
REPORT

OF

THE POSTMASTER GENERAL,

DECEMBER 4, 1852.

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,

December 4, 1852.

SIR: In discharge of a duty devolving on me, I have the honor to report that the whole number of post offices in the United States at the close of the fiscal year ended June 30, 1852, was 20,901. The number of postmasters appointed during that year was 6,255. Of these, 3,726 were appointed to fill vacancies occasioned by resignations; 255 to fill vacancies occasioned by death; 246 on changing the sites of offices; 309 on the removal of prior incumbents; and 1,719 on the establishment of new offices. There were 1,719 post offices established, and 614 discontinued, during the year.

From the end of the fiscal year to November 1, 1852, 526 post offices have been established, and 236 discontinued, so that the whole number in operation at the latter date was 21,191. At its close there were in operation in the United States 6,711 mail routes; their aggregate length being 214,284 miles, and employing 5,206 contractors. The annual transportation of the mails on these routes was 58,985,728 miles at an annual cost of \$3,939,971, being about six and seven-tenths cents per mile. Of these 58,985,728 miles of annual transportation, 11,082,768 miles were required to be performed on railroads at a cost of \$1,275,520, being about eleven and a half cents per mile; 6,353,409 miles in steamboats, at a cost of \$505,815, being about eight cents per mile; 20,698,930 miles in coaches, at a cost of \$1,128,986, being about five and a half cents per mile; and 20,850,621 miles in modes not specified, at a cost of \$1,029,650, being about four and nine-tenths cents per mile.

The inland service, when compared with such service at the close of the preceding year, as stated in the last annual report from this department, shows an increase of 17,994 miles in the length of mail routes; of 5,713,476 in the miles of annual transportation; and of \$518,217 in the annual cost of transportation. Of such increase or transportation, the railroad service amounts to 2,514,061 miles, at an increased cost of \$290,501, being an increase of about twenty-nine per cent. both in the service and in its aggregate cost; the steamboat service to 898,427 miles, at an increased cost of \$50,923, being an increase of about sixteen and a half per cent. in service, and eleven per cent. in cost; the coach service to 972,342 miles, at an increased cost of \$81,827, being an increase of about five per cent. in service, and eight per cent. in the aggregate cost; and in modes of service not specified to 1,328,646 miles, at an increased cost of \$94,967, being an increase of about seven per cent. in service, and ten per cent. in cost.

Compared with the transportation, and its cost, at the close of the fiscal year ended June 30, 1842, it shows that the railroad and steam-

boat service had increased in the ten years 13,011,915 miles, at an increased cost of \$1,131,654, being about two hundred and ninety-four per cent. increase in service, and one hundred and seventy-four per cent. in cost; the coach service 1,931,894 miles, at a decreased cost of \$571,524, being about ten per cent. increase in service, and thirty-three and a third per cent. decrease in cost; the service in modes not specified 9,205,928 miles, at an increased cost of \$292,045, being about seventy-nine per cent. increase in service, and forty per cent. in cost.

It may be proper in this connexion to remark that the actual increase in coach service performed is greater, and that of service performed on horseback, and in other modes not specified, is *less* than above stated, for the reason that since the act of 1845, much coach service is performed under contracts not specifically requiring that grade of service, but only that the mails be carried with due "celerity, certainty, and security." The service under such contracts is now reported as in modes not specified, although coach service is performed under them for a large portion of or the entire year.

There were in operation 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 652,406. The service on three of these routes is under contract with this department; the annual transportation thereon is estimated at 200,592 miles, at a cost of \$400,000, being about \$1 99 per mile. The service on the other three routes is under contract with the Navy Department the annual transportation thereon is estimated at 458,934 miles, at an annual cost of \$1,496,250, (including the additional compensation voted to the Collins line at the last session of Congress,) being about \$3 26 per mile.

The annual cost of conveying the mails across the Isthmus of Panama is uncertain, as it depends on their weight: their cost for the last year, at twenty-two cents per pound, the price paid, was \$48,039. It is estimated that for a large portion of the contents of these mails, (being printed matter,) the amount received in postages under the act of August 31, 1852, does not exceed five cents a pound, in payment of the whole transportation from the point of mailing to that of delivery. As that act did not go into effect until the 30th of September last, no reliable estimate can now be made of the increased cost of mail service across the Isthmus under its operation; but there can be no doubt that such increase will be large. The temporary arrangement for this service, which went into effect on the first of December last with the Panama Railroad Company, is still in force, and is found to be a great improvement on the previous arrangement, though not yet entirely satisfactory. The completion of the railroad is looked forward to as the remedy for most of the existing delays and defects in the service between New York and San Francisco.

Under the general head of "transportation of the mails," is chargeable the compensation of route and local agents and mail messengers. The amount payable on this account at the close of the last fiscal year was \$196,936 per annum.

The extent and annual cost of the entire mail service, under the control of this department, at the close of the fiscal year ended on the 30th

of June last, as well as its division among the State and Territories, and the mode of its performance required by the then existing contracts, will more fully appear by the annexed table furnished by the Second Assistant Postmaster General, and marked A.

As the railroad service is daily becoming more important and expensive, a table showing the extent and annual cost of that service in each of the States, as in operation on the 30th day of June in each year from 1848 to 1852, inclusive, has been prepared, and is hereto annexed, marked B.

Our ocean steamer service commenced in June, 1847. Its great and rapid increase is shown by the following tabular statement of its cost for each fiscal year, as follows:

The cost of this service for 1848 was.....	\$100,500
The cost of this service for 1849 was.....	474,710
The cost of this service for 1850 was.....	721,570
The cost of this service for 1851 was.....	1,023,250
The cost of this service for 1852 was.....	1,896,250

The gross receipts of the department for the year ended June 30, 1852, were \$6,925,971 28, derived from the following sources, viz:

Letter postage, including foreign postage, and stamps sold	\$4,226,792 90
Postage on newspapers, periodicals, &c.....	789,246 36
Fines, other than those imposed on contractors.....	27 50
Receipts on account of excess of emoluments of postmasters	38,478 24
Damages collected from failing contractors.....	5,213 30
Receipts on account of dead letters.....	8,265 12
Receipts from letter-carriers.....	104,355 92
Stamps in hands of postmasters 30th June, 1851, being such as remained of the old issue, and which were charged to them on that day.....	8,849 61
Miscellaneous receipts.....	3,297 89
From appropriation authorized by twelfth section of act of 3d March, 1847, viz: from third March, 1847, to 30th June, 1852.....	1,065,555 55
From appropriation authorized by eighth section of act of March, 1851.....	663,888 89
From appropriation for "census mails," authorized by seventeenth section of act of 23d May, 1850.....	12,000 00
	<hr/> 6,925,971 28
From this sum must be deducted the amount payable to the British post office, under the postal convention of December, 1848, as now estimated from the statement of the Auditor.....	101,988 59

The receipts from postages, American and foreign, for the last fiscal year were less by \$1,388,334 43 than for the preceding fiscal year, being a decrease of about twenty-two per cent. If the estimated balances accruing to the British post office for each year are excluded, for the purpose of showing the decrease of our own postages, that de-

crease will amount to \$1,431,696 54, or about twenty-two and a half per cent. This diminution in our postages is attributable to the reduction in the rates of postage made by the act of March 3d, 1851, which reduction took effect at the commencement of the last fiscal year. This diminution of revenue is somewhat greater than was anticipated in this department at the time the act went into effect, and much greater than was expected by the sanguine advocates of cheap postage, many of whom sought the establishment of still lower rates.

Although the act referred to has not, in its operation during the last year, fulfilled the predictions of its friends, by increasing the correspondence of the country in proportion to its reduction of postage, I should, nevertheless, question the expediency of a return to higher rates. All experience warrants the expectation that as a community becomes accustomed to cheap postage, written correspondence will increase. From this cause, and from the rapid growth of the country in population and business, the receipts of the department must ultimately exceed its expenses, and enable it to refund to the treasury the sums advanced. In the mean time, the appropriations made from the treasury in aid of the Post Office establishment may be deemed safe and beneficent investments for the advantage of the *whole people*, each one of whom, if not engaged in business correspondence, has a deep interest in the diffusion of intelligence, and the promotion of social intercourse.

By the eighth section of the act of 31st August, 1852, the Postmaster General is authorized to provide and furnish to all postmasters and other persons applying and paying therefor, letter envelopes, with one or more postage stamps impressed thereon, to be used in prepayment of postage. These envelopes are now in course of preparation, and will soon be for sale at the principal post offices. As letters *enclosed in them* may be legally sent by private express or other private conveyance, there will remain no color of excuse for further violation of the laws in that respect. That the experiment of cheap postage may be fairly tried, it is important that the revenues of the department be protected against this abuse, not only by the vigilance of its own agents—to whom the law has intrusted the power *to search for and seize such letters*—but also by public sentiment and by the active exertions of the intelligent and influential portion of the community. It is by thus securing to this department the receipts which the law has assigned for its support, that the period can be hastened when it will again be sustained by its own proper revenues, and the common treasury of the country relieved from further advances for its service.

The expenditures of the department during the last fiscal year were as follows:

For the transportation of the mails.....	\$4,225,311	28
For ship, steamboat, and way letters.....	24,587	94
For compensation to postmasters.....	1,296,765	50
For extra compensation to postmasters under act of 3d March, 1851.....	456,594	84
For wrapping paper.....	41,046	12
For office furniture.....	7,890	77
For advertising.....	63,157	12
For mail bags.....	41,946	50.

For blanks.....	\$53,861 83
For mail locks and keys, and stamps.....	11,984 64
For new mail locks and keys.....	18,756 97
For mail depredations, and special agents.....	35,197 82
For clerks for offices (offices of postmasters).....	548,916 71
For publishing post office laws and regulations.....	2,900 00
For repayment of money found in dead-letters.....	82 61
For postage stamps.....	9,920 03
For postage stamps redeemed.....	3,809 35
For stamps of the old issue returned to the department.....	8,229 20
For official letters received by postmasters.....	582 89
For payments to letter-carriers.....	140,355 92
For miscellaneous payments.....	152,561 00
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	7,108,459 04

The new contracts for the middle section, made under the letting in February last, embracing the States of Maryland, Delaware, Pennsylvania, and Ohio, increased the annual transportation in those States, from the first day of July last, 310,959 miles, at an increased annual cost of \$148,705 over the transportation and cost under the contracts which expired on the 30th day of June, 1852; being an increase of about three per cent. in service, and twenty-one and a half per cent. in annual cost.

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

The annual cost of transportation, (foreign and inland,) as authorized and under contract, at the close of the last fiscal year.....	\$4,584,946 00
Additional cost in the middle section under new contracts, which went into effect July 1, 1852.....	148,705 00
Increased cost of transportation, under order of the Postmaster General, for the improvement and extension of mail service, and the increased expedition of the mails.....	93,584 98
Probable cost of putting into operation for the residue of the fiscal year such new routes established during the last session of Congress as should be put in operation before 1st day of July next.....	650,000 00
Expenses, under the heads of compensation to postmasters, wrapping paper, office furniture, advertising, mail bags, blanks, mail locks and keys, stamps, mail depredations, and special agents, clerks for offices of postmasters, and miscellaneous items, being the expenses of last year, and twelve and a half per cent. added; such expenses necessarily increasing with the extension of mail service, and the increase in the number of post offices, and in the quantity of mail matter transported.....	3,243,541 22
Probable cost of postage stamps and envelopes.....	25,000 00
	<hr/>
	8,745,777 20

To meet these expenditures of the department for the present fiscal year, it has, under existing laws, resources which it is estimated will produce the following sums, to wit:

1st. The available balance at the credit of the revenues of the department on the first day of July last, stated by the Auditor to be.....	\$566,632 57
2d. Receipts from postage, (foreign and inland,) deducting estimated balances due to foreign governments..	5,651,158 26
3d. Annual appropriation made by the twelfth section of the act of 3d March, 1847, in compensation for mail service performed by the various departments of government.....	200,000 00
4th. Annual 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 offices of government in the transportation of free matter".....	500,000 00
5th. Contingent appropriation made by the ninth section of the act of 3d March, 1851.....	500,000 00
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	7,417,790 83
	<hr/>

The above aggregate deducted from the estimated amount of expenses for the current year, leaves a deficit of \$1,327,986 37 to be provided for by direct appropriation from the treasury.

A further and larger appropriation will probably be necessary to meet the deficiency in the revenue of the fiscal year commencing on the first of July next. An estimate of this deficiency and of that of the current fiscal year, as here set forth, will be submitted to Congress.

The negotiations for increased expedition on the great mail line between New York and New Orleans, which were in progress at the date of the last annual report from this department, were brought to a favorable conclusion in time to commence the improved service on the first of March last. By this arrangement, the time required for the regular transportation of the mail from New York to New Orleans was reduced 24 hours, and from New Orleans to New York 38 hours. Additional trains were so arranged on different parts of the route as to render failures of connexion less frequent, and shorten the delay from 24 to 12 hours in cases where the connexion was unavoidably broken. Certainty and celerity on this line cannot be relied on while the service on an important link in the chain of routes composing it is performed in steamers, on the stormy and unsheltered coast between Wilmington and Charleston.

The completion of the Wilmington and Manchester railroad during the next year will, it is believed, enable the department to avoid this uncertain portion of the present line.

The service between New York and Washington, though much improved by the arrangements referred to, is still defective and unsatisfactory. The endeavors of this department to improve this service have been rendered abortive by a want of unity among the railroad compa-

nies interested in the line, and a spirit of accommodation on the part of the companies running between Philadelphia and New York.

There being no competing lines, or modes of conveyance by which this department can secure connexions, and otherwise facilitate the transportation of the mails between Washington and New York, it is compelled to accept such independent service as each company on the line will consent to render, and is thus made powerless to enforce the demands of the public. I would respectfully suggest, that if Congress, in the exercise of its power over the establishment of post-roads, can remedy this evil, the subject is worthy of the early attention of that body.

A new compilation of laws relating to this department, and of amended regulations adopted for enforcing them, for the guidance of its officers and the conduct of its business, was in course of preparation at the date of the last annual report from this department. It has since been perfected and published by my predecessor, and distributed to the several postmasters, and copies sent to the members of both houses of Congress.

It appears from the report of the Auditor for this department, hereto annexed, that the whole amount of postages, inland, sea, and foreign, on letters and other mailable matter, received and sent by the several lines of United States steamers during the last fiscal year, was as follows, viz:

By Collins's line, New York and Liverpool	\$228,867 61
By New York and Bremen line, touching at Southamp- ton, England	77,219 87
By New York and Havre line, touching at Cowes.....	80,804 08
By Charleston and Havana line.....	11,958 99

The postal arrangements with Canada and New Brunswick have been in successful operation during the year, and have been found convenient and useful.

The amount of postage on letters *sent* from the United States to Canada was:

Unpaid.....	\$31,034 66	
Paid.....	24,707 31	
	<hr/>	55,741 97

On letters *received*:

Unpaid.....	\$25,377 08	
Paid.....	22,144 60	
	<hr/>	47,521 68

The amount of postage collected on letters *sent* from the United States to New Brunswick was:

Unpaid.....	\$2,356 38	
Paid.....	2,778 71	
	<hr/>	5,135 09

On letters *received*:

Unpaid.....	\$1,784 07	
Paid.....	1,893 40	
	<hr/>	\$3,677 47

Congress having, by the second section of an act approved August 31, 1852, authorized the Postmaster General, upon certain conditions, to enter into contract for the transportation of the mail by steamers, plying between Boston and Halifax, a postal arrangement is now in process of completion with the province of Nova Scotia, by which the postage on this route will be the same as is now paid by the way of New Brunswick.

In pursuance of the requirements of an act approved August 30, 1852, advertisements have been published for proposals for mail service by ocean steamers between New Orleans and Vera Cruz, via Tampico, embracing also (for the purpose of obtaining information) an extension of the service to Acapulco, and thence to San Francisco. These proposals are to be opened and a decision made on such portions of them as are authorized by said act, (that is, for service from New Orleans to Vera Cruz,) on the 3d of January next. The department will, of course, await the directions of Congress after the information is obtained as to the remainder of the route.

By the eleventh section of an act approved August 31, 1852, provision is made for daily mail service, by suitable and safe steamers, between Louisville and Cairo, St. Louis and Cairo, Cairo and Memphis, and Memphis and New Orleans.

It is deemed important, not only to the cities enumerated and to the intermediate places on the rivers to be covered by this service, but due also to the great and increasing West, that these lines should be so established as fully to secure the object contemplated, to wit: a certain, regular, safe, and reliable daily service on these several routes.

The relative position of the western section of our Union, its present importance and prospective greatness, alike demand that its people should be provided with the best postal facilities that the department can supply. To accomplish this, it has sought information from various sources as to the requirements of the service, and will soon advertise for such as will, it is believed, fully carry into effect the intention of the act, and meet the just demands of that interesting section of our country.

With the last annual report from this department were published interesting tabular statements of the extent and increase of its business, at the several periods of five years from 1790 to 1835, inclusive, and for each year from 1840 to 1851, inclusive. The extent and cost of steamboat and of railroad service were not *separately* given in those statements, nor have they been so contained in any published report from the department prior to 1848. Since that time, however, in the annual exhibit from the contract office of the mail service in operation at the close of each fiscal year, the two kinds of service have been separated. As the annual increase of both kinds in extent and cost strikingly illustrates the steady and rapid growth of our country, I submit the follow-

ing statement of the extent and cost of each, at the close of each fiscal year from 1848 to 1852 inclusive :

	1848.	1849.	1850.	1851.	1852.
Miles of steamboat service..	4, 385, 800	4, 083, 976	4, 109, 981	5, 454, 982	6, 353, 409
Its annual cost	\$262, 019	\$278, 650	\$313, 943	\$454, 892	\$505, 815
Miles of railroad service....	4, 327, 400	4, 861, 177	6, 524, 593	8, 568, 707	11, 082, 768
Its annual cost	\$584, 192	\$635, 740	\$818, 227	\$985, 019	\$1, 275, 520
Cost of railroad and steam- boat service united.....	\$846, 211	\$914, 390	\$1, 132, 170	\$1, 439, 911	\$1, 781, 335

By the third section of the act, approved August 31, 1852, making appropriations for the service of this department, it is provided that the salaries of all route-agents be increased to one thousand dollars per annum.

The effect of this provision is to give the same compensation to each one of these agents, without reference to the amount of service rendered by them respectively, and it takes from the Postmaster General the power of adjusting their pay according to the labor and responsibility of the service performed by them. It operates unequally, and, with the present amount of railroad service, has increased the cost of transporting the mails more than \$50,000. I respectfully recommend the repeal of this provision, and that the Postmaster General be authorized to graduate these salaries according to the service performed.

The contractor on the route from Salt Lake City to Sacramento, in California, never having performed efficient service on that route, this department has entered into an arrangement with another contractor, who binds himself not only to perform the service as originally required, but also to establish and maintain a fortified post or station at Corson's Valley, which will, it is expected, increase the security of the mails, and afford protection to the numerous emigrant trains on their journey to California.

Since the last annual report from this department, the Collins line of steamers has continued its service between New York and Liverpool, according to an arrangement then existing, by which weekly trips in American steamers were secured between the two countries.

The ships of this line have preserved their early reputation for unrivalled speed and sea-worthiness. Their departures have been punctual, and they have performed their voyages with great regularity. The company has kept a spare ship in port ready to replace any one which might be temporarily disabled, or withdrawn for repairs, and has, in other respects, manifested a disposition to perform the service in a creditable manner.

By the act of August 31, 1852, this department was authorized to make an arrangement with the Ocean Steam Navigation Company for one additional trip on the Havre line, and one additional trip on the Bremen line, until the expiration of their existing contract, and also in its discretion to negotiate for the change of the Havre line from Havre to Antwerp. Owing, as is stated by the proprietors of those lines, to

the inadequacy of the remuneration received for their present service, they are unwilling to extend it, either by increasing the number of their trips, or adding to the length of their voyages. They complain that while the Collins line receives \$33,000 a trip, the Havre line receives only \$12,500, and the Bremen line only \$16,666, for service in the latter case more arduous in its nature and over a longer route. They ask that such remuneration may be given them as will justify their increasing the number of their ships, and thus enable them not only to meet the requirements of the service, by changing the terminus of their route from Havre to Antwerp, but also to perform such additional trips as may be desired.

As an inducement for this increase of pay, they show that, in addition to their having performed their mail service as efficiently as could be expected with the limited means allowed them, the exports from Germany to this country have increased, since they commenced running, from three millions to ten millions of dollars; that the number of emigrants is increasing, and the gross sum which they at present bring to this country amounts to fifteen millions of dollars annually.

It was for this object—for the purpose of extending our intercourse and increasing our mercantile relations with Germany—that this line was established. The results have equalled the expectations of its friends; and it now remains for Congress to decide whether the necessary aid shall be extended, or whether we shall abandon to the English the profits of our increasing trade with the advantages that flow from it.

Semi-monthly ocean service, as last reported from this department, was continued between New York and California and Oregon until July last, when, under authority of a provision contained in the naval appropriation act of March 3, 1851, the running of the mail steamers on the New York, Havana, New Orleans, and Chagres lines was rearranged, so as to afford a more direct despatch of the mails to and from the Pacific. This service is now divided into three distinct lines, viz: from New York and New Orleans to Aspinwall, (both direct,) and from New York, by Havana, to New Orleans. This change is made with the assent of the Secretary of the Navy, on the application of the contractors, and with the understanding that the government is not responsible for any additional expense involved in it. The former arrangement may be restored at the desire of either party, on one month's notice.

The convention between this department and the Post Office Department of Prussia, which at the date of the last annual report from the Postmaster General remained unexecuted, has since been concluded, and went into operation in October last. This convention provides for a closed mail, to be despatched in each direction between the United States and Prussia regularly *twice* a week, via London and Ostend. New York and Boston are the offices of exchange on the part of the United States, and Aix la Chapelle is the corresponding office of exchange on the part of Prussia.

By this convention, a uniform postage rate of thirty cents (prepayment of which is optional in either country) is established, for all letters not exceeding half an ounce in weight, between the two countries. Six

cents is the rate established for each newspaper, to be prepaid. This convention also provides for the transmission of mails not only through Germany, but also through the United States, to countries beyond, and has induced this department to discontinue the closed mail to Bremen. It is estimated that the countries (including the German-Austrian Postal Union) which are thus brought into postal communication with the United States embrace a population of seventy millions.

As a necessary consequence of our convention with Prussia, the larger part of the continental correspondence, which formerly went by the way of Bremen, is now sent via London, Ostend, and Aix la Chapelle—the latter being the more expeditious route. The mails for Bremen, however, and such as may be addressed via Bremen to other German States and countries beyond, will continue to be despatched monthly by the New York and Bremen line.

A *projet* of a postal convention between the United States and Belgium has been prepared and submitted by this department, for approval, to the Belgian government, and it is confidently expected that in the course of a few months, at farthest, an arrangement, which shall be mutually advantageous, will be duly sanctioned and put in operation.

Our postal convention with Great Britain has not yet been so modified as to admit of the exchange of a closed mail with France *via* England; the British government, with reference to such mail, still insisting on a transit postage of twenty-four cents an ounce.

France has manifested a disposition for improved mail facilities with this country, and has made proposals for a postal treaty with the United States, to operate independently of our treaty with Great Britain. How far the negotiations on this subject have progressed, I am not at present prepared to state. It is hoped, however, that they may be conducted to a favorable issue at an early day. Connected with this project, France proposes, in conjunction with the United States, to establish a union line of mail steamships direct between New York and Havre.

Under our postal treaty with Great Britain, additional articles have been agreed upon, and are ready for signature, providing for a regular mail arrangement between the United States and the West Indies generally, and points on the coast of Mexico, and northern coast of South America, at which the British mail packets touch. To the British West Indies, the United States single rate of letter postage, which must be prepaid on letters sent from, and collected on letters received in the United States, will be ten cents, where the distance from the mailing office is under 2,500 miles; and twenty cents where the distance exceeds 2,500 miles. To the West Indies—not British—Mexico, and South America, by this channel, the British postage of twenty-four cents, the single rate, also required to be prepaid, must be added to the ten or twenty cents, United States rate, according to distance, as above. This arrangement, it is expected, will go into effect without delay.

In accordance with the wishes of the Hawaiian government, arrangements have been made by which letters for the Sandwich Islands are despatched in sealed packets, by each mail steamer from New York, and conveyed through to Honolulu without being opened. On all letters and newspapers for these Islands, however, as well as to China, by this

route, it is required that the United States postage to San Francisco be prepaid.

The act of March 3, 1851, "to reduce and modify the rates of postage in the United States, and for other purposes," authorized the Postmaster General to allow increased commissions to postmasters whose labors had been increased and their commissions reduced by the operations of that act. The maximum allowance thus authorized was twenty per cent. added to the amount of commissions received for the fiscal year ended June 30, 1851.

In the exercise of the authority thus granted, the late Postmaster General issued an order on the 29th of October, 1851, allowing increased commissions to all postmasters entitled thereto, varying from ten to twenty per cent., according to the gross receipts of their offices. This order applied to the settlement of the accounts for the fiscal year 1852, and reserved the rate of allowance to be made thereafter, "for future consideration, after the accounts for the first three quarters of that year should have been adjusted by the Auditor."

When the result of this adjustment was reported to him, the late Postmaster General issued the following order, which is now in force :

Increased Commissions to Postmasters.

POST OFFICE DEPARTMENT,
August 7, 1852.

The Postmaster General being satisfied that the labors of postmasters have been so increased with the increasing business of the country, and by the operation of the act "to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851, that the highest additional allowance of commissions authorized by the sixth section of that act will not afford them more than a reasonable compensation for such increased labors, it is

Ordered, That (with the restrictions and limitations hereinafter mentioned) the Auditor of the Treasury for the Post Office Department, in settling the accounts of postmasters for the fiscal year ending 30th of June, 1853, and for each succeeding year until otherwise ordered, shall, upon satisfactory proof being furnished him, by affidavit or otherwise, that the labors of any postmaster have been increased, and his commissions reduced as provided for by said act, allow and credit such postmaster the same amount of commissions allowed at his office for the fiscal year ended 30th of June, 1851, with 20 per cent. thereon added thereto: *Provided, however*, 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: *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 annual 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.

N. K. HALL,
Postmaster General.

It will be perceived that this order makes it necessary, in the settlement of each postmaster's quarterly account, to compare the current business of his office with that of the corresponding quarter of the year 1851, and that his commission account for each quarter must remain unsettled until the end of the year, that the aggregate commissions accruing may be compared with the commissions allowed for that year. The effect of this in delaying and embarrassing the settlement of accounts in the Auditor's office, and increasing the labor of such settlement, is fully shown in the following letter from the Auditor, who recommends a repeal of the provision requiring this mode of settlement, and a return to the old system of uniform rates of commission on the amount of postages collected. I concur in his recommendation, both as to the repeal of the existing law and the rates of commission to be allowed.

AUDITOR'S OFFICE,
Post Office Department, November 19, 1852.

SIR: It is found in practice that the acts of Congress respecting the allowance of additional commissions to postmasters are extremely inconvenient and burdensome to this office. The 6th section of the act entitled "An act to reduce and modify the rates of postage," &c., approved March 3, 1851, provides, "that to any postmaster whose commissions may be reduced below the amount allowed at his office for the year ending the 30th of June, 1851, and whose labors may be increased, the Postmaster General shall be authorized in his discretion to allow such additional commissions as he may deem just and proper, provided that the whole amount of commissions allowed such postmaster during any fiscal year shall not exceed by more than 20 per centum the amount of commissions at such office for the year ending the 30th day of June, 1851."

And the 9th section of the act entitled "An act to establish certain post roads, and for other purposes," approved August 31, 1852, provides "that the Auditor of the Treasury for the Post Office Department may, under such regulations and restrictions as the Postmaster General may prescribe, allow to every postmaster whose office was not established until after the 1st day of July, 1850, or whose commissions, in consequence of the increase of labor and business of his office, shall have equalled or exceeded the commissions allowed at such office for the year ending on the 30th day of June, 1851, such compensation in addition to his legal commissions as will, in the judgment of such Auditor, make the compensation of such postmaster equal, as near as may be, to the compensation of other postmasters in the same section of the country whose labors are the same as his, and who are entitled to additional allowance under the 6th section of the act entitled 'An act to reduce and modify the rates of postage in the United States, and for other purposes,' approved March 3, 1851, and under orders of the Postmaster General made in pursuance of the provisions of the said 6th section of the act aforesaid."

To entitle a postmaster to additional commissions under these laws, it must satisfactorily appear, first, "that by their enactment and opera-

tion the labors of his office have been increased, and that his commissions have been reduced below the amount allowed for the fiscal year that ended on the 30th of June, 1851; or, secondly, that his office was not established until after the 1st day of July, 1850," &c. If these facts are sufficiently shown, additional commission, at different rates, is, according to the present practice, allowed as follows:

1. Where the commissions of the postmaster for the year ending June 30, 1851, did not exceed \$50, the same amount of commissions which was allowed for that year, with twenty per cent. added thereto, is allowed him.

2. Where they exceeded \$50, but did not exceed \$100, the same amount, with fifteen per cent. added thereto, is allowed.

3. Where they exceed \$100, but not \$500, the same amount, with twelve and a half per cent. added thereto, is allowed.

4. Where they exceed \$500, the same amount, with ten per cent. added thereto, is allowed; but the commissions allowed to any postmaster (other than at a distributing office) are not permitted to exceed the postages collected at his office during the period for which the allowance is made.

5. Where the office was not established until after the 1st of July, 1850, &c., such compensation, in addition to his legal commissions, is allowed the postmaster, as will make his compensation equal, as near as may be, to the compensation of other postmasters in the same section of country, &c.

These various contingencies and conditions cannot be determined until the accounts for an entire fiscal year are adjusted. Commissions are therefore computed by postmasters in their quarterly accounts mainly according to the old rates of allowance, and the adjustment of additional commissions has become, as it were, a separate business, superadded to the adjustment of quarterly accounts, and is devolved exclusively on this office. First, it audits and adjusts the quarterly accounts of some twenty thousand postmasters; and then, as the additional commissions are dependent for their allowance upon no uniform rule, acting equally and applicable alike to all postmasters, but upon the facts of each particular case, it has at the end of a fiscal year to re-examine these twenty thousand accounts to see which of them are entitled, and in what proportions, to said additional compensation. Postmasters meanwhile, not knowing what additional allowances may be made them, are unable to determine how much they owe the department at the end of each quarter and at the close of the year. Their accounts and the Post Office accounts necessarily disagree; and, by consequence, some pay too much, others not enough, and others, again, excuse themselves from any payment.

Furthermore, these disagreements produce confusion and perplexity in settlements, retard collections, and require, in explanation and removal of the difficulties they create, a correspondence beyond the ability of this office to conduct with requisite promptness; and although the most strenuous exertions are made, with an insufficient force, to meet and respond to the additional demands thus made upon the office, postmasters complain, and with apparent reason, that their letters are not duly answered.

Another evil is, that the additional labor thus thrown upon the office has interrupted and retarded its current and general business to a degree that calls for immediate relief, and I have no hesitation in saying that it is impracticable to continue to adjust commissions in the manner at present required to comply with the law.

The only effectual remedy for these evils is the adoption of the old system of uniform rates of per-centage upon the proceeds of offices, depending on no condition or discretion; and I would respectfully suggest the following as a scale of rates that should be adopted and tried, viz: Say for an office collecting postage to the amount of \$3,000—

Allow on \$100,	50	per cent. commission	.....	\$50	00
300,	40	.....do.....	.....	120	00
2,000,	33 $\frac{1}{3}$	.....do.....	.....	666	66
600,	12 $\frac{1}{2}$	.....do.....	.....	75	00
					<hr/> \$911 66

The present rates are as follows:

On \$100,	40	per cent. commission	.....	40	00
300,	33 $\frac{1}{3}$	.....do.....	.....	100	00
2,000,	30	.....do.....	.....	600	00
600,	12 $\frac{1}{2}$	.....do.....	.....	75	00
					<hr/> 815 00
Difference					<hr/> <hr/> 96 66

I also think that a postmaster should be entitled to a small compensation—say to the amount of two mills (or about 2 $\frac{1}{2}$ cents per quarter for a weekly paper)—for delivering from his office to a subscriber each newspaper not now chargeable with postage.

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

Hon. S. D. HUBBARD,
Postmaster General.

The attention of Congress should, I think, be called to the fact that although the 6th and 7th sections of the act of 3d March, 1851, before referred to, provide that neither the compensation of postmasters, nor the ordinary extension of mail service, should be diminished in consequence of any diminution of the revenues resulting from that act, no provision was made for the protection of the rights and interests of a large class of persons employed as contractors on special routes, and as mail messengers, whose compensation depends upon the amount received from postages at the offices supplied by them.

There are not less than 2,500 persons employed in carrying the mail for the net proceeds of the offices supplied; limited, however, in every case, to a certain sum, equal to that paid for similar service on public routes in the same section.

On a few of the special routes, the amount collected is more than

sufficient to pay the contractor, and considerable balances remain, to be applied to the ordinary expenses of the department; but on a large portion of them, the amount received under even the *old* rates of postage was insufficient to pay the compensation allowable for his service. Upon this class of contractors the reduction of postages operated with great hardship, and every additional allowance to the postmaster has still further diminished the fund which alone can be applied to the payment of the contractor.

On the 25th of March last the Senate adopted a resolution, by which the Postmaster General was requested to embody in his next annual report, answers to numerous questions embraced in the resolution, relating to the business of this department, and its receipts and expenditures under various enumerated heads, for the fiscal year ending 30th June, 1852.

Much of the information sought by these questions could not be furnished in the form desired, from the accounts ordinarily rendered by postmasters, nor from the books of the Auditor's office, in which the accounts of this department are kept. Neither could it be furnished with perfect accuracy for the whole year in any other mode than by prescribing to postmasters, before the commencement of the year, a new form of accounts to be kept for this object, in addition to those now required from them; and, as nearly three months of the year had elapsed before the passage of the resolution, it was obviously impossible to overcome this difficulty. Desirous, however, to comply as far as possible with the request of the Senate, the late Postmaster General referred the resolution to the Auditor for this department immediately on its receipt, and desired him to adopt such means as remained in his power for collecting the information called for. By correspondence with postmasters at the principal offices, and from the accounts returned to his office for settlement, the Auditor has made (in cases where perfect accuracy could not be attained) estimates which are deemed reliable, and has thus been enabled to furnish, in his annexed report, answers to most of the questions referred to.

The whole number of paid and unpaid letters which have passed through the post offices of the United States during the last fiscal year, was 95,790,524.

Of those passing to and from places in the United States, exclusive of California and Oregon, there were—

Unpaid	32,672,765
Paid by money	18,448,510
Paid by stamps	31,897,750
Free	3,146,000

There were conveyed by European steamers	4,421,547
Do do Havana steamers	99,372
Do do California steamers	1,495,537
Number of dead letters—unpaid	2,635,909
Do do paid	444,091
Number of newspapers and other packages of printed matter, chargeable with postage	87,710,490

Number of exchange newspapers.....	7,073,548
Newspapers circulated free within the counties where published, estimated.....	20,000,000

Number of letters conveyed by Cunard line of European steamers	2,758,096
Number of letters conveyed by Collins line	963,692
Do do do Bremen line.....	354,470
Do do do Havre line.....	345,287

Amount of postages collected from Collins and Cunard lines.....	\$794,440 58
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Of which was collected in the United States	\$463,615 98
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Do do in Great Britain..	325,824 60
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Number of dead letters returned to Great Britain.....	124,548
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Of which 21,589 were paid, and 102,959 unpaid.

Amount due the United States thereon.....	\$13,541 52
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Number of dead letters received from Great Britain...	38,505
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Of which 9,860 were paid, and 28,645 unpaid.

Amount due Great Britain thereon.....	\$1,815 65
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Number of dead letters returned to Bremen.....	3,801
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Number of dead letters received from Bremen.....	2,587
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In his last annual report, my predecessor in office suggested that it should be earnestly and urgently recommended to Congress to take immediate and effectual measures for the extension of the west wing of the building occupied by this department, or for the erection of its north front, according to the original plan.

It would seem unnecessary for me to say that the reasons then urged for an enlargement of the building have become more imperative. Important papers are accumulating in the unsafe rooms over the city post office, to which it became necessary to remove a part of the force of the Auditor's office, in consequence of the crowded state of the rooms in the main building. More room, too, is required for the accommodation of the city post office, and it can only be provided by the proposed enlargement.

When it is considered that much time must be consumed before the additional structure can be completed, and that in the mean time the existing evils will continue to increase, I cannot doubt that Congress will take immediate action in the matter when the attention of that body shall be directed to it.

I think it proper to state, in connexion with this subject, that owing to injudicious construction of the chimneys in the post office building, the department has been subjected to great expense in fruitless attempts to warm the several rooms without the diffusion of gas and smoke. I respectfully suggest that it would not only conduce greatly to the relief and comfort of the officers employed in the building to have it warmed by means of hot water, or steam-pipes, but that this method would also, it is believed, prove much less expensive than the present one,

and that the cost of introducing it would be very soon reimbursed by the consequent saving in fuel.

The grand jury of Philadelphia have presented the rooms occupied as a post office in that city, and ascribe the numerous charges which are made against it to the deficiencies of the building, rather than to any want of diligence and attention to their duties on the part of its officers. This department does not feel itself justified, even if it possessed the power, to erect a new office; but while it recommends, respectfully leaves it to Congress to supply the remedy.

At the last session of Congress a resolution was introduced, but not acted on, authorizing the Postmaster General to allow, at his discretion, a sum not exceeding \$20,000 to the contractors for carrying the mail between this city and Richmond, and thus enable them to keep in operation the ice-boats necessary to secure certainty, and prevent delay in the transportation of the mails on that route. I respectfully ask that the attention of Congress be called to this resolution, and that its passage be recommended.

This department has received, through the medium of the honorable Abbott Lawrence, late minister to England, the proceedings of an association formed in London for the purpose of promoting a cheap and uniform system of international postage. The object aimed at by this association is very desirable, and well worthy of the attention of this government; but in the imperfect state of our foreign postal arrangements, I deem it inexpedient to enter, at present, on any new experiment.

In conclusion, I desire to express my obligations to my predecessor, the Hon. N. K. Hall, for the aid he has afforded me in compiling this report. The statistics he had in preparation, and the method he had established in the department, have materially assisted me in the discharge of my duties. I would respectfully recommend that a statistical and historical sketch of this department, which he submitted to the Post Office Committees of Congress, be continued, as a valuable work of reference.

The industry and attention to their laborious duties exhibited by the Assistant Postmasters General, the chief clerk, and the other clerks of this department, demand my thanks.

I have the honor to be, your obedient servant,

S. D. HUBBARD,
Postmaster General.

The PRESIDENT.

B.—Railroad service and cost for the years 1848, 1849, 1850, 1851, and 1852.

States.	1848.		1849.		1850.		1851.		1852.	
	Transporta- tion.	Cost.	Transporta- tion.	Cost.	Transporta- tion.	Cost.	Transporta- tion.	Cost.	Transporta- tion.	Cost.
	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine	70,824	6,733	91,416	6,823	117,000	12,254	177,528	15,397	177,528	15,397
New Hampshire	144,768	10,504	144,768	10,504	187,200	17,139	212,160	18,240	220,272	16,498
Vermont					188,604	28,875	235,668	32,262	270,660	31,508
Massachusetts	906,284	70,706	942,486	72,654	1,143,626	98,312	1,218,312	100,603	1,276,912	101,320
Rhode Island	30,264	4,850	30,264	4,850	86,112	8,612	86,112	8,612	86,112	8,612
Connecticut	230,444	22,192	230,444	22,192	529,678	46,014	552,944	46,471	565,365	47,236
New York	735,076	62,958	808,812	66,872	1,413,042	123,920	2,177,604	176,175	2,837,276	262,830
New Jersey	208,728	37,551	264,992	37,422	273,728	37,622	264,368	36,976	307,320	49,122
Pennsylvania	356,720	43,357	394,342	39,035	472,446	48,050	561,990	57,915	866,606	71,165
Maryland	391,768	95,745	396,656	94,612	396,656	99,612	601,224	113,450	597,064	112,700
Ohio	96,928	9,115	183,560	19,730	183,560	19,730	516,984	76,799	671,632	100,674
Virginia	118,248	25,043	211,393	51,107	211,393	51,107	233,961	52,507	366,946	73,393
North Carolina	179,816	46,700	179,816	46,700	179,816	46,700	179,816	46,700	263,016	53,571
South Carolina	150,696	39,812	179,816	41,862	179,816	41,862	230,828	45,366	411,528	52,010
Georgia	404,196	74,037	429,156	76,017	470,152	80,376	470,152	80,376	820,071	116,989
Florida					7,176	620	7,176	620		
Michigan	149,760	13,374	214,968	23,188	305,864	33,593	304,720	34,482	601,120	83,958
Indiana	53,664	3,729	54,288	3,729	64,896	4,029	99,216	10,650	215,904	22,511
Illinois							65,520	6,344	106,704	9,164
Kentucky							40,040	1,535	136,864	8,840
Tennessee									83,616	5,742
Alabama	70,512	13,843	70,512	13,843	70,512	13,843	83,616	17,443	155,688	26,180
Mississippi	28,704	3,943	33,488	4,600	43,316	5,950	43,316	5,950	43,316	5,950
Louisiana							1,248	150	1,248	150
Total	4,327,400	584,192	4,861,177	635,740	6,524,593	818,227	8,364,503	985,019	11,082,768	1,275,520

POST OFFICE DEPARTMENT,
Contract Office, December 1, 1852.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1852, I respectfully refer you to the tables hereto annexed.

Table 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.

Table B shows the number of mail routes in operation, and the number of mail contractors, route agents, local agents, and mail messengers, in the service of the department on the 30th of June, 1852.

On the first of July last, the new service in the middle section, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, 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, 1852, and at the close of the first quarter of the current year.

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 United States mail service abroad, 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.

I have the honor to be, very respectfully, your obedient servant,
W. H. DUNDAS,

Second Assistant Postmaster General.

Hon. S. D. HUBBARD,

Postmaster General.

A.

Table of mail service for the year ending June 30, 1852, as exhibited by the state of the arrangements at the close of the year.

[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.]

States.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.								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.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.
Maine.....	4,605	1,984	13,132	2,423	25,434	.....	.....	198	15,397	402,074	1,003,704	.....	177,528	1,583,306	53,963
New Hampshire.....	1,921	689	5,337	959	7,030	30	100	243	16,498	182,936	360,464	7,800	220,272	771,472	28,965
Vermont.....	2,393	777	7,592	1,207	11,187	.....	.....	409	31,508	224,085	466,856	.....	270,660	961,601	50,287
Massachusetts.....	3,172	990	14,731	833	15,978	265	4,500	1,080	101,320	405,322	469,560	165,360	1,276,912	2,317,154	136,529
Rhode Island.....	430	225	2,376	111	1,623	.....	.....	94	8,612	77,896	64,584	.....	86,112	228,592	12,611
Connecticut.....	1,833	686	7,589	583	10,412	.....	.....	564	47,236	244,360	264,992	.....	565,365	1,074,717	65,237
New York.....	14,741	5,920	55,667	5,773	88,108	1,186	35,610	1,862	262,830	1,583,376	2,943,498	552,588	2,837,276	7,916,738	442,215
New Jersey.....	2,673	1,234	9,398	1,135	13,609	28	300	276	49,122	310,128	484,288	14,560	307,320	1,116,296	72,429
Pennsylvania.....	12,314	7,817	48,966	3,754	63,146	.....	.....	743	71,165	1,229,402	1,817,146	.....	866,606	3,913,154	183,277
Delaware.....	538	328	3,332	210	5,856	.....	.....	.....	(*)	84,344	96,304	.....	.....	180,648	9,188
Maryland.....	2,547	1,578	15,226	555	33,839	.....	.....	414	112,700	359,467	406,120	.....	597,064	1,362,651	161,765
Ohio.....	13,505	8,886	52,256	3,259	93,132	557	22,297	803	100,674	1,339,846	1,824,780	236,912	671,632	4,073,170	268,359
Virginia.....	13,431	9,465	55,480	2,638	34,505	873	40,495	455	73,393	1,427,781	921,150	374,434	366,946	3,090,311	203,873
North Carolina.....	8,641	6,208	35,294	1,898	41,282	286	37,418	249	53,571	869,066	681,460	163,280	263,016	1,976,822	167,565
South Carolina.....	6,162	4,170	39,052	550	15,053	990	20,500	452	52,010	647,446	223,444	246,480	411,528	1,528,898	126,615
Georgia.....	8,503	5,437	44,874	1,123	37,102	1,158	11,610	785	116,989	797,380	540,956	157,664	820,071	2,316,071	210,575
Florida.....	2,520	1,543	13,408	697	12,010	280	3,990	.....	.....	184,860	138,216	36,920	.....	359,996	29,408
Michigan.....	6,444	3,298	14,400	1,415	21,374	1,153	23,320	578	83,958	423,949	583,258	319,488	601,120	1,927,815	143,052
Indiana.....	9,677	7,688	46,750	1,454	33,092	189	3,220	346	22,511	1,132,012	610,984	87,360	215,904	2,046,260	105,573
Illinois.....	12,452	7,266	39,425	4,565	121,035	450	5,773	171	9,164	957,320	1,873,352	260,000	106,704	3,197,376	175,397
Wisconsin.....	5,975	3,931	22,353	1,964	26,075	80	1,280	.....	.....	433,300	633,776	49,920	.....	1,116,996	49,708
Iowa.....	4,258	2,789	15,782	1,469	20,906	.....	.....	.....	.....	386,152	485,848	.....	.....	872,000	36,688
Missouri.....	13,073	7,891	46,116	3,482	84,996	1,700	†35,880	.....	.....	1,051,934	632,852	1,060,800	.....	2,745,586	166,992
Minnesota.....	1,737	1,288	1,389	179	733	270	650	.....	.....	52,140	22,360	32,760	.....	107,260	2,772
Kentucky.....	9,797	5,726	36,558	1,737	47,223	2,240	†74,900	94	8,840	935,722	793,884	1,242,791	136,864	3,109,261	167,521
Tennessee.....	8,920	6,476	35,078	1,821	39,597	489	8,000	134	5,742	960,060	635,232	101,712	83,616	1,780,620	88,417
Alabama.....	8,024	6,263	53,350	1,401	74,159	229	29,654	131	26,180	1,035,372	709,656	146,432	155,688	2,047,148	183,343
Mississippi.....	6,557	5,098	46,028	916	38,479	484	9,755	59	5,950	782,774	353,496	238,524	43,316	1,418,110	100,21

* 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.

A—Table of mail service for the year ending June 30, 1852—Continued.

States.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.								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.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Miles.	Dollars.
Arkansas	7,023	5,682	36,246	391	18,482	950	19,000	.....	.....	708,136	123,552	205,400	.....	1,037,088	73,728
Louisiana	4,333	2,927	30,586	471	18,276	933	*46,563	2	150	397,384	136,448	359,320	1,248	894,400	95,575
Texas	9,878	7,621	62,882	1,087	46,623	1,170	32,000	.....	.....	904,656	258,806	130,000	.....	1,293,462	141,505
California	3,128	2,503	81,795	405	26,085	220	21,000	.....	.....	227,365	113,984	146,640	.....	487,989	128,880
Oregon	1,689	1,469	23,952	.....	.....	220	18,000	.....	.....	71,816	.....	16,264	.....	88,080	41,952
New Mexico	1,100	1,100	13,100	.....	.....	.....	.....	.....	.....	18,360	.....	.....	.....	18,360	13,100
Utah	290	100	150	190	2,545	.....	.....	.....	.....	2,400	23,920	.....	.....	26,320	2,695
Total	214,284	137,053	1,029,650	50,655	1,128,986	16,430	505,815	10,146	1,275,520	20,850,621	20,698,930	6,353,409	11,082,768	58,985,728	3,939,971
Route and local agents and mail messengers. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	196,936
Foreign mails	7,749	60	†48,039	.....	.....	7,689	400,000	.....	.....	2,880	.....	200,592	.....	203,472	448,039
Total	222,033	137,113	1,077,689	50,655	1,128,986	24,119	905,815	16,146	1,275,520	20,853,501	20,698,930	6,554,001	11,082,768	59,189,200	4,584,946

* This includes the route from New Orleans to Mobile.

† This is for service from Panama to Chagres, performed by the Panama Railroad Company, at a stipulated price per trip, according to the weight of the mail, and which varies from year to year. The sum stated (\$48,039) is estimated from December 1, 1851, since which time no payment has been made.

W. H. DUNDAS, *Second 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, 1852.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England	810	735	38	.....	100
New York	764	667	36	1	225
Middle	1,285	854	41	.....	147
Southern	1,191	855	25	.....	38
Northwestern	1,412	950	12	5	42
Southwestern	1,243	1,140	5	13	47
Ocean routes	6	5	7	2	.....
Total	6,711	5,206	164	21	599

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.—Mail service in the middle section for the year ending June 30, 1852.

	Annual trans- portation.	Annual cost.
	<i>Miles.</i>	<i>Dollars.</i>
Railroads	2, 442, 622	333, 661
Steamboats	251, 472	22, 597
Coaches	4, 628, 638	209, 582
Inferior modes	3, 323, 187	129, 178
Total	10, 645, 919	695, 018

As in operation on the first of October, 1852.

	Annual trans- portation.	Annual cost.
	<i>Miles.</i>	<i>Dollars.</i>
Railroads	2, 699, 910	430, 881
Steamboats	114, 816	8, 400
Coaches	5, 121, 064	276, 140
Inferior modes	3, 021, 088	128, 302
Total	10, 956, 878	843, 723
	10, 645, 919	695, 018
Difference	310, 959	148, 705

WM. H. DUNDAS,
Second Assistant Postmaster General

D.

Railroad service, as in operation on the 1st of October, 1852.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
Maine	6	From Augusta to Brunswick	34	.....	12	\$2,500 00	.....	Embraces side supply.
Do.....	61a	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 Northumberland, N. H....	122	.....	6	6,217 00	.....
Do.....	134	From Portland to Bath.....	34	.....	12	1,900 00	.....
				306½			\$20,857 00	
New Hampshire....	201	From Concord to Lowell, Mass.	50	.....	18	6,429 00	.....	Do.
Do.....	202	From Concord to Portsmouth	55½	.....	12	2,220 00	.....	Do.
Do.....	206	From Concord to Plymouth.....	50	.....	6	2,393 00	.....	Do.
Do.....	207	From Concord to White River Junction, with branch to Bristol	82	.....	6	6,471 00	.....	Do.
Do.....	236a	From Great Falls to South Milton	12½	.....	6	300 00	.....
Do.....	237a	From Dover to Farmington	18	.....	6	80 00	.....
Do.....	262	From Concord to Bradford, with branch to Hillsboro' Bridge	40	.....	6	825 00	.....
				308			18,718 00	
Vermont	301	From Windsor to Rouse's Point	171	.....	6	12,044 00	.....	Do.
Do.....	348	From Rutland to Troy, N. Y.	83	.....	6	6,800 00	.....
Do.....	349	From Rutland to Eagle Bridge	62	.....	12	4,925 00	.....
Do.....	360	From White River Junction to St. Johnsbury	61	.....	6	4,393 00	.....	Do.
Do.....	365	From Bellows Falls to Windsor	24½	.....	6	2,322 00	.....	Do.
Do.....	377	From Bellows Falls to Burlington.....	119	.....	6	11,200 00	.....
				520½			41,684 00	

Massachusetts	401	{ Boston to Portsmouth, N. H.....	54 $\frac{1}{2}$	.....	12	{ 8,324 00	.....	Do.
Do.....	402	{ Branch to Marblehead	4	.....	6	}		
		Boston to South Berwick Junction, with 3						
		miles' branch from Dover, N. H., to Great						
		Falls	77 $\frac{1}{2}$	.....	12	6,921 00	.....	Do.
Do.....	403	{ Boston to Lowell	26	.....	18	{ 3,600 00	.....	Do.
		{ Branch to Woburn.....	3	.....	6	}		
Do.....	404	{ Boston to Fitchburgh.....	50 $\frac{3}{4}$	.....	12	{ 5,583 00	.....	Do.
		{ Branch to Lexington	8	.....	6	}		
Do.....	405	{ Boston to Worcester	46	.....	24	{ 9,219 00	.....	Do.
		{ Branch to Milbury	4	.....	6	}		
Do.....	406	{ From Boston to Providence	43	.....	18	{ 7,006 00	.....
		{ Branch to Dedham.....	5 $\frac{1}{2}$	.....	12	}		
Do.....	407	From Boston to Plymouth, with branch to						
		Bridgewater.....	45 $\frac{1}{2}$	.....	12	3,500 00	.....	Do.
Do.....	411	From Boston to Milton	7	.....	6	190 00		
Do.....	413a	From Salem to Lawrence.....	20	.....	12	713 00		
Do.....	418	From Lawrence to Salem, N. H.....	7 $\frac{1}{2}$	.....	6	315 00		
Do.....	421	From Lowell to Lawrence	12	.....	12	500 00		
Do.....	424	From Groton Junction to West Townsend...	16	.....	6	600 00	.....	Do.
Do.....	425	From Groton Junction to Lowell.....	18	.....	6	600 00	.....	Do.
Do.....	428	From South Acton depot to Feltonville	9	.....	6	450 00	.....	Do.
Do.....	430	From South Framingham to Milford.....	12	.....	6	514 00		
Do.....	436	From Dedham Junction to Blackstone.....	27	.....	6	1,825 00	.....	Embraces side supply, with permission to go through to and from Boston.
Do.....	441	From South Braintree Junction to Fall River.	42	.....	12	3,579 00	.....	Embraces side supply.
Do.....	442	From Braintree to Cohasset, with six addi-						
		tional trips to Weymouth, (two miles)...	12	.....	6	514 00	.....	Do.
Do.....	448	From Middleboro' to Sandwich	28	.....	6	1,400 00	.....	Do.
Do.....	464	From Taunton to Mansfield Junction	12	.....	13	1,114 00		
Do.....	465	From Staunton to New Bedford.....	21	.....	13	1,950 00		
Do.....	471	From Fitchburg to Bellows Falls, Vt.....	64	.....	6	5,729 00	.....	Do.
Do.....	472	From Fitchburg to Brattleboro', Vt.....	59 $\frac{1}{2}$	.....	6	{ 4,066 00	.....	Do
		{	10 $\frac{1}{4}$	.....	12	}		
Do.....	478	From Worcester to Albany, N. Y.....	56	.....	18	{ 22,543 00		
Do.....	479	From Worcester to Nashua, N. H.....	101	.....	12	{ 2,893 00		
		{	45	.....	12	}		

D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Massachusetts	503	From Springfield to Keene, N. H.....	74	.....	6	\$5,400 00		
Do.....	505	From Springfield to Chicopee Falls.....	4	.....	12	172 00		
Do.....	512	From Pittsfield to North Adams	21	.....	6	900 00		
Do.....	520	From Sterling Junction to Fitchburg	14	.....	12	700 00		
				1060 1-12			\$100,820 00	
Rhode Island	602	From Providence to Stonington, Ct.....	50	.....	6	5,000 00		
Do.....	610	From Providence to Worcester, Mass.....	44	.....	12	3,612 00		
				94			8,612 00	
Connecticut.....	674	From Allyn's Point to Worcester, Mass.....	{ 59	.....	12	{ 8,000 00		
Do.....	687	From New Haven to Springfield	{ 7	.....	6	{		
Do.....	688	From New Haven to Tariffville.....	63½	.....	18	10,857 00		
Do.....	{ 688	Branch to Colliersville.....	45½	.....	6	{ 2,435 00		
Do.....	689	From Bridgeport to Winchester.....	11½	.....	6	{ 2,657 00		
Do.....	{ 705	From Bridgeport to State Line, Mass.....	62	.....	6	{ 2,657 00		
Do.....	{ 705	Branch to Pittsfield	98	.....	6	{ 5,143 00		
Do.....	710	From New York, N. Y., to New Haven, Ct..	22	.....	6	{ 13,132 00		
Do.....	711	From Hartford to Willimantic.....	78	.....	18	1,386 00		
			32½	.....	6			Embraces side supply
Do.....	712	From New London to Palmer .....		.....	6	2,769 00		and expenses of route
Do.....	717	From Hartford to Bristol	65 7-10	.....	6	857 00		agent, if one is required
			20	.....	6			Do
				564½			47,236 00	
New York.....	806	From New York to Greenport.....	101	.....	6	4,329 00		
Do.....	810	From New York to Chatham Four Corners..	130	.....	6	5,543 00		

Do.....	811	From New York to Albany.....	144	.....	13	32,400 00	
Do.....	813	From New York to Dunkirk.....	470½	.....	19	94,100 00	
		Branch, Elmira to Watkins.....	22	.....	6	1,100 00	
		Branch, Newburgh to Chester.....	20	.....	6	1,000 00	
Do.....	889	From Hudson to Chatham Four Corners....	17	.....	12	1,000 00	
Do.....	915	From Albany to Troy.....	6	.....	12	771 00	
Do.....	916	From Albany to Schenectady.....	17	.....	26	4,250 00	
Do.....	929	From Troy to Saratoga Springs.....	32	.....	13	3,962 00	
Do.....	930	From Troy to Schenectady.....	20½	.....	14	1,537 50	
Do.....	935	From Saratoga Springs to Castleton, Vt....	39½	.....	12	5,809 00	
Do.....	967	From Schenectady to Utica.....	78	.....	26	19,500 00	
Do.....	1030	From Utica to Syracuse.....	53	.....	26	13,250 00	
Do.....	1079	From Syracuse to Oswego.....	35½	.....	13	3,297 00	
Do.....	1080&1097	From Syracuse to Rochester.....	104	.....	26	26,000 00	
Do.....	1164&1198	From Rochester to Buffalo.....	75	.....	26	18,750 00	
Do.....	1217	From Buffalo to Niagara Falls.....	22	.....	7	1,000 00	
Do.....	1244	From Niagara Falls to Lewiston.....	7	.....	6	172 00	
Do.....	1246	From Owego to Ithaca.....	30	.....	6	1,286 00	
Do.....	1252	From Rouse's Point to Ogdensburg.....	119	.....	6	5,100 00	
Do.....	1256	From Rome to Cape Vincent.....	72	.....	12	7,040 00	
			24	.....	6		
Do.....	1308	From Buffalo to State line.....	69	.....	7	6,900 00	
Do.....	1309	From Watkins to Canandaigua.....	46	.....	12	2,325 00	
Do.....	1314	From Hornellsville to Portageville.....	30	.....	6	1,286 00	
Do.....	1315	From Schenectady to Ballston.....	15	.....	6	480 00	
Do.....	1316	From Corning to Wayland Depot.....	40	.....	6	1,714 00	
Do.....	1317	From Rochester to Niagara Falls.....	76	.....	12	7,600 00	
				1,915			271,501 50
New Jersey.....	9001	From New York to New Brunswick.....	36	.....	13	13,838 00	
Do.....	9002	From New York to Paterson, N. J.....	18	.....	13	1,672 00	
Do.....	9003	From New York to Dover, N. J.....	45	.....	12	3,857 00	
Do.....	9020	From New York to Easton, Pa.....	64	.....	12	5,736 00	
Do.....	9054	From New Brunswick to Philadelphia.....	54	.....	13	20,250 00	
Do.....	9069	From Trenton to Lambertsville.....	17	.....	12	729 00	
Do.....	9079	From Trenton to Mount Holly.....	7	.....	12	300 00	
Do.....	9085	From Philadelphia to New York.....	93	.....		
		Branch, Bordentown to Trenton.....	6	.....	7	9,800 00	
				340			56,182 00
							Includes \$250 for mail messenger service.

D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
Pennsylvania	9200	{ From Philadelphia to Lancaster.....	70	.....	14	\$14,000 00		
		{ From Lancaster to Columbia.....	13½	.....	7	675 00		
Do.....	9210	From Philadelphia to Pottsville	97	.....	12	14,218 00		
Do.....	9223	From West Chester to Philadelphia.....	33	.....	12	850 60	.....	\$100 additional for mail messenger.
Do.....	9297	From Port Clinton to Tamaqua.....	20	.....	6	858 00		
Do.....	9302	From Lancaster to Harrisburg.....	37½	.....	14	7,522 00		
Do.....	9310	From Columbia to Middletown	19	.....	12	815 00		
Do.....	9316	From York to Harrisburg.....	27	.....	14	5,400 00		
Do.....	9328	From Harrisburg to Chambersburg.....	52	.....	7	5,200 00		
Do.....	9336	From Harrisburg to Pittsburg.....	236	.....	14	47,200 00		
Do.....	9352	From Chambersburg to Hagerstown.....	22	.....	6	943 00		
Do.....	9367	From Pottsville to Tuscarora.....	11½	.....	6	300 00		
Do.....	9441	From Blossburg to Corning	40	.....	6	1,715 00		
Do.....	9600	From Lodersville to Scranton.....	50	.....	6	2,143 00		
Do.....	9601	From Northville to Erie.....	20	.....	14	3,000 00		
				748½			\$104,839 00	
Maryland	9850	From Baltimore to Philadelphia.....	97	.....	13	37,500 00		
Do.....	9851	From Baltimore to Washington, D. C.....	40	.....	14	12,000 00		
		{ From Baltimore to Cumberland.....	179	.....	14	53,700 00		
Do.....	9852	{ From Cumberland to Fetterman, Va.....	101	.....	7	2,216 00		
		{ Branch, Frederick to Junction	3	.....	7	300 00		
Do.....	9856	{ From Baltimore to York.....	57	.....	14	11,400 00		
		{ From York to Columbia.....	14	.....	7	700 00		
Do.....	9887	From Annapolis to Junction	20	.....	13	2,858 00		
				511			120,674 00	

Ohio.....	10056	From Cleveland to Erie, Pa.....	104	.....	6	10,400 00	
Do.....	10154	From Springfield to Dayton.....	24	.....	6	2,400 00	
Do.....	10156	From Columbus to Xenia.....	54	.....	13	12,916 00	
Do.....	10160	From Columbus to Cleveland.....	138	.....	12	33,120 00	
Do.....	10185	From Mansfield to Sandusky.....	61	.....	6	5,239 00	
Do.....	10186	From Mansfield to Newark.....	63	.....	6	5,400 00	
Do.....	10234	From Springfield to Sandusky.....	134	.....	6	15,000 00	
		Branch to Finley.....	16	.....	6		
Do.....	10264	From Cincinnati to Springfield.....	66	.....	13	17,740 00	
			19	.....	6		
Do.....	10266	From Cincinnati to Dayton.....	60	.....	6	6,000 00	
Do.....	10284	From Hamilton to Eaton.....	27	.....	6	1,157 00	
Do.....	10329	From Cleveland to Wellsville.....	100	.....	6	10,000 00	
Do.....	10330	From Pittsburg to Wooster.....	135	.....	6	13,500 00	
Do.....	10331	From Zanesville to Columbus.....	60	.....	13	12,000 00	
Do.....	10334	From Hillsboro' to Loveland.....	37	.....	6	1,850 00	
Do.....	10342	From Galion to Marion.....	21	.....	6	900 00	
Do.....	10343	From Dayton to Greenville.....	35	.....	6	1,516 00	
				1,154			149,138 00
Virginia.....	2401 pt.	From Richmond to Aquia Creek.....	75 $\frac{3}{4}$	.....	14	22,700 00	
Do.....	2429	From Richmond to Woodville Depot.....	108 $\frac{1}{2}$	.....	7	9,050 00	
Do.....	2433	From Richmond to Petersburg.....	24 $\frac{1}{2}$	.....	14	7,350 00	
Do.....	2443	From Petersburg to Rice's Depot.....	62 $\frac{1}{2}$	.....	6	2,678 00	
Do.....	2445	From Petersburg to City Point.....	12	.....	6	450 00	
Do.....	2448	From Petersburg to Weldon, N. C.....	64	.....	14	19,200 00	
Do.....	2452	From Hicksford to Gaston, N. C.....	20	.....	7	2,000 00	
Do.....	2470	From Portsmouth to Weldon, N. C.....	80	.....	7	8,000 00	
Do.....	2533	From Winchester to Harper's Ferry.....	32	.....	6	2,743 00	
Do.....	2724	From Alexandria to Gainesville and Manas- sas Station to Walnut Branch.....	52 $\frac{1}{2}$	.....	7	2,625 00	
Do.....	2728	From Richmond to Burkesville.....	55	.....	6	2,358 00	
				587			79,154 00
North Carolina.....	2801	From Raleigh to Gaston.....	87	.....	3	3,729 00	
Do.....	2826	From Weldon to Wilmington.....	162	.....	14	48,600 00	
				249			52,329 00
South Carolina.....	3101	From Columbia to Branchville.....	69	.....	7	6,900 00	
Do.....	3102	From Columbia to Hodges.....	98 $\frac{1}{4}$	.....	6	4,912 50	
Do.....	3103	From Columbia to Rock Hill.....	85	.....	6	4,250 00	
Do.....	3108	From Camden to Junction.....	39	.....	7	1,950 00	

D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
South Carolina	3131	From Charleston to Augusta	139	.....	14	\$33,012 50		
Do	3153	From Manchester to Lynchburg	34	.....	7	1,700 00		
Do	3227	From Newberry C. H. to Hollands	21	.....	6	900 00		
				485½			\$53,625 00	
Georgia	3250	From Savannah to Macon	192	.....	14	33,600 00		
Do	3299	From Macon to Atlanta	102	.....	7	12,750 00		
Do	3312	From Augusta to Atlanta	178½	.....	14	41,700 00		
Do	3320	From Athens to Union Point	39½	.....	6	2,000 00		
Do	3365	From Atlanta to Hogansville	60	.....	7	12,688 50		
Do	3366	From Atlanta to Chattanooga	140	.....	6	14,000 00		
Do	3374	From Kingston to Rome	18.6	.....	6	930 00		
Do	3411	From Macon to Oglethorpe	50	.....	7	2,500 00		
				780.3			120,168 50	
Michigan	3703	From Detroit to Chicago, Ill	218	.....	(*)	36,333 00	.....	At the rate of \$150 per mile per annum.
Do	3716	From Toledo, Ohio, to Chicago, Illinois	63	.....	(*)	10,500 00	.....	At the rate of \$100 per mile per annum.
			297	.....	(*)	49,500 00		
				578			96,333 00	
Indiana	3903	From Madison to Indianapolis	87	.....	6	7,457 00		
Do	3905	From Indianapolis to Terre Haute	73	.....	6	6,257 00		
Do	3912	From Indianapolis to Muncietown	56	.....	6	2,400 00		
Do	3975	From Edinburgh to Rushville	37	.....	6	1,671 00		
Do	4119	From New Albany to Bedford	71	.....	6	3,042 00		
Do	4130	From Knightstown to Shelbyville	26	.....	6	1,040 00		
				350			21,867 00	

Illinois	4154	From Springfield to Naples.....	55	.....	6	2,914 00	
Do	4312a	From Chicago to Rockford.....	92	.....	6	9,200 00	
Do	4312b	From Junction to St. Charles.....	6½	.....	6	279 00	
Do	4312c	From Junction to Aurora.....	13	.....	6	558 00	
				166½			12,951 00
Kentucky.....	5106	From Louisville to Frankfort.....	65	.....	14	6,500 00	
	5106	From Frankfort to Lexington.....	29	.....	14	2,340 00	
				94			8,840 00
Tennessee.....	5473	From London to Dalton, Georgia	82	.....	7	6,150 00	
Do	5475	From Nashville to Deckerd	83	.....	6	3,557 00	
				165			9,707 00
Alabama	5501	From Montgomery to West Point.....	88½	.....	14	24,337 50	
Do	5557	From Decatur to Tuscumbia	43	.....	6	1,843 00	
				131½			26,180 50
Mississippi	5704	From Jackson to Vicksburg.....	46	.....	7	4,600 00	
Do	5838	From Jackson to Brandon	13½	.....	7	1,350 00	
				59½			5,950 00
Louisiana	6105	From New Orleans to Lafayette	2	.....	6	150 00	150 00
				11,172			1,427,516 50

* Six trips per week 12 months; six trips per week 8 months.

WM. H. DUNDAS,
Second Assistant Postmaster General.

E.

Steamboat service, as in operation on the first of October, 1852.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>				
New Hampshire....	260	From Weir's bridge to Centre Harbor and Wolfboro'	30	.....	6	\$100	\$100	
Massachusetts	461	From New Bedford to Nantucket	65	.....	6	3,000	.....	From November 25th to March 25th, 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*	.....	6	1,500	4,500	
New York.....	801	From New York to Stonington, Conn.	125	.....	6	9,000		
Do	803	From New York to Norwich, Conn.	142	.....	6	5,000		
Do	808	From New York to Tompkinsville.....	10½	.....	7	180		
Do	812	From New York to Port Richmond	9	.....	6	130		
Do	813	From Dunkirk to Cleveland, Ohio.....	180	.....	6	5,000	.....	During navigation.
Do	(part.)	From Dunkirk to Detroit, Mich.	230	.....	6	7,000	.....	During navigation.
Do	943	From Whitehall to St. John's, Canada.....	150	.....	6	4,800	.....	During navigation.
Do	1216	From Lewistown to Ogdensburg	300	.....	6	3,000	.....	During navigation.
Do	1246	From Ithaca to Cayuga.....	40	.....	6	1,500		
Do	1324	From Penn Yan to Bath	32	.....	6	900	.....	During navigation.
				1,218½			36,510	
Ohio.....	10270	From Cincinnati to Maysville, Ky.....	64	.....	6	4,000		

Do	10335	From Sandusky to Toledo.....	60	.....	6	*2, 400	.....	During navigation, say eight months of the year, at \$300 per month.
Do	10340	From Portsmouth to Cincinnati.....	120	.....	3	2, 000	.....
Virginia.....	2401	From Washington, D. C. to Aquia creek, Va..	54½	244	14	16, 300	8, 400	
Do	(part.) 2440	From Richmond to Norfolk	148	.....	6	3, 625	.....
Do	2467	From Norfolk to Hampton	18	.....	6	1, 600	.....
Do	2468	From Norfolk to Baltimore, Md.....	200	.....	(†)	9, 000	.....
Do	2469	From Norfolk to Eastville.....	57	.....	2	1, 700	.....
Do	2576	From Wheeling to Parkersburg.....	96	.....	3	2, 500	.....
Do	2731	From Norfolk to Walkerton.....	135	.....	2	600	.....
				708½			35, 325	
North Carolina.....	2825	From Wilmington to Charleston, S. C.....	178	.....	7	36, 525	.....
Do	2868	From Franklin depot to Plymouth	108	.....	3	893	.....
				286			37, 418	
South Carolina.....	3133	From Charleston to Savannah	110	.....	7	14, 000	.....
Do	3222	From Charleston, by Beaufort, to Savannah..	160	.....	1	1, 300	.....
				270			15, 300	
Georgia.....	3251	From Savannah to Pilatka	358	.....	2	7, 450	.....
Do	3413	From Savannah to New York, N. Y.....	800	.....	1	4, 160	.....
				1, 158			11, 610	
Michigan.....	3701	From Detroit to Buffalo, N. Y.	267	.....	6	10, 000	.....	During navigation.
Do	3707	From Detroit to Sault Ste. Marie.....	351	.....	1	150	.....	During navigation.
Do	3789	From Grand Rapids to Grand Haven	41	.....	3	160	.....	During navigation.
Do	3836	From Monroe to Buffalo, N. Y.	260	.....	6	10, 000	.....	During navigation.
				919			20, 310	
Indiana	4131	From Madison to Cincinnati, Ohio	91	.....	6	2, 500	.....
				91			2, 500	
Illinois.....	4307	From Chicago to Milwaukee, Wis.....	100	.....	6	5, 173	.....	During navigation.
				100			5, 173	
Wisconsin.....	4508	From Milwaukee to Sheboygan.....	50	.....	6	800	.....	During navigation.
				50			800	
Missouri.....	4829	From St. Louis to New Orleans, La.	1, 250	.....	6	12, 480	.....
Do	4832	From St. Louis to Keokuk, Iowa	206	.....	6	7, 800	.....
				1, 456			20, 280	

* Estimated.

† Six trips a week for eight months and a half, and three trips a week for three months and a half.

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.
			<i>Miles.</i>	<i>Miles.</i>				
Kentucky	5101	From Louisville to Cincinnati, Ohio	142	.....	7	\$10,500		
Do	5102	From Louisville to New Orleans, La.....	1,448	.....	7	49,400		
Do	5103	From Louisville to St. Louis, Mo.....	650	.....	(*)	15,000		
		From Louisville to Cairo, Ill.....		.....	(†)		
		From St. Louis, Mo., to Cairo, Ill. ....		.....	(‡)	
				2,240			\$74,900	
Tennessee.....	5443	From Nashville to Memphis.....	489	.....	2	8,000		
				489			8,000	
Alabama	5502	From Stockton to Mobile	34	.....	7	8,000		Under coach contract.
Do	5540	From Chattanooga to Decatur.....	195	.....	6	14,454		
				229			22,454	
Mississippi	5711	From Vicksburg to New Orleans, La.	374	.....	(||)	8,260		Service engaged by the trip.
Do	5714	From Vicksburg to Yazoo city.....	110	.....	3	1,495		
				484			9,755	
Arkansas.....	5901	From Little Rock to Napoleon	278	.....	3	12,000		
Do	5924	From Batesville to Memphis, Tenn.	203 469	672	{ 2 1 }	7,000		
				950			19,000	
Louisiana	6101	From New Orleans to Mobile, Ala.....	164	.....	7	35,300		
Do	6102	From New Orleans to St. Francisville	165	.....	3	8,388		Service engaged by the trip.
Do	6103	From New Orleans to Shreveport.....	544	.....	3	2,075		Service engaged by the trip.
Do	6104	From New Orleans to Covington.....	60	.....	3	800		
				933			46,563	

Texas	6201	From Indianola to New Orleans, La.	540	.....	1	12, 000	
Do	(sub. 1.) 6201	From Brazos Santiago to New Orleans, La..	550	.....	1	15, 000	
Do	(sub. 2.) 6202	From Galveston to Houston.....	80	.....	2	5, 000	
				1, 170			32, 000
California	5061	From San Francisco to Sacramento city	114	.....	7	11, 000	
Do	5062	From San Francisco to Stockton.....	105	.....	6	10, 000	
				219			21, 000
Oregon	5025	From Astoria to Oregon city	136	.....	(§) 1	10, 000	
Do	5028	From Oregon city to Marysville.....	140	.....		8, 000	
				276			18, 000
				13, 785 5-6			469, 898

* Three times a week for seven months.
|| Six times a week for nine months, and three times a week for three months.

† Twice a week for five months.

‡ Once a week for five months.
§ Twice a month.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

F.—United States mail service abroad, as in operation on the 1st of October, 1852.

No. of route.	Points.	Distance.	No. of trips.	Contractors.	Annual pay.	Remarks.
		<i>Miles.</i>				
1	New York, by Southampton, England, to Bremen Haven, Germany.	3,760	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.	669	Twice a month	M. C. Mordecai	50,000	Under contract with Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct	2,000	Twice a month	George Law, M. O. Roberts, and B. R. McIlvain.	290,000	{ Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
	New Orleans, Louisiana, to Aspinwall, New Granada, direct	1,400				
	And New York, via Havana, to New Orleans, Louisiana	2,000				
4	Astoria, Oregon, by Umqua city, San Francisco, California, Monterey, and San Diego, to Panama, New Granada.	4,200	Twice a month	Pacific Mail Steamship Company. (William H. Aspinwall, president.)	848,250	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	Twenty-six a year . .	E. K. Collins, James Brown, and Stewart Brown.	858,000	Under contract with Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and July 21, 1852.
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, 1847.
7	Aspinwall to Panama	60	Twice a month . . . .	. . . . .	50,436	Service performed by the Panama Railroad Company, under a temporary arrangement authorized by act of Congress of March 3, 1851, to carry, at 22 cents per pound. The part of cost from September 3 to October 1, 1852, estimated.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

AUDITOR'S OFFICE OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 23, 1852.

SIR: I have the honor to submit the following report of the operations of this office for the last fiscal year, including the information called for by resolution of the Senate of the 25th March, respecting statistics of the Post Office Department.

The balance to the credit of the Post Office Department on the books of this office on the 1st July, 1851, was.....	\$1,024,972 73
The receipts of the fiscal year, from all sources, including the sum of \$1,741,444 44 drawn from the treasury in aid of the revenue, under the acts of March 3, 1847, May 23, 1850, and March 3, 1851, were	6,925,971 28
Making in all.....	7,950,944 01
The expenditures for the year, including bad debts and suspense accounts, were.....	7,107,549 69
Apparent balance to the credit of the revenue on the 1st July, 1851, was.....	843,394 32
From this balance should be deducted the unavailable balances due from postmasters, estimated in my last annual report at.....	245,912 80
Leaving as ultimately available.....	597,481 52
<p>A portion of this sum is still uncollected from late postmasters. It is probable that some of the balances due from late postmasters in California may prove irrecoverable, owing to the unsettled condition of the country and the irregularities necessarily attending the establishment of the post offices in the first instance.</p> <p>Since the commencement of the fiscal year there has been paid to the British government, on account of postages accrued within the previous fiscal year, and properly chargeable to the expenditures of the year.....</p>	
	\$30,848 95
Excess of expenditures of all kinds over the revenues of the year, exclusive of the balance on hand 1st July, 1851, and the amount drawn from the treasury	\$1,923,932 20

The postal accounts with Great Britain, as far as they have been adjusted, exhibit balances due that country, as follows :

3d quarter 1851.....	\$16,810 09	
4th quarter, 1851	20,578 15	
1st quarter, 1852	40,608 48	
	<hr/>	\$77,996 72
		<hr/>

The accounts for the quarter ending 30th June are not yet settled. The balance will be less than that of the previous quarter, in consequence of the decrease of the closed mails.

The balances paid by Bremen to the United States, on the adjustment of the accounts between the two countries, are, for six months, ending 31st

December, 1851.....	\$6,054 78	
30th June, 1852.....	8,791 58	
	<hr/>	\$14,846 36
		<hr/>

The postages on the mails received and sent between the United States and British provinces, under the postal arrangements for the fiscal year, as returned by postmasters, have been as follows :

Mails received, unpaid.....	\$25,377 08	
Mails received, paid.....	22,144 60	
	<hr/>	\$47,521 68
Mails sent, unpaid	31,034 66	
Mails sent, paid	24,707 31	
	<hr/>	55,741 97
		<hr/>
		103,263 65
		<hr/>

Collected in Canada.....	\$53,179 26	
Collected in United States.....	50,084 39	
	<hr/>	
Balance in favor of the provinces.....		\$3,094 87
		<hr/>

The postages on the mails sent and received between United States and the Province of New Brunswick for the fiscal year, as returned by the postmasters, were.....

8,812 56

Of which there was collected in the

United States	\$4,562 78
In New Brunswick	4,249 78

Balance in favor of the United States.....	<hr/>	313 00
		<hr/>

Contractors' accounts.

The average number of accounts of contractors and others engaged in carrying the mail, settled each quarter, was :

On regular routes.....	4,300
On special routes.....	2,894
The whole amount passed to the credit of contractors and others, for transportation of the mail, was.....	\$4,282,683 59

Amounts charged to contractors :

To damages, over-credits, &c.....	\$10,676 64	
To fines.....	6,256 59	
To deductions.....	22,710 02	
Amount actually paid for transportation during the year		4,225,311 28
Of which there was paid for regular service in the United States.....		3,457,131 09
Route agents.....		91,935 83
Supply of special offices.....		103,016 37

Foreign mail transportation.

New York to Bremen.....	\$166,666 64
New York to Havre.....	151,000 00
Charleston and Havana.....	50,000 00
Across the Isthmus of Panama.....	17,003 32
River mails.....	74,545 75
Liabilities on account of transportation in former years	114,012 28

Postmasters' accounts.

The number of post offices in the United States on the 30th June last, was.....	20,901
The number of quarterly accounts of postmasters which have been examined and adjusted during the year, are.....	82,486

The act of Congress reducing the rate of postages has made provision for the allowance of extra commissions, under such conditions and restrictions as to require their adjustment, separately, from the other quarterly accounts of postmasters. The allowance of these commissions is made by entries in the general accounts of postmasters kept in this office. The adjustment of these allowances in the manner required by law, and the regulations of the Postmaster General in pursuance thereof, is attended with much difficulty and embarrassment.

Extra commissions allowed during the year.....	\$456,594 84
--	--------------

Many postmasters having neglected to furnish the necessary evidence during the year to justify the allowance of extra commissions, have received them the present year.

In consequence of the reduction of postage, surplus commissions have accrued at only four offices, viz:

New York.....	\$49,332 39
Chicago, Ill.	1,994 85
Washington, D. C.....	2,954 94
Harrisburg, Pa.....	2,138 85

Total surplus commissions.....	\$56,421 03
--------------------------------	-------------

At these offices the regular commissions exceeded the amounts required to pay the compensation of the postmaster and the necessary expenses of the respective offices without the additional commissions, which, if allowed, would only have increased the surplus.

The aggregate balances due from postmasters, in the adjustment of the quarterly accounts, are as follows:

July to September 30, 1851.....	\$827,058 22	
October to December 31, 1851.....	661,255 97	
January to March 31, 1852.....	779,952 03	
April to June 30, 1852.....	724,729 94	
		<u>2,992,996 16</u>

Collection of post office revenue.

The number of postmasters whose quarterly balances are collected through contractors, on orders sent from this office, were, at the close of the year.....

15,277

The remaining post offices are either special offices, which pay the net proceeds for the supply of the mails at the respective offices; draft offices, which hold the balances, subject to the draft of the Postmaster General, for the payment of the expenses of the service; or deposit offices, which pay over their balances quarterly, either to the treasury of the United States or to other depositories and depositing offices, which receive funds deposited with them from other postmasters, and hold the same subject to draft.

This office collects the revenue at all collection offices, and from all other postmasters who prove delinquent or refuse to pay over funds in their hands.

Of the collection offices, 1,053 failed to pay the quarterly balances to the contractors on the orders when presented. This refusal, in most cases, was not owing to any delinquency or neglect of duty, but arose from claims for extra commissions, most of which have been allowed. The punctual collection of the revenue at all offices is retarded by the operation of the acts of Congress respecting additional commissions. Postmasters do not know what amount they owe at the end of the quarter; and, consequently, some pay over too much, some too little, and others

omit payment altogether. When the failure to pay is not accounted for satisfactorily, the amount due is collected by special draft and other coercive measures.

The whole amount collected by contractors on orders sent from the office during the year, was.....

\$898,643 15

Amount collected from delinquents by special drafts, &c.....

10,112 21

Total amount collected.....

908,755 36

In general, postmasters have paid over the balances due by them promptly.

13,361 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 by the President or given new bonds.

The balance on accounts of late postmasters who went out of office, or whose accounts terminated between the 1st of July, 1845, and 30th June, 1851, unsettled on 1st July, 1851, increased by estimates, &c., since last report, amountd to.....

\$51,617 17

Collected during the fiscal year ending 30th June, 1852—

Without suit..... \$27,162 93

With suit..... 4,445 96

Credited on vouchers..... 1,168 80

Charged to suspense..... 173 10

Charged to bad debts..... 131 00

33,081 79

Leaving unsettled, 1st July, 1852.....

18,535 38

Amount due by postmasters who became "late" during the fiscal year ending 30th June, 1852.....

\$126,226 75

Collected within the year..... \$77,498 09

Credited on vouchers..... 1,365 17

78,863 26

Balance uncollected 30th June, 1852.....

47,363 49

Aggregate indebtedness by "late" postmasters from 1st July, 1845, to 30th June, 1851.....

\$51,617 17

From 1st July, 1851, to 30th June, 1852.....

126,226 75

Total for settlement from 1st July, 1845, to 30th June, 1852.....

177,843 92

Collected and settled during the fiscal years—			
On accounts previous to 30th June, 1851,	\$33,081	79	
On accounts ending 30th June, 1852....	78,863	26	
			<u>\$111,945 05</u>
Leaving yet due the United States, on accounts from July 1, 1845, to 30th June, 1852, by postmasters who became "late" during that period, excepting late postmasters in California.....			
			<u>65,898 87</u>
Balances due on accounts of late postmasters—			
For the year ending 30th June, 1846.....	\$3,210	68	
“ “ “ 1847.....	846	63	
“ “ “ 1848.....	1,331	33	
“ “ “ 1849.....	2,537	05	
“ “ “ 1850.....	2,666	81	
“ “ “ 1851.....	7,942	88	
“ “ “ 1852.....	47,363	49	
			<u>65,898 87</u>
Total, exclusive of California.....			
			<u>65,898 87</u>
The apparent balance due on the accounts of late postmasters in California amount- ed on the 30th June, 1851, to.....			
	\$135,797	44	
Which has been reduced by credits allowed out of the appropriation by Congress, &c.			
	15,618	64	
			<u>\$120,178 80</u>
Balances due to late postmasters from 1st July, 1845, to 30th June, 1851.....			
	\$47,929	59	
Of which has been paid or settled during the fiscal year ending 30th June, 1852..			
	15,827	61	
			<u>\$32,101 98</u>
Leaving still due.....			
			<u>\$32,101 98</u>
Balances due to late postmasters for the fiscal year ending 30th June, 1852....			
	\$40,909	22	
Of which has been paid and settled within the year.....			
	5,667	44	
			<u>\$35,241 78</u>
Leaving still due.....			
			<u>\$35,241 78</u>
Aggregate of balances remaining due to late postmasters—			
From 1st July, 1845, to 30th June, 1851	\$32,101	98	
From 1st July, 1851, to 30th June, 1852	35,241	78	
			<u>\$67,343 76</u>

Fifty-six suits have been brought for the recovery of balances due on or before July 1st, 1851, amounting in the aggregate to.....	\$9,224 49
Four suits were brought for balances that fell due on or after 1st July, 1851.....	900 57

Twenty-eight of the above suits have been concluded—amount collected.....	\$3,906 12
In forty-four suits commenced prior to 1st July, 1851, there has been collected...	13,988 17

Whole amount collected by suit.....	\$17,894 29
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The above cases include five suits against failing bidders and their guarantees, in which there has been collected.....	\$2,713 30
Six suits against late mail contractors—amount collected.....	2,553 58
	\$5,266 88

Whole amount collected from late contractors during the fiscal year, exclusive of failing bidders, by suit and otherwise.....	\$2,897 86
There has been charged to bad debt accounts, to close old balances from contractors, principally arising from uncollectable damages charged to them.....	9,272 88
In addition to the amount collected from failing bidders, by suit, there was collected by deduction from pay of contractors on that account.....	400 00

With a view to furnish the information called for by the Senate, in the resolution respecting post office statistics, as accurately as possible, I addressed circular letters to the principal postmasters on the subject. The returns received are in many cases very imperfect; but, from the data collected with the quarterly returns, I have made an estimate of the number of letters, newspapers, &c., which passed through the mails, classified as required by the resolution, which, I think, may be relied on as nearly correct as can be obtained.

Whole number of paid and unpaid letters which passed through the post offices of the United States during the fiscal year ending 30th June, 1852.

Number of unpaid domestic letters charged with regular postage.....	32,672,765
Number paid in money.....	18,448,510
Number paid by stamps.....	31,897,750
Free letters.....	3,146,000
Drop letters.....	973,134

Number conveyed by European steamers.....	4,421,547
Number conveyed by Havana steamers.....	99,372
Number conveyed by California steamers	1,495,537
Number of dead letters unpaid.....	2,635,909

Total.....	95,790,524
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Number of newspapers and other printed matter charge- able with postage, which passed through the mails of the United States during the year.....	87,710,490
Free printed matter, estimated.....	3,500,000
Exchange newspapers.....	7,073,548
Papers circulated within the counties in which they are published, not exceeding thirty miles, estimated...	20,000,000

Total.....	118,284,038
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Number of letters conveyed by the Cunard, Col-
lins, Bremen and Havre lines, is as follows:

Number of letters sent and received by Cunard line..	2,758,096
Do do do do Collins do ..	963,692
Do do do do Bremen do ..	354,470
Do do do do Havre do ..	345,289

Total.....	4,423,947
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Number of newspapers conveyed by Cunard and
Collins lines—

By Cunard line.....	942,950
By Collins line.....	280,974

Total.....	1,223,924
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Postages on the several lines of ocean steamers, as
reported by the postmasters at New York and Boston—

By Cunard line.....	\$565,572 97
By Collins line.....	228,867 61
By Bremen line.....	77,219 87
By Havre line.....	80,804 08

Total.....	952,464 53
------------	------------

Of the postages by the Collins and Cunard lines, there
was collected in the United States the sum of.....

\$468,615 98

It is estimated that the amount of commissions paid to our postmasters on the balances due, and payable to Great Britain, is as follows :

On \$76,491 45, at 12½ per cent.....	\$9,561 43
On 25,497 14, at 30 per cent.....	7,649 14
Total	<u>17,210 57</u>

A portion of which is returned to the department in the shape of surplus commissions, at the large offices.

The amount paid to the British government on closed mails, was, for the

Third quarter, 1851.....	\$1,905 40
Fourth quarter, 1851.....	2,657 10
First quarter, 1852.....	9,690 10
Second quarter, 1852 (estimated).....	6,288 60
Total	<u>\$20,541 20</u>

The amount received from the British government on closed mails, was, for the

Third quarter, 1851	\$10,962 18
Fourth quarter, 1851.....	8,402 89
First quarter, 1852.....	11,166 54
Second quarter, 1852, (estimated).....	10,987 60
Total	<u>41,518 91</u>

Number of letters sent and received by New York and

Chagres lines of steamers	\$1,495,537
Postages on mails sent and received by the line, as reported by the postmasters	183,052 18

The number of letters and newspapers conveyed by the Charleston and Havana steamers, and the amount of postages collected thereon, is as follows:

Number of letters	99,372
Number of newspapers	29,860
Amount of letter postage.....	\$11,958 99
Amount of newspaper postage.....	895 80
Total	<u>\$12,854 79</u>

Number of ship letters.....	349,208
Amount of postages.....	\$6,984 16

Statement showing the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1852.

680

	3d quarter, 1851.	4th quarter, 1851.	1st quarter, 1852.	2d quarter, 1852.	Total under each head.
Compensation to postmasters	\$337,802 11	\$316,202 95	\$360,778 18	\$281,982 26	\$1,296,765 50
Extra compensation, act March 3, 1851.....	63,739 87	89,964 61	123,181 50	179,708 86	456,594 84
Ship, steamboat, and way letters.....	6,598 26	6,050 20	4,138 41	7,801 07	24,587 94
Transportation	1,096,124 37	986,557 18	1,014,512 68	1,128,117 05	4,225,311 28
Wrapping paper.....	7,919 25	9,737 11	8,510 25	14,879 51	41,046 12
Office furniture.....	772 24	774 77	870 83	* 5,472 93	7,890 77
Advertising.....	36,951 66	10,487 30	7,631 00	* 8,087 16	63,157 12
Mail bags.....	8,286 26	13,007 20	12,544 63	* 8,108 41	41,946 50
Blanks.....	13,624 26	14,699 39	13,367 25	* 12,170 93	53,861 83
Mail locks, keys, and stamps.....	2,016 61	7,932 87	764 28	* 1,270 88	11,984 64
New mail locks and keys	287 76	.....	7,029 00	11,440 21	18,756 97
Mail depredations and special agents.....	10,259 41	8,442 02	6,890 75	9,605 64	35,197 82
Clerks for offices.....	113,154 45	117,090 06	125,434 52	* 193,237 68	548,916 71
Official letters received by postmasters.....	217 04	120 54	123 70	121 61	582 89
Postage stamps.....	3,168 92	2,343 40	312 00	4,095 71	9,920 03
Repayments for dead letters.....	4 78	12 40	.....	65 43	82 61
Payments to letter carriers	24,729 29	25,637 77	27,152 18	26,836 68	104,355 92
Post office laws and regulations.....	.....	.....	.....	2,900 00	2,900 00
Stamps redeemed during the quarter.....	3,750 70	11 90	.....	46 75	3,809 35
Stamps returned to department during the quarter.....	8,201 45	27 75	.....	.....	8,229 20
Miscellaneous payments.....	23,398 63	24,735 28	29,588 43	* 74,838 66	152,561 00
	1,761,007 32	1,633,834 70	1,742,829 59	1,970,787 43	7,108,459 04

* See note on next page.

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NOTE TO PRECEDING PAGE.

The following sums are included in the *expenditures*, under their several heads, for the 2d quarter, 1852, for *incidental expenses* of post offices in *California* prior to 30th June, 1851, in pursuance of the appropriation of \$66,000 authorized under act of 3d March, 1851, viz:

Office furniture.....	\$4,800 27
Advertising	264 38
Mail bags.....	115 00
Blanks	81 00
Mail locks, &c.....	80 00
Clerks for offices	67,637 83
Miscellaneous	39,967 98
	<hr/>
Making.....	42,946 46
Deduct excess of commissions allowed postmasters prior to 30th June, 1851.....	69,089 37
	<hr/>
Leaving this sum chargeable to said appropriation..	43,857 09
	<hr/>

Respectfully submitted:

J. W. FARRELLY, *Auditor.*

Hon. SAMUEL D. HUBBARD,
Postmaster General.

AUDITOR'S OFFICE OF THE TREASURY
FOR POST OFFICE DEPARTMENT, *November 15, 1852.*

Statement showing the receipts of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1852.

	3d quarter 1851.	4th quarter 1851.	1st quarter 1852.	2d quarter 1852.	Total under each head.
Letter postage	* \$809,009 65	\$646,724 27	\$754,757 80	\$699,737 59	\$2,910,229 31
Stamps sold	316,536 28	302,655 99	344,095 50	353,275 82	1,316,563 59
Newspapers and pamphlets	188,901 66	185,122 45	212,681 81	202,540 44	789,246 36
Fines	17 50	5 00	-----	5 00	27 50
Receipts on account of emolument	9,281 76	9,148 62	9,708 96	10,338 90	38,478 24
Receipts on account of dead letters	132 20	-----	7,120 62	1,012 30	8,265 12
Receipts on account of letter carriers	24,729 29	25,637 77	27,152 18	26,836 68	104,355 92
Receipts on account of damages—contracts	516 00	1,600 00	417 33	2,679 97	5,213 30
Miscellaneous receipts	421 75	248 92	288 16	2,339 06	3,297 89
Stamps in hands of postmasters on 30th June, 1851	8,349 31	500 00	30	-----	8,849 61
Total	1,357,895 40	1,171,643 02	1,356,222 66	1,298,765 76	5,184,526 84

* In the item of letter postage for the 3d quarter of 1851 is included the sum of \$16,810 09, accruing from *British postage* and ascertained to be due to the *United Kingdom*. This amount, together with the sum due to the *United Kingdom* for the 2d quarter of 1851, (\$13,873 83,) deducting the amount due to the *United States* for the 1st quarter of 1851, (\$532 88,) was subsequently *paid*, and will be accounted for in the fiscal year ending June 30, 1853.

Respectfully submitted:

J. W. FARRELLY, *Auditor*

HON. SAMUEL D. HUBBARD, *Postmaster General*.

AUDITOR'S OFFICE OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, *November 15, 1852.*

Statement of letters received during the year ending June 30, 1852.

Places.	No. of unpaid letters.	No. paid by stamps.	No. paid in money.	No. of free letters.	Total No. of letters.
New York.....	3, 456, 925	2, 995, 027	2, 653, 360	No return.	9, 105, 312
Philadelphia.....	1, 116, 632	1, 121, 406	711, 002	70, 324	3, 019, 364
Boston.....	593, 204	1, 439, 560	744, 857	64, 814	*2, 842, 435
Baltimore.....	389, 466	665, 002	311, 312	34, 472	1, 400, 252
New Orleans.....	1, 042, 236	702, 564	225, 212	12, 240	1, 982, 252
San Francisco.....	880, 552	52, 624	239, 965	14, 779	1, 187, 920
Washington.....	171, 124	230, 016	97, 200	1, 197, 048	1, 695, 388
Total.....	7, 650, 139	7, 206, 199	4, 982, 908	1, 393, 677	21, 232, 923

* Total number of letters received and sent, including distribution at Boston post office, 8,912,507.

Statement of printed matter received during the year ending June 30, 1852.

Places.	No. unpaid.	No. paid.	No. exchanges, free, &c.	Total.
New York.....	No return.	No return.	*1, 800, 000	1, 800, 000
Philadelphia.....	No return.	18, 629	78, 181	96, 810
Boston.....	191, 973	31, 586	442, 682	666, 241
Baltimore.....	321, 925	40, 811	251, 629	614, 365
New Orleans.....	423, 896	17, 848	242, 924	684, 668
San Francisco.....	432, 785	100, 736	18, 732	552, 253
Washington.....	No return.	No return.	†1, 863, 360	1, 863, 360
Total.....	1, 370, 579	209, 610	4, 697, 508	6, 277, 697

* Exchange newspapers, as estimated at 5,000 daily; reported by the postmaster at New York.

† Principally newspapers received by officers of government and members of Congress.

Statement of letters sent during the year ending June 30, 1852.

Places.	No. of unpaid letters.	No. paid by stamps.	No. paid in money.	No. of free letters.	Total No. of letters.
New York.....	6, 243, 252	4, 218, 149	1, 895, 717	No return.	12, 357, 118
Philadelphia.....	1, 983, 294	1, 785, 507	991, 594	No return.	4, 760, 395
Boston.....	1, 736, 659	1, 976, 214	665, 768	106, 604	*4, 485, 245
Baltimore.....	491, 769	816, 619	394, 572	29, 783	1, 732, 743
New Orleans.....	1, 173, 364	437, 368	224, 976	No return.	1, 835, 708
San Francisco.....	971, 247	60, 978	271, 599	.....	1, 303, 824
Washington.....	247, 324	239, 440	137, 168	804, 804	1, 428, 736
Total.....	12, 846, 909	9, 534, 275	4, 581, 394	941, 191	27, 903, 769

* Total number of letters received and sent, including distribution at Boston post office, 8,912,507.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by carriers, and amount received for carriage in the cities of New York, Philadelphia, Boston, Baltimore, and New Orleans, under the regulations established in pursuance of the 10th section of the act entitled “ An act to reduce and modify the rates of postage in the United States, and for other purposes,” approved March 3, 1851.

Places.	Number of letters.	Number of circulars, handbills, &c.	Number of newspa- pers and pamphlets.	Total number of letters, circulars, newspapers, &c.	Amount received for carriage.
New York	2, 132, 491	175, 848	123, 275	2, 431, 614	\$49, 360 29
Philadelphia	1, 601, 491	56, 405	250, 114	1, 908, 010	32, 941 40
Boston	710, 107	8, 056	30, 787	748, 950	7, 476 35
Baltimore	620, 651	64, 094	129, 876	814, 621	13, 168 98
New Orleans	63, 377	12, 302	3, 662	79, 341	1, 408 90
Aggregate	5, 128, 117	316, 705	537, 714	5, 982, 536	104, 355 92

The rates charged for carriage of letters, papers, &c., vary in the several cities, which accounts for the difference in the amount received in the respective cities.

The following table shows the amounts actually credited for the transportation of the mails by States, and the amount of postages collected on the same.

States.	Transportation.	Postages collected.
Maine.....	\$48,962 63	\$125,148 85
New Hampshire.....	26,649 90	81,748 98
Vermont.....	48,129 29	80,140 36
Massachusetts.....	127,800 13	437,509 60
Connecticut.....	62,872 76	144,519 52
Rhode Island.....	12,146 75	46,783 40
New York.....	382,928 92	1,131,248 68
New Jersey.....	61,018 30	84,196 84
Maryland.....	158,721 48	136,140 44
Delaware.....	8,980 00	15,767 87
Pennsylvania.....	183,159 90	487,118 29
Virginia.....	184,048 54	186,490 02
North Carolina.....	157,856 47	63,474 88
South Carolina.....	116,353 09	86,335 77
Georgia.....	198,489 69	141,013 80
Florida.....	27,720 00	18,725 08
Alabama.....	167,323 91	106,471 24
Mississippi.....	83,370 56	76,248 85
Tennessee.....	78,602 22	91,470 84
Missouri.....	120,560 20	100,025 06
Arkansas.....	74,214 16	25,901 52
Iowa.....	31,777 79	39,576 05
Louisiana.....	77,450 34	124,419 88
Texas.....	130,747 34	45,280 77
Minnesota.....	2,500 36	3,297 99
Kentucky.....	113,656 96	116,540 01
Indiana.....	90,136 60	127,161 15
Illinois.....	172,333 16	162,176 93
Ohio.....	243,742 44	361,560 17
Michigan.....	121,230 96	89,933 47
Wisconsin.....	45,378 26	74,126 38
California.....	208,194 61	139,467 18
Oregon.....	50,965 25	8,077 22
New Mexico.....	9,022 01	721 07
Utah.....	1,470 70	424 60
Nebraska.....		389 67
District of Columbia.....		35,956 35
Total.....	3,628,515 68	4,995,588 78
Bremen.....		20,351 86
Miscellaneous entries.....		98 62
		5,016,039 26

In addition to the ordinary current increase of business, the new postage law has thrown upon the office a heavy additional labor, for the performance of which no adequate provision has been made. The increase of the number of letters and papers sent and received by the mails by the reduction of postage has added one-fourth more matter to the transcripts of letter and newspaper postage in the quarterly returns of postmasters, requiring a corresponding amount of labor in the examination and correction of accounts, and has augmented the general business of the office in all the other branches in like similar proportion. The computation of extra commissions of postmasters, under the present complicated system, has embarrassed the operations of the office, for want of the clerical force to despatch it and the current business with necessary accuracy and despatch. I have no hesitation in saying that the present clerical force is wholly inadequate to the prompt and efficient discharge of the duties devolved on the office. With additional clerks more room is needed for their accommodation and for the convenient arrangement of papers and vouchers.

The annexed table exhibits the receipts and expenditures of the department for the fiscal year, as the same appears on the books of this office.

Respectfully submitted:

J. W. FARRELLY, *Auditor.*

Hon. S. D. HUBBARD,

Postmaster General.