30th June, 1854, adding in each instance a provision giving the Postmaster General the right, on certain conditions, to discontinue the service at the end of the first year, or, at farthest, on the 30th of June next. The service, as let, being generally at prices less than formerly, and lower, perhaps, than under re-advertisement it could again be obtained, the agent recommends—and in his recommendation I concur—that Congress legalize these contracts, so that the same may be continued to the end of the full term, and thus the trouble and expense of a new letting be avoided. I would also advise the same course in respect to the contracts commencing 1st July, 1851, and ending 30th June, 1854, for the service in Oregon.

Lines of steamers from New York, via St. Thomas, &c., to Venezuela; from New York, via Marseilles, Toulon, &c., to Genoa; from New York to Antwerp, and from New Orleans, via Tampico, to Vera Cruz, are called for by the commercial interests of the country. Propositions have been made by enterprising individuals to put these routes in operation; but as the means of the department will not justify it in meeting the wishes of individuals and communities by placing these routes under contract, Congress must be looked to for the accomplishment of these important objects.

The proposed route from New Orleans, by Tampico, to Vera Cruz, is becoming very essential to the commercial interests of the South and West, and in my judgment deserves the special consideration of Congress.

The operations of the Post Office Department have been gradually increasing from year to year, so as to keep pace with the growing and

expanding population of our country. In the first year (1790) of the operations of the Post Office Department, the number of post offices was 75; gross amount of postage, \$37,935; net revenue, \$5,795; cost of transportation of mails, \$22,081; extent in miles of post roads, 1,875. This year (1851) number of post offices, 20,127; gross amount of postage, \$6,404,373 65; net revenue \$4,035,915 30; cost of transportation of mails, including California and Oregon, \$3,421,754; extent of miles of post roads, including California and Oregon, 196,290. Thus it will be seen that in the space of sixty-one years the number of post offices has increased from 75 to 20,127; the number of miles of mail routes, then amounting to only 1,875, has been gradually increasing until it now reaches 196,290; the total annual transportation of mails on which, amounts to 53,272,252 miles, and at an aggregate cost of \$3,421,754. Probably the world does not present anywhere else a mail service so various, so complicated, so extensive, and yet so *cheap*, as that of the United States.

By reference to table G, it will be perceived that the mail service of this country, already so great, is annually increasing. It is no wonder that a service so extensive and complicated should sometimes become deranged; nor is it surprising that, being identified, as this vast system is, with the social, political and commercial interests of society, when any part of its machinery becomes deranged, it should be immediately and sensibly felt. Located, oftentimes, at a great distance from places where derangements and irregularities occur, the department, with its combined efforts, energies and experience, cannot always keep up close and uninterrupted connexions on the various mail routes, or prevent occasional carelessness or neglect of contractors and postmasters; nor is it possible at all times to recognise either the practicability or necessity of expediting mails in some places, of giving additional facilities in others, or, in short, to keep this vast machinery in such perfect and harmonious operation as will prevent all derangements and consequent complaints. Time and experience can alone perfect the system.

By reference to the tables above referred to, it will be seen that the business of the department is increasing every year; and as a full portion of that increase has accrued to the Contract Office, it has become necessary to add to its clerical force. The business of this office is such, that to prevent injury to the service it must be kept up regularly. To do this, additional force is necessary, as the present number of clerks, who are capable, indefatigable, and most of them experienced officers, cannot discharge the duties now required without exacting from them unreasonable labor. That there may be a sufficient clerical force in this office to carry forward its current business with necessary despatch, I respectfully recommend that three additional clerks be appointed, to wit: One corresponding clerk, for California, Oregon, Utah, and New Mexico; one indenture clerk, and one letter-book clerk.

As, in conformity with your orders, the duties of the first and second assistants are to be exchanged, and I shall thus be separated from the clerks of the Contract Office, with whom I have been associated during my connexion with the department, I cannot suffer this occasion to pass withit bearing testimony to their industry, faithfulness, efficiency, and general fitness for the positions they severally occupy.

Respectfully submitted:

S. D. JACOBS,
First Assistant Postmaster General.

Table of mail service for the year ending 30th June, 1851, as exhibited by the state of the arrangements at the close of the year.*

States.	Length of routes.		ANNUAL TRANSPORTATION AND RATE OF COST.								Total annual transportation.	Total annual rate of cost.
	Miles.	Miles.	Mode not specified.	In coach.		In steamboat.		By railroad.				
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	
Maine.....	4,470	1,867	12,276	2,405	25,022	.....	.....	198	15,297	1,522,218	52,695
New Hampshire.....	1,976	716	5,338	1,950	6,559	30	100	240	18,240	700,126	30,277	
Vermont.....	2,554	814	8,075	1,255	12,480	.....	.....	415	32,262	586,028	52,817
Massachusetts.....	3,115	963	14,218	831	15,608	265	4,500	1,054	100,603	2,240,216	135,229	
Rhode Island.....	422	217	2,173	111	1,671	.....	.....	94	8,612	222,040	12,356
Connecticut.....	1,879	683	8,629	622	11,178	30	150	544	46,471	1,683,878	66,328	
New York.....	11,976	5,792	55,021	6,543	90,669	1,145	61,000	1,496	176,175	7,833,126	382,765	
New Jersey.....	2,511	1,164	8,898	1,135	14,681	28	300	217	36,972	1,74,216	60,751	
Pennsylvania.....	12,523	8,030	50,704	3,898	64,181	.....	.....	586	57,915	3,10,912	172,800
Delaware.....	545	335	3,424	210	5,856	.....	.....	.....	.....	181,896	9,280
Maryland.....	2,512	1,571	14,900	555	21,983	.....	.....	416	113,450	1,550,483	153,323
Ohio.....	12,645	7,931	45,743	3,431	91,115	724	21,411	556	76,759	3,881,703	238,101	
Virginia.....	12,345	9,517	62,935	1,891	32,800	610	26,844	327	52,607	2,671,070	175,086	
North Carolina.....	7,983	5,018	34,825	1,536	33,904	282	39,576	247	46,700	1,706,744	164,929	
South Carolina.....	1,931	3,872	33,214	571	15,975	160	14,600	328	45,396	1,135,544	108,555	
Georgia.....	7,863	5,289	42,540	748	15,490	1,158	11,620	698	80,376	1,753,342	150,066	
Florida.....	2,881	2,042	17,189	536	10,457	280	4,100	23	620	399,024	37,386	
Michigan.....	5,252	2,814	11,891	1,412	21,232	653	10,390	245	31,482	1,861,711	77,965	
Indiana.....	8,479	6,771	40,761	1,519	36,875	.....	.....	159	10,650	1,769,844	88,284
Illinois.....	11,858	6,583	33,502	4,625	117,307	145	7,500	103	6,544	2,724,666	164,653	
Wisconsin.....	4,619	3,632	16,515	1,537	22,789	56	800	.....	.....	910,638	40,104
Iowa.....	3,093	2,030	11,732	1,063	16,223	.....	.....	.....	.....	710,736	27,965
Missouri.....	12,127	7,178	38,969	3,403	72,127	1,456	120,280	.....	.....	2,362,208	131,406
Minnesota Territory.....	689	361	678	55	250	270	650	.....	.....	69,662	1,578
Kentucky.....	9,460	5,433	31,232	1,738	47,224	2,240	74,900	55	1,535	3,032,365	157,911	
Tennessee.....	8,327	5,866	31,213	1,912	42,666	489	8,000	.....	.....	1,604,511	81,879
Alabama.....	7,451	5,865	45,888	1,374	67,568	91	12,225	121	17,443	1,763,476	142,624	
Mississippi.....	6,144	4,693	41,693	908	33,014	484	12,415	59	5,950	1,340,976	93,072	
Arkansas.....	6,162	4,821	31,010	391	18,382	850	19,000	.....	.....	919,386	68,892
Louisiana.....	8,917	2,515	26,754	467	18,686	933	38,195	2	150	791,000	84,765	
Texas.....	8,748	6,599	62,360	979	38,854	1,170	32,000	.....	.....	1,110,260	123,214
Total.....	192,026	121,357	896,760	18,771	1,025,874	13,648	423,893	8,255	985,019	62,704,278	3,271,536	
California.....	3,729	3,246	90,495	223	18,785	290	21,000	.....	.....	337,477	130,280
Oregon.....	535	360	7,428	45	2,500	130	10,000	.....	.....	30,498	19,938
oute and local agents	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
and mail messen-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
gers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	145,807
Foreign mails.....	7,719	60	348,937	.....	.....	7,689	400,000	.....	.....	193,472	448,937
Total.....	204,039	125,023	983,620	49,039	1,017,159	21,722	854,893	8,255	985,019	58,465,724	4,016,588	

* 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 New Orleans to Mobile.
 ** This is for service from Panama to Chagres, performed by the New Grenadian government under treaty, at a stipulated price per trip, according to the weight of the mail, and which varies from year to year. The sum stated (\$48,937) is the amount paid the last fiscal year.

S. D. JACOBS,
 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, 1851.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England.....	775	881	34	.....	100
New York.....	755	686	28	1	162
Middle.....	1,308	1,167	27	.....	95
Southern.....	941	801	22	.....	28
Northwestern.....	981	856	7	4	38
Southwestern.....	1,410	1,154	2	14	48
Ocean routes.....	6	5	7	2	
Total.....	6,176	5,549	127	21	471

S. D. JACOBS,
First Assistant Postmaster General.

C.

Mail service in the southern section for the year ending June 30, 1851.

	Annual trans-	Annual cost.
	portation.	
	<i>Miles.</i>	<i>Dollars.</i>
Railroads	1,121,933	225,569
Steamboats	798,417	96,104
Coaches	1,790,130	108,626
Inferior modes	3,965,708	190,703
Total	7,666,224	621,002

As in operation on the 1st of October, 1851.

	Annual trans-	Annual cost.
	portation.	
	<i>Miles.</i>	<i>Dollars.</i>
Railroads	1,844,630	208,342
Steamboats	703,768	96,137
Coaches	2,344,202	131,492
Inferior modes	3,921,330	187,972
Total	8,613,931	622,943
	7,966,224	621,002
Difference	947,707	61,941

S. D. JACOBS,
First Assistant Postmaster General.

Railroad service in operation on the 1st of October, 1851.

States.	Number of routes.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Maine	61	From Bangor to Upper Stillwater	9		6	\$50 00		
Do	91	From Danville Junction to Waterville	55		6	3,472 00		
Do	94	From Portland to Portsmouth, N. H.	52½		12	6,718 00		
Do	97	From Portland to South Paris	48		6	3,257 00		
Do	131	From Portland to Bath	31		12	1,900 00		Embraces side supply.
				1984			\$15,397 00	
New Hampshire	201	From Concord to Lowell	50		18	9,429 00		Do
Do	206	From Concord to Plymouth	50		6	2,333 00		Do
Do	207	From Concord to White River Junction, with branch to Bristol	82		6	6,471 00		Do
Do	237	From Dover to Farmington	18		6	80 00		
Do	262	From Concord to Bradford, with branch to Bristol	40		6	825 00		
				240			16,198 00	
Vermont	301	From Windsor to Rouse's Point	171		6	12,044 00		
Do	360	From White River Junction to St. Johnsbury	61		6	4,393 00		
Do	365	From Bellows Falls to Windsor	74		6	2,322 00		Do
Do	377	From Bellows Falls to Burlington	119		6	11,200 00		Do
				204			17,915 00	
Massachusetts	401	From Boston to Portsmouth, N. H.	54		12	8,324 00		Do
Do	402	Branch to Middlehead	4		6			
		From Boston to South Berwick Junction, Me., with Bailey's branch from Dover, N. H., to Great Falls	77½		12	6,921 00		Do
Do	403	From Boston to Lowell	26		18			
Do	404	Branch to Woburn	3		6	3,600 00		
Do	405	From Boston to Fitchburg	50½		12	5,583 00		Do
Do	406	Branch to Lexington	8		6			
Do	407	From Boston to Worcester	46		24	9,219 00		
Do	408	Branch to Milbury	4		6			
Do	409	From Boston to Providence	43		18	7,006 00		
Do	410	Branch to Dedham	5½		12			
Do	411	From Boston to Plymouth	37½		12	8,500 00		Do
Do	412	Branch to Bridgewater	8		6			
Do	413	From Boston to Milton	7		6	190 00		
Do	414	From Lawrence to Salem, N. H.	7½		6	315 00		
Do	415	From Lowell to Lawrence	12		12	600 00		
Do	416	From Groton Junction to West Townsend	16		6	600 00		Do
Do	417	From Groton Junction to Lowell	18		6	600 00		Do
Do	418	From South Acton Depot to Peltonville	9		6	450 00		Do
Do	419	From South Farmington to Milford	12		6	614 00		
Do	420	From Dedham Junction to Blackstone	27		6	1,825 00		Embraces side supply, with permission to go through to and from Boston.
Do	421	From South Braintree Junction to Fall River	42		12	3,579 00		Embraces side supply.
Do	422	From Braintree to Cohasset, with six additional trips to Weymouth, (two miles)	12		6	514 00		Do
Do	423	From Middleboro' to Sandwich	28		6	1,400 00		Do
Do	424	From Taunton to Mansfield Junction	12		13	1,114 00		
Do	425	From Taunton to New Bedford	21		13	1,950 00		
Do	426	From Fitchburg to Bellows Falls, Vt.	64		6	5,729 00		Do
Do	427	From Fitchburg to Brattleboro', Vt.	59		6	4,063 00		Do
Do	428	From Worcester to Albany, N. Y.	101		12	22,543 00		
Do	429	From Worcester to Nashua, N. H.	45		12	2,893 00		
Do	430	From Springfield to Keene, N. H.	74		6	5,400 00		
Do	431	From Springfield to Chicopee Falls	4		12	172 00		
Do	432	From Pittsfield to North Adams	21		6	900 00		
				1020-1-12			89,407 00	

D—Railroad service—Continued.

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States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Rhode Island.	602	From Providence to Stonington, Ct.	<i>Miles.</i> 59	<i>Miles.</i>	6	\$5,000 00		
Do.	610	From Providence to Worcester, Mass.	42		12	3,612 00		Embraces side supply.
Connecticut	674	From Allen's Point to Worcester, Mass.	59		12		\$8,612 00	
Do.	687	From New Haven to Springfield, Mass.	7		6	8,000 00		
Do.	688	From New Haven to Torrington, Conn.	63		18	10,867 00		
Do.	689	Branch to Collinsville	45		6	2,435 00		
Do.	705	From Bridgeport to Winchester	11		6	2,057 00		
Do.	710	Branch to Pittsfield	62		6	5,143 00		
Do.	711	From New York, N. Y., to New Haven, Ct.	98		6			
Do.	711	From Hartford to Willimantic	22		6	1,386 00		Embraces side supply & expenses of route-ag't, if one is required.
Do.	712	From New London to Palmyra	78		18	13,312 00		Do
New York	806	From New York to Greenport	32	514	6	2,769 00	48,559 00	
Do.	810	From New York to Dover	101		6	4,329 00		
Do.	811	From New York to Poughkeepsie	83		6	2,487 00		
Do.	818	From New York to Dunkirk	75		6	3,214 00		
Do.	840	Branch, Elmira to Salubria	470		19	70,675 00		
Do.	915	From Hudson to Chatham Four Corners	21		6	913 00		
Do.	916	From Albany to Troy	17		12	1,000 00		
Do.	916	From Albany to Schenectady	6		12	771 00		
Do.	929	From Troy to Saratoga Springs	17		13	3,400 00		
Do.	930	From Troy to Schenectady	20		7	3,200 00		
Do.	935	From Saratoga Springs to White Hall	20		7	879 00		
Do.	937	From Schenectady to Utica	39		7	3,950 00		
Do.	1080	From Utica to Syracuse	78		19	75,600 00		
Do.	1079	From Syracuse to Oswego	53		19	10,600 00		
Do.	1080 & 1097	From Syracuse, by Auburn, to Rochester	45		13	8,287 00		
Do.	1104	From Rochester to Attica	104		19	20,800 00		
Do.	1198	From Attica to Buffalo	44		19	8,800 00		
Do.	1210	From Lockport to Lewiston and Niagara Falls	31		19	6,200 00		
Do.	1217	From Buffalo to Niagara Falls	27		6	648 00		
Do.	1244	From Buffalo to Lewiston	22		7	1,000 00		
Do.	1246	From Niagara Falls to Lewiston	7		6	172 00		
Do.	1247	From Oswego to Ithaca	80		6	1,286 00		
Do.	1252	From Newburgh to Chester	20		6	857 00		
Do.	1252	From Rouse's Point to Ogdensburg	119		6	5,100 00		
Do.	1256	From Rome to Watertown	72		6	3,600 00		
New Jersey	1301	From New York to the intersection with Philadelphia road	1,326		13	11,188 00	178,713 00	
Do.	1302	From New York, N. Y., to Paterson, New Jersey	26		13	1,600 00		
Do.	1309	From New York, N. Y., to Morristown, New Jersey	18		13	1,600 00		
Do.	1315	From Elizabethtown to White House	32		12	1,600 00		
Do.	1334	From point of intersection to Philadelphia, Pa.	86		12	1,984 00		
Do.	1348	From Burlington to Mount Holly	54		13	17,200 00		
Do.	1352	From Philadelphia, Pa., to Trenton, New Jersey	7		12	200 00		
Pennsylvania	1401	From Philadelphia to Columbia	34	217	7	5,400 00	80,072 00	
Do.	1405	From Philadelphia to Pottsville	83		14	12,625 00		
Do.	1415	From Philadelphia to Philadelphia	97		10	11,086 00		
Do.	1446	From West Chester to Philadelphia	33		8	650 00		
Do.	1446	From Trenton, N. J., to Lambertville, New Jersey	10		8	425 00		The intermediate offices on this route are in Pennsylvania.
Do.	1465	From Fort Clinton to Tamaqua	20		6	858 00		
Do.	1469	From Lancaster to Harrisburg	37		14	5,644 00		

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Doc. No. 2.

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D—Railroad service—Continued.

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Doc. No. 2.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Pennsylvania	1476	From Columbia to Middletown	19		6	\$815 00		
Do.	1480	From York to Harrisburg	27		7	2,025 00		
Do.	1488	From Harrisburg to Chambersburg	52		13	7,429 00		
Do.	1492	From Harrisburg to Hollidaysburg	134		7	13,900 00		
Do.	1504	From Chambersburg to Hagerstown, Md.	22		6	948 00		
Do.	1740	From Conowing, N. Y. to Blossburg, Pa.	40		6	1,715 00		
				586 1/2			\$57,915 00	
Maryland	1901	From Baltimore to Philadelphia, Pa.	102		20	38,250 00		
Do.	1902	From Baltimore to Washington, D. C.	40		14	12,000 00		
Do.	1903	From Baltimore to Cumberland Junction to Frederick	179		14	53,700 00		
Do.	1905	From Baltimore to Columbia	3		7	800 00		
Do.	1927	From Annapolis junction to Annapolis	72		7	7,000 00		
				20	6	2,200 00		
				476			115,450 00	6 additional trips three months in the year.
Ohio	2129	From Columbus to Xenia	51		13	12,825 00		
Do.	2143	From Columbus to Cleveland	135		12	27,000 00		
Do.	2165	From Mansfield to Sandusky	61		6	2,615 00		
Do.	2206	From Springfield to Sandusky	134		6	8,615 00		
Do.	2234	From Cincinnati to Springfield	65	64	18	17,300 00		
Do.	2206	From Mansfield to Newark	19	68	6	2,700 00		
				531			71,055 00	
Virginia	2429	From Richmond to Charlottesville	99		7	9,950 00		
Do.	2431	From Richmond to Aquia Creek	73		7	18,046 33		
Do.	2433	From Richmond to Petersburg	21		7	5,818 47		

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Do.	2445	From Petersburg to City Point	12		6	450 00		
Do.	2448	From Petersburg to Weldon, N. C.	64		7	15,200 00		
Do.	2452	From Hicksford to Gaston, N. C.	20		7	2,000 00		
Do.	2470	From Portsmouth to Franklin depot	36		6	1,714 00		
Do.	2533	From Winchester to Harper's Ferry	34		6	3,400 00		
				365 1/2			56,578 80	
North Carolina	2801	From Raleigh to Gaston	87		7	8,700 00		
Do.	2824	From Weldon to Wilmington	160		7	38,000 00		
				247			46,700 00	
South Carolina	3101	From Columbia to Branchville	69		7	6,900 00		
Do.	3102	From Columbia to Newberry C. H.	48		6	2,412 50		
Do.	3103	From Columbia to Winnsboro	35		6	1,750 00		
Do.	3108	From Camden to Junction	39		7	1,950 00		
Do.	3131	From Charleston to Augusta	139		14	33,012 50		
				330			46,025 00	
Georgia	3250	From Savannah to Macon	192		11	33,600 00		
Do.	3299	From Macon to Atlanta	102		14	17,850 00		
Do.	3312	From Augusta to Atlanta	178 1/2		11	41,709 00		
Do.	3320	From Athens to Union Point	39 1/2		6	2,060 00		
Do.	3365	From Atlanta to Newnan	40		7	8,450 00		
Do.	3396	From Atlanta to Chattahoochee	140		6	12,000 00		
Do.	3374	From Kingston to Rome	183 1/2		6	950 00		
Do.	3411	From Macon to Oglethorpe	50		7	2,500 00		
				760 1/2			119,039 00	
Michigan	3703	From Detroit to New Buffalo	218		6	20,134 00		
Do.	3712	From Monroe to Adrian	95		6	1,469 00		
Do.	3716	From Toledo to Colwater	90		6	3,879 00		
				343			31,482 00	6 additional trips during navigation.
Indiana	3907	From Indianapolis to Madison	87		6	7,457 00		
Do.	3911	From Indianapolis to Anderson	36		6	926 00		
Do.	3972	From Edinburg to Rushville	37		6	1,671 00		
				160			10,054 00	
Illinois	4134	From Springfield to Naples	55		6	2,914 00		
Do.	4312	From Chicago to Elgin	43 1/2		6			
		Branch to St. Charles	4		6	8,700 00		
		Branch to Aurora	13		6			
				113 1/2			6,614 00	
Kentucky	5109	From Louisville to Frankfort	65		14	6,500 00		
Do.	5113	From Frankfort to Lexington	29		14	2,340 00		
				91			8,840 00	

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D—Railroad service—Continued.

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States.	Number of route.	Terrain.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Tennessee.....	5473	From Charleston to Dalton.....	<i>Miles.</i> 40	<i>Miles.</i> 40	7	\$1,714 40	\$1,714 40	
Alabama.....	5501	From Montgomery to West Point, Ga.	881		14	24,337 50		
Do.....	5537	From Decatur to Tusculumbia.....	43		6	1,848 00		
Mississippi.....	5704	From Jackson to Vicksburg.....	46	1811 46	7	4,600 00	23,180 50	
Louisiana.....	6105	From New Orleans to Lafayette.....	2	2	6	150 00	150 000 00	
				8,216.5			1,020,170 70	

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* Estimated.

S. D. JACOBS, First Assistant Postmaster General.

E.

Steamboat service as in operation on the 1st of October, 1851.

State.	Number of route.	Terrain.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
New Hampshire.....	250	From Weh's Bridge to Centre Harbor and Wolfboro.....	<i>Miles.</i> 70	<i>Miles.</i> 70	6	\$100 00	\$100 00	
Massachusetts.....	461	From New Bedford to Nantucket.....	65		6	3,000 00		From November 25 to March 25, from Wood's Hole to Nantucket only, by steamboat and packet alternately. No contract.
Do.....	516	From Fall River, via Newport, R. I., to New York, N. Y.....	200 (estimated)	205	6	1,500 00	4,500 00	
New York.....	801	From New York to Stonington, Ct.....	127		6	5,000 00		
Do.....	802	From New York to Norwich, Ct.....	142		6	5,000 00		
Do.....	808	From New York to Tompkinsville.....	101		7	180 00		
Do.....	809	From New York to Albany and Troy.....	150		19	30,000 00		During navigation, 19 times a week to Albany; thence 6 times a week to Troy.
Do S.....	812	From New York to Port Richmond.....	9		6	150 00		
Do.....	813	From Dunkirk to Cleveland.....	180		6	3,600 00		
Do.....	943	From White Hall to St. Johns, Canada.....	150		6	4,800 00		During navigation
Do.....	1121	From Salubria to Geneva.....	39		12	2,194 00		
Do.....	1216	From Lewistown to Ogdensburg.....	60		6	3,000 00		During navigation.
Do.....	1246	From Iwica to Cayuga.....	40		6	1,500 00		
				1,147½			59,494 00	

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E—Steamboat service—Continued.

State.	Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
New Jersey.....	1304	From New York to Keyport, N. J.....	28	28	5	\$300 00		
Ohio.....	2054	From Buffalo, N. Y., by Cleveland, Ohio, and Toledo, to Detroit, Mich.....	385		7	14,616 28	\$900 00	During navigation. Mail carried at one cent per letter, and half a cent per newspaper. Pay estimated from the returns made by postmasters for the 1st quarter of the fiscal year 1851, except postmaster of Toledo. No returns having been received from that office, the estimate is made from the last fiscal year ending June 30, 1851.
Do.....	2240	From Cincinnati to Maysville, Ky.....	64		6	2,000 00		During navigation.
Do.....	2297	From Cleveland to Buffalo, N. Y.....	200		6	8,000 00		\$1,000 per month during navigation—say eight months in the year.
Virginia.....	2401	From Washington, D. C., to Aquia Creek, Va.....	54½	649	7	11,434 00	24,616 28	
Do.....	2440	From Richmond to Norfolk.....	148		3	2,000 00		
Do.....	2467	From Charleston to Hampton.....	18		6	1,600 00		
Do.....	2408	From Norfolk to Baltimore, Md.....	200		(*)	9,000 00		
Do.....	2469	From Norfolk to Eastville.....	57		2	1,700 00		
Do.....	2576	From Wheeling to Parkersburg.....	96	578½	3	2,500 00	28,254 00	
North Carolina.....	2825 (part.)	From Wilmington to Charleston, S. C.....	180		7	37,000 00		
Do.....	2868	From Franklin Depot to Plymouth.....	108	286	3	893 00	37,893 00	
South Carolina.....	3133	From Charleston to Savannah, Ga.....	110		7	14,000 00		
Do.....	3222	From Charleston, by Beaufort, to Savannah, Ga.....	160	270	1	1,300 00	15,300 00	
Georgia.....	3251	From Savannah to Pilatka, Fla.....	358		2	7,450 00		
Do.....	3413	From Savannah to New York, N. Y.....	800	1,158	1	4,160 00	11,610 00	
Florida.....	3509	From Pilatka to Mellonville.....	130		1	1,500 00		
Do.....	3540	From Chattahoochee to Apalachicola.....	150	280	(†)	600 00	2,100 00	
Michigan.....	3701	From Detroit to Buffalo, N. Y.....	267		6	10,000 00		
Do.....	3707	From Detroit to Sault Ste. Marie.....	351		1	200 00		During navigation.
Do.....	3789	From Grand Rapids to Grand Haven.....	41		3	160 00		During navigation.
Do.....	3798	From Grand Haven to Milwaukee, Wis.....	90	719	3	960 00	11,320 00	During navigation.
Illinois.....	4307	From Milwaukee, Wis., to New Buffalo, Mich.....	145	145	6	7,500 00	7,500 00	During navigation.
Wisconsin.....	4518	From Milwaukee to Sheboygan.....	50	50	3	800 00	800 00	During navigation.
Missouri.....	4829	From St. Louis to New Orleans, La.....	1,250		6	12,480 00		Service engaged by the trip.
Do.....	4832	From St. Louis to Keokuk, Iowa.....	206	1,456	6	7,800 00	20,280 00	Service engaged by the trip.
Kentucky.....	5101	From Louisville to Cincinnati, Ohio.....	142		7	10,500 00		
Do.....	5102	From Louisville to New Orleans, La.....	1,448		7	49,400 00		Service engaged by the trip.
Do.....	5103	From Louisville to St. Louis, Mo.; from Louisville to Cairo, Ill.; from St. Louis, Mo., to Cairo, Ill.....	650		(‡)	15,000 00	74,900 00	
Tennessee.....	5143	From Nashville to Memphis.....	489	489	2	8,000 00	8,000 00	

* Six trips per week 8½ months; 3 trips per week 3½ months. † Two trips per week 8 months; 1 trip per week 4 months.
 ‡ Three trips per week 7 months to St. Louis; 2 trips per week 3 months to Cairo; 1 trip per week 6 months from St. Louis to Cairo.

E—Steamboat service—Continued.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	Miles.				
Alabama	5502	From Stockton to Mobile	34		1	\$8,000 00		Under coach contract.
Do.	5340	From Gunter's Landing to Decatur	57		1	4,225 00		
				91			\$12,225 00	
Mississippi	5711	From Vicksburg to New Orleans, La.	374		3 (*)	10,920 00		Service engaged by the trip.
Do.	5714	From Vicksburg to Yazoo city	110		3	1,495 00		
				484			12,415 00	
Arkansas	5901	From Little Rock to Napoleon	278		3	12,000 00		Service engaged by the trip.
Do.	5924	From Batesville to Memphis, Tenn.	208 469	672	1	7,000 00		
				950			19,000 00	
Louisville	6101	From New Orleans to Mobile, Ala.	164		7	26,175 00		Service engaged by the trip.
Do.	6102	From New Orleans to St. Francisville	165		3	9,360 00		
Do.	6103	From New Orleans to Shreveport	374	544	3	2,860 00		Service engaged by the trip.
Do.	6104	From New Orleans to Covington	170	60	3	860 00		
				933			39,195 00	
Texas	6201	From Indianola to New Orleans, La.	540		1	12,000 00		Service engaged by the trip.
Do.	(sub1) 6201	From Brazos San Jago to New Orleans, La.	550		1	15,000 00		
Do.	(sub2) 6202	From Galveston to Houston	80		2	5,000 00		
				1,170			32,000 00	
				13,415-6			421,692 28	

* Six trips per week 9 months; 3 trips per week 3 months.

S. D. JACOBS, First Assistant Postmaster General.

F.

United States mail service abroad, as in operation on the 1st of October, 1851.

No. of route.	Points.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
		Miles.				
1	New York by Southampton, England, to Breuen Haven, Germany.	2,750	Once a month	Ocean Steam Navigation Company, C. H. Sand, president.	\$200,000	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.	693	Twice a month	M. C. Mordecai	50,000	Under contract with the Postmaster General, agreeably to acts of Congress of March 2, 1847, and July 10, 1848.
3	New York to Havana, Cuba; thence to New Orleans, Louisiana; and from Havana to Chagres, New Grenada.	1,409 700 1,200	Twice a month	George Law, M. O. Roberts, and B. R. Mellvain.	290,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.
4	Astoria, Oregon, by Unqua City, San Francisco, California, Monterey, and San Diego, to Panama, New Grenada.	4,290	Twice a month	Pacific Mail Steamship Company, William H. Aspinwall, president.	348,250	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England.	3,100	Twice a month for 8 months, & once a month residue of year.	E. K. Collins, Jas. Brown, and Stewart Brown.	345,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.
6	New York, by Cowes, to Havre, France.	3,270	Once a month	Ocean Steam Navigation Company, M. Livingston, agent.	150,000	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
	Panama to Chagres	60	Twice a month		43,387	Service performed by the New Grenadian government, under treaty, at a stipulated price per trip, according to the weight of the mail.

S. D. JACOBS, First Assistant Postmaster General.

G.

Table showing the total annual transportation of mails, and the total annual cost of transportation for the last ten years—1842 to 1851—both inclusive, also the amount of cost per mile.

Year.	Aggregate total annual transportation.	Aggregate total annual cost of transportation.	Amount per mile.
1842	34,835,991	\$3,110,783	8.9
1843	35,252,806	2,976,281	8.4
1844	35,409,624	2,968,295	8.3
1845	35,634,269	2,905,501	8.2
1846	37,398,414	2,716,673	7.2
1847	38,887,899	2,453,001	6.3
1848	41,012,579	2,549,286	6.2
1849	42,544,069	2,745,720	6.4
1850	46,541,423	3,095,974	6.6
1851	53,465,721	3,870,691	7.2

S. D. JACOBS,
First Assistant Postmaster General.

II.

Statement showing the amount paid for mail transportation, and the net revenue arising from postages in each State, and Territory for the fiscal year ending June 30, 1851.

States and Territories.	Amount paid.	Net revenue.	States and Territories.	Amount paid.	Net revenue.
Maine	\$46,690 25	\$89,761 92	Illinois	\$156,685 71	\$115,184 53
New Hampshire	27,662 00	59,902 20	Wisconsin.....	34,759 77	60,725 35
Vermont.....	50,643 98	58,965 44	Iowa.....	24,850 05	26,568 86
Massachusetts.....	132,164 84	358,120 72	Missouri.....	101,313 23	83,787 95
Rhode Island ...	12,088 20	39,328 34	Kentucky.....	87,121 70	86,472 49
Connecticut.....	62,176 13	110,971 81	Tennessee	74,142 59	64,185 86
New York.....	324,970 14	983,977 13	Alabama	143,798 70	75,937 75
New Jersey.....	42,813 37	66,156 20	Mississippi	84,256 58	55,536 01
Pennsylvania....	146,105 64	396,699 91	Arkansas	61,244 90	17,215 53
Delaware	6,489 87	12,521 38	Louisiana.....	68,464 61	116,936 06
Maryland	148,150 97	121,864 61	Texas	114,741 83	28,474 12
Dist. of Columbia		11,109 45	California.....	111,515 87	227,152 82
Virginia	169,687 83	141,579 13	Oregon	9,875 80	3,282 54
North Carolina..	154,977 40	43,617 07	Minnesota	1,192 89	1,874 13
South Carolina..	108,488 80	76,108 62	New Mexico...	350 00	243 68
Georgia.....	146,772 94	101,749 42	Utah		718 90
Florida.....	31,701 55	13,793 24	Nebraska.....		25 17
Ohio	138,836 32	286,311 24			
Michigan	89,634 58	62,387 69			
Indiana	76,225 82	83,638 03			
			Total amount.	2,935,597 81	4,035,915 30

S. D. JACOBS,
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