

being paid within the succeeding seven days, and the whole quarter's balance to be paid within fifteen days after the close of each quarter. For each sum thus deposited to the credit of the Post Office Department, duplicate certificates are to be taken; one of which is to be transmitted by the first mail thereafter, as the postmaster is not entitled to a credit for his payment until the receipt of this certificate at the Department.

The whole of the disbursements of the Department are made, also, in two modes: first, by checks on the banks which are the depositories of its funds; which checks are required to be signed by two officers of the Department, each acting independently of the other; and, secondly, by drafts on the postmasters, in favor of the contractors, as heretofore stated; thus effecting, by this mode, the double purpose, without the possibility of loss in either payment or receipt.

The money appropriated for the contingent expenses of the General Post Office, such as fuel, stationary, &c., is also kept separate from the funds of the Department; and its disbursement is assigned to another officer of the Department, who is required to account directly with the Treasury, annually.

The moneys appropriated for salaries of officers and clerks are not mingled with the funds of the Department, but are especially assigned to the care and disbursement of a distinct officer; and the salaries, being paid monthly and settled quarterly, are never entered in the principal books of the Department, but those accounts are kept in a separate book; and, finally, all vouchers for receipts and expenditures are regularly made to the Treasury Department, registered, and deposited. The best evidence of the correctness of the system adopted by the Department is, that, within the last three years, not a loss has been sustained by the Department, except one, and that doubtful, and not exceeding forty dollars in amount. Your committee are unable to devise any other mode of accountability more effectual that would not be calculated greatly to embarrass the Department in its efficiency. Very many years since, a change in the organization of the Department was brought to the notice of Congress, and the propriety suggested of subjecting the payment of money in that Department to the same checks to which all other payments of public moneys were subjected; and that the sums arising from the postage of letters should be paid into the treasury. The objections being then the same as at this time, producing embarrassment in the operations of the Department, no definitive action by Congress was had, and the Department was left to pursue the system as then acted on.

22d CONGRESS.]

No. 120.

[1st SESSION.]

POSTAGE ON NEWSPAPERS.

COMMUNICATED TO THE SENATE ON THE 19TH OF MAY, 1832.

Mr. GRUNDY made the following report:

The Committee on the Post Offices and Post Roads, to whom was referred the bill to repeal the postage on newspapers, have had the same under consideration, and report:

That they are aware of the importance of diffusing information throughout the community through the medium of the public press, and that it is the duty of the Government to promote an object so laudable and desirable, so far as is consistent with the successful operations of the Post Office Department, and the other great interests of the country; but the safety of a Department, the beneficial effects of which are felt by every portion of the community, should not be hazarded for slight causes, nor should the principles of justice and equity be sacrificed for the attainment of fancied benefits, which are already enjoyed in a more substantial and durable form.

The committee have deemed it their duty, in examining the bearings and tendencies of a measure of such magnitude as that contemplated by the bill, to examine carefully into the condition of the Post Office Department; and they are gratified to find that it is highly prosperous. While every State and section of the country is feeling the benefits of the improved facilities of the mail establishments, the results, as to the financial condition of the Department, demonstrate the ability and faithfulness with which it has been administered.

From the 1st of July, 1827, to the 1st of July, 1830, the expenses of the Department, in each year, considerably exceeded its revenues, making in the three years an aggregate of \$181,854 80 of expenditures beyond the total amount of its revenues for the same period; but, from the 1st of July, 1830, to the 1st of July, 1831, the revenues of the Department exceeded its expenditures by \$62,252 18; and, from the 1st of July to the 1st of October, 1831, the revenues of the Department were \$10,683 38 more than its expenditures; making an aggregate difference in favor of the Department, in one year and three months, of \$72,935 56. During this latter period, the progress of improvement in the mail facilities of the country does not appear to have been in any degree diminished. Calculating that the same state of things would remain unaffected by any novel proceedings on the part of Congress, the Postmaster General has, since the 1st of October last, made provision for improvements quite as extensive, and, it is believed, as salutary, as at any former period. The passage of the bill would present an insurmountable obstacle to their accomplishment, as will be shown by the subsequent part of this report.

It must be obvious to every man of business that a Department like that of the General Post Office, involving an amount of receipts and expenditures equal to two millions of dollars per annum, cannot be advantageously managed without a considerable surplus revenue on hand, at least equal to one quarter of a year's revenue. On the 1st of July, 1827, the surplus revenue on hand amounted to \$370,633 87, and its revenues for the year ending on that day were \$1,473,551; showing a surplus equal to more than one quarter of a year's revenue. The revenues of the Department for the year ending the 1st of October, 1831, were \$2,052,439 64, and the surplus revenue at the disposal of the Department on that day was \$221,078 09, less than one-ninth part of the revenue for the year.

Although the prosperous condition of the Department is such that this surplus is continually increasing, the committee are of opinion that it would be inexpedient to impose upon the Department the necessity of diminishing it at the present time.

The bill which has passed both Houses of Congress at the present session requires the establishment of 20,600 miles of additional post routes. If the expense of transporting the mail upon these routes shall average that of the 110,000 miles of post routes already established, it will amount to \$234,000 a year; but, upon the lowest estimate, if the mail shall not be carried more than once a week over any part of them, the expense, it is believed, cannot amount to less than \$100,000 a year. The revenues which they will yield cannot well be estimated; but new routes, during the first year of their operation, seldom produce a revenue much beyond the expenses incurred by the establishment of the post offices on them, and other incidental charges attendant on them, and it must be several years before they will yield an amount approaching any thing near the expenditure which they will occasion.

The object of the bill is the more extensive circulation of newspapers. If this object shall be gained, it must, in the same proportion, increase the burdens of the mails; this will operate unjustly and oppressively upon mail contractors, who have already entered into obligations and made their arrangements without reference to the new state of things which would be produced by the passage of this bill; and should it be decided by the judicial branch of the Government that the Postmaster General could enforce the fulfilment of the contracts, it would, at least, constitute

an equitable claim on the part of the contractors for increased compensation, in proportion to the increased weight which this bill, if passed into a law, would give to the mails, and subject the Department to a very great increase of expenditure in renewing the contracts, when the present shall expire.

The postages on newspapers and pamphlets, for the three years ending on the 1st of July, 1831, were as follows:

For the year ending October 1, 1829, -	-	-	-	-	-	\$180,656 48
“ “ “ 1830, -	-	-	-	-	-	205,098 55
“ “ “ 1831, -	-	-	-	-	-	228,876 56
On the same progressive increase, they will, for the current year, amount to upwards of	-	-	-	-	-	250,000 00

Of this sum, not more than one-fifth arises on pamphlets; and, if the postage on newspapers shall be abolished, it is probable that most of the pamphlets would assume the form and character of newspapers. One-half of this sum is retained by the postmasters on account of compensation for their services. If this part of their compensation shall be taken from them, while their labor is not only continued, but increased, it would seem but equitable to increase their compensation in some other way, as an equivalent; for it is believed that no class of officers under the Government are worse compensated, for the labor performed, than that of postmasters. If the labor should still be required of them without any remuneration, it is apprehended that many of the best of them would withdraw their services, and the more indifferent ones would attend to the mailing and delivery of newspapers with so little care, that their safety would be much endangered. But, if no remuneration shall be made to postmasters in lieu of the commissions which would be withdrawn by the passage of this bill, yet, while the bill establishing new routes will impose upon the Department an additional burden of from \$100,000 to \$234,000 per annum, the passage of this bill will deprive it of the means of sustaining itself, by diminishing its revenues more than another \$100,000, and burden it with the expense of transporting the additional weight of mails which will be occasioned by the removal of postages on newspapers. In this state of things, the committee would ask, how could it be possible for the Department to sustain itself? All further facilities must be abandoned for years—probably forever—and many that are already in operation must be withdrawn. With the most rigid and persevering economy, and with the best possible administration of the concerns of the Department, it would, in the opinion of the committee, involve an annual expense of at least \$200,000 beyond its revenues.

From a careful investigation of the subject, in all its bearings, the committee are satisfied that the provisions of the bill cannot be sustained without an annual appropriation from the treasury; and that appropriation must be increased from year to year, for the increase of newspaper postage is greater than that of letter postage in a duplicate ratio; and the increase of the weight of newspaper mails, even while subject to postage, is to the increase of the weight of letter mails as about thirty to one. It must, then, be obvious that, if the revenues arising on letter postage are not sufficient to defray the expense of transporting both the letters and newspapers which are conveyed in the mails, the deficiency will continue to increase, in proportion as the weight of the mails and the extent of their transportation shall increase. The measure would, probably, in a few years become seriously burdensome to the treasury, and might prove the foundation for a pretext, at no distant day, for imposing a tax on newspapers, as an equivalent for the expense of their transportation; a measure which, at this time, would meet the decided disapprobation of the whole community.

The inevitable consequence of passing this bill would be a resort to the treasury for the transportation of newspapers. To such a resort there are many, and, in the opinion of the committee, very weighty objections. It would give to the head of the Department a discretionary power over the national coffers, to an extent beyond what ought ever to be given to an individual in a free country. The appropriations, it is true, would be subject to the control of Congress; but neither Congress nor a committee of Congress would be able, in addition to their ordinary duties, to investigate the minute and multifarious concerns of that extensive and extending Department with sufficient certainty to ascertain the exact sums required from year to year to meet the public wants in mail facilities. It would be necessary in this, as in other Departments of the Government, to confide principally in the representations of its head. He would no longer have the motive which now stimulates him to present to the nation an annual exhibit of the economy of his Department, in facilitating intercourse between the most distant sections of the country upon the strength of its own resources. The responsibility he now feels in the management of those resources would, in a great measure, be lost. Leaning upon the national treasury, the necessity for rigid economy would gradually decline, and, in a few years, would entirely disappear.

The sum to be appropriated for the first year might be inconsiderable, compared with the ability of the treasury to meet it; but the experience of this country, as well as that of all others, shows that expenses, however small in their beginning, are continually growing; and, from the nature of this case, it appears perfectly evident that, if the national treasury is once resorted to for the transportation of newspapers, the increase of expense, from year to year, will be in rapid progression. While the propriety of reducing the public taxes, at this time, seems to be admitted by all, the passage of this bill will produce a new and alarming expenditure, which must, at no distant period, become a serious burden to the community.

Newspapers cannot be transported without expense, and they are generally distributed by the mail at a much lower rate than in any other way that can be devised; the price fixed is much lower than the actual cost to the Department. If they were excluded from the mails, the weight would be so diminished as greatly to reduce the expense of transportation. It is the weight of the mail that subjects it to heavy charges for transportation; and, from the best estimate that can be made, the weight of the letters transported in all the mails of the United States does not amount to more than one-fifteenth part of the whole weight of the mails: yet the postage on letters, for the year ending the 1st of October last, amounted to \$1,923,563 08; and the postage on newspapers and pamphlets, for the same period, amounted to \$228,876 56; about one-eighth part of the sum for fifteen times the weight.

The postage on newspapers is not a tax: it has no more the nature of a tax than the freight paid on merchandise. It is money paid for a fair and full equivalent in service rendered, and paid by the persons for whose benefit and by whose voluntary consent the service is performed. The law does not require newspapers to be distributed by mail; it only extends to their proprietors that privilege when it becomes their interest to avail themselves of it, in preference to other more uncertain and expensive modes. The sum paid is less than the real cost to the Department, and there does not appear any sufficient reason why the public should pay for transporting printers' articles of merchandise to a distant market, more than the productions of other kinds of industry. In all cases the expense must be defrayed, either by a tax on the community at large, or by the persons for whom the service is performed; and the committee cannot perceive a more equitable way than for each one to pay for the service actually rendered to himself for his own benefit, and by his own order.

From whatever source the revenue to be applied to that object shall be derived, yet it is drawn from the people; and, if the bill shall pass, it will, in fact, impose a tax on the people for the transportation of newspapers. The greatest benefit from this tax will accrue to him who receives the greatest number of distant newspapers. The operation, then, will not be in favor of the laboring community; the industrious and useful farmer and mechanic generally contents himself with one or two weekly papers, while his more wealthy neighbor is able to indulge himself with as many every day. The measure will, therefore, operate as a tax for the benefit of the wealthy, at the expense of his more industrious and more useful neighbor. The committee do not perceive the justice of taxing that portion of the community who read the fewest newspapers for the benefit of those who read most.

The effect it will have upon the newspaper establishments of the country, and, indeed, upon the political character of the nation, is a subject worthy of deep consideration. There is a prevailing curiosity in the interior to see and read the papers which are published in large cities, and to learn the news and rumors which are circulated there. If these papers shall be transported without expense, it is believed that they will be generally preferred, although all the useful intelligence they contain is now circulated, with a few days' delay, through the medium of the local prints. The city editors, by fixing agents in the different towns and villages to receive and circulate their papers, will depress, and eventually supplant, the smaller establishments.

A monopoly of influence in the large cities, whose political atmosphere is not always most congenial to a spirit of independence, will be the consequence. That freedom, that manliness of spirit, which has always characterized the

great body of the common people of our country, and which constitutes the safeguard of our liberties, will gradually decline; and the loss consequent upon such a state of things cannot be recompensed by any savings of postage on newspapers. A concentration of political power in the hands of a few individuals is, of all things, most to be dreaded in a republic. It is, of itself, an aristocracy more potent and dangerous than any other; and nothing will tend so effectually to prevent it as the sustaining of the newspaper establishments in the different towns and villages throughout the country.

It is imagined by some that the Post Office Department is at present a charge upon the treasury of the United States. So far from this being the fact, were an account opened between this Department and the Government, the latter would be found largely indebted at the end of each year. The treasury of the United States has, at all times, supplied annually the amount necessary to defray the expenses incurred in the General Post Office itself. These consist of the salaries of the Postmaster General, assistants, clerks, and messengers, which are annually about \$51,100; watchmen, laborers, &c. \$1,640; contingent expenses, \$7,500; making an aggregate of \$60,240. To this sum should be added about \$7,000 for extra clerk hire in each year; making, in the whole, \$67,240; and the fact that a greater amount was appropriated at the last session of Congress for extra clerk hire argues nothing against the correctness of this estimate, because that appropriation included the arrearages for extra clerk hire for the three preceding years. It may, then, be safely taken for granted that this Department does not draw from the treasury of the United States the sum of \$70,000 per annum. Against this sum advanced by the treasury, from the best calculation that the committee have been able to make, there are annually transported by mail, free of postage, from and to the Executive Departments of the Government, (exclusive of the Post Office Department,) and from members and the officers of the two Houses of Congress, letters, papers, and documents, which, if charged for at the legal rates of postage, would exceed five hundred thousand dollars. So that the idea that this Department is a charge upon the treasury, is wholly erroneous.

The settled and accustomed practice of the Government should not be changed, without strong reasons, presenting certain and great advantages. The committee cannot discover such reasons for the change proposed in the bill. The Post Office establishment, upon its present basis, has existed from the commencement of the Government, and is producing the most happy effects. Its affairs are administered with great ability and faithfulness.

The frequency and celerity of the mails, in their present improved state, are bringing distant parts near to each other, in point of social intercourse, by which the bonds of the Union are strengthened, private friendships are gratified, commercial transactions are facilitated, and political intelligence is circulated to a degree beyond all former example.

The committee have inquired of the Postmaster General relative to some of the leading improvements in the mail establishments since the commencement of his administration. His answer is appended, and presented as a part of this report. Many of the most important of these improvements are of a recent date. If this bill shall pass, improvements like these will be at an end. The decline must be as rapid as their progress has been, and their advantages, in future, the country must forego; and for no other benefit than that of having newspapers transported at the public expense.

The committee, upon a full view of the whole subject, are of opinion that it would be highly inexpedient to pass the bill, and, therefore, recommend its indefinite postponement.

SIR:

POST OFFICE DEPARTMENT, *May 17, 1832.*

In answer to your letter of the 16th instant, I have the honor to transmit the following statement:

Among the improvements made in mail facilities within the last three years, are the following:

Such increased expedition is given to the main eastern mail, that it runs from Washington city to Boston in twelve hours less time than it has ever done before; and, from Boston, it arrives at Washington in eleven hours less time than at any former period.

The mail from New York now arrives in Washington city in 32 hours, 225 miles; and from Philadelphia, 135 miles, in 17 hours. The first of these was, until within the last month, never less than 42 hours; and the last never less than 21 hours.

The mails from Philadelphia, via Lancaster, Harrisburg, and Bedford, to Pittsburg; and from Philadelphia, via Reading, Harrisburg, and Alexandria, to Pittsburg, are now carried through in less than three days. Neither of these mails was, until lately, ever carried through in less than three and a half days. On both of these routes there are also extra lines of mail coaches established.

The mail which was formerly transported to Detroit but three times a week, is now transported daily in four-horse post coaches; and with such increased expedition, that it now runs from Washington city to Detroit in nearly three days less time than at any former period.

Daily lines of mail coaches have been established between Wheeling, on the Ohio river, and Ashtabula and Fairport, on Lake Erie, where the mail was formerly carried but three times a week, and such increased expedition given to the whole as to gain an entire day in the time of transportation.

All the connecting routes between Washington city and Buffalo, New York, via Harrisburg, Northumberland, and Williamsport, Pennsylvania, are so expedited as to run through in nearly two days less time than formerly.

The line of stages connecting Philadelphia and Delaware with the Eastern Shore of Maryland and Virginia has been increased from a bi-weekly to a tri-weekly line to Eastville, near Cape Charles, and an increased expedition given to it of one day.

The mail from New York, by New Brunswick, New Jersey, to Easton, Pennsylvania, has been increased from a tri-weekly to a daily line of four-horse post coaches.

The mail from Washington city to Harrisburg, Pennsylvania, 112 miles, has been so improved as to run through in one day, and to run daily in four-horse post coaches. The time formerly occupied was two days.

The mails are now carried from Washington city and from Baltimore, to Cincinnati, Ohio, a distance of 511 miles, in four days, by daily lines of four-horse post coaches. This was never performed before in less than six days. The same increased expedition is given to Frankfort and Louisville, in Kentucky. There is also an extra mail between Baltimore and Wheeling.

The mail which was but tri-weekly, is now transported daily in four-horse post coaches, between Cincinnati, Ohio, and Georgetown, Kentucky, 72 miles, and with such increased expedition as to run through each way in 12 hours. It was formerly 14 hours.

Lines of post coaches have been recently established between Columbus, Ohio, and Indianapolis, Indiana, Cincinnati and Indianapolis, and between Frankfort, Kentucky, and Indianapolis, where only horse mails had before been carried.

A bi-weekly line of four-horse post coaches has been established between Terre Haute, on the Wabash, and Lafayette, Indiana.

A line of stages has been established from Fayette, Missouri, to Independence, in the western part of that State.

An increased expedition has been given to the tri-weekly line of post coaches between Louisville, Kentucky, and St. Louis, Missouri, by which an entire day is gained.

The mail has been so improved between Louisville, Kentucky, and Nashville, Tennessee, as to run daily in four-horse post coaches, and through in less than two days; by which means a daily mail route is perfected between Washington city and Nashville, and in four days less time than formerly.

The route from Frankfort and Lexington, Kentucky, to Glasgow, has been extended to Nashville, Tennessee; thus giving a tri-weekly line of four-horse post coaches between Frankfort and Nashville, and with an increased expedition of half a day.

The route from Lexington, Kentucky, by Cumberland Gap, to Bean's Station, Tennessee, has been increased from a weekly to a tri-weekly line of post coaches, and so expedited as to run through in two days less time than formerly.

A line of four-horse post coaches has been established to run three times a week between Catlettsburg and Lexington, Kentucky, 128 miles.

A line of four-horse post coaches, to run three times a week has been established between Nashville, Tennessee, and Memphis, on the Mississippi river; also, between Huntsville, Alabama, via Florence, and Memphis.

A line of stages has been established, to run three times a week, between Tuscumbia, Alabama, and Natchez, via Jackson, Mississippi; thus constituting a regular stage connexion between the northwestern States, through the seats of Government of Tennessee and Mississippi, to Natchez, on the Mississippi river.

A line of four-horse post coaches has been established, to run twice a week between Huntsville and Tuscaloosa, Alabama.

A line of stages, twice a week, has been established between Montgomery, via Selma and Tuscaloosa, Alabama. This, with the preceding route, forms a stage connexion between the seats of Government in Georgia and Alabama, and Tennessee and Alabama.

The only regular and certain mail communication between this place and New Orleans was formerly by way of Tennessee, three times a week, through in 22 days. An abortive attempt had been made to establish a steamboat mail, by way of Mobile; but all communication, by way of Georgia and South Alabama, was too precarious for mercantile purposes. In the autumn of 1829, a regular steamboat line was established between Mobile and New Orleans; and, from the 1st of January, 1830, a line of four-horse post coaches was established, three times a week, between Fort Mitchell and Mobile, Alabama, 270 miles, and with such increased expedition as to perfect a tri-weekly line, by coaches and steamboats, in 15 days each way, between Washington and New Orleans. From the 1st of January, 1831, an increased expedition was given to this mail, so as to run through from the seat of Government to New Orleans in 12 days. Within the last six months, four additional trips a week have been established on the whole route between Macon, Georgia, and New Orleans, 637 miles; thus constituting the whole route daily between the Atlantic cities and New Orleans, and with an expedition as follows: from New Orleans to Washington city, 11 days and 18 hours; to Baltimore, 12 days and 2 hours; to Philadelphia, 12 days and 13 hours; to New York, 13 days and 5 hours; to Boston, 14 days and 18 hours.

A line of four-horse stages formerly ran twice a week between Washington city and Fauquier Court-house, Virginia, 50 miles; in lieu of which, there has been established a daily line of four-horse post coaches from Washington, by Charlottesville, Virginia, to Lynchburg, 200 miles; and a tri-weekly line of four-horse post coaches from Lynchburg, by Danville, to Salem, North Carolina, and to Lexington, North Carolina; also, a line of stages which ran twice a week from Fredericksburg, Virginia, by Halifax Court-house, Milton, North Carolina, Lexington, Salisbury, York Court-house, South Carolina, to Powelton, Georgia, is improved to a tri-weekly line of four-horse post coaches, connecting with the Lynchburg line, as above, at Lexington, and extended from Washington, Georgia, to Milledgeville, with an increased expedition which gives three days' time on the whole route of 600 miles from Fredericksburg, and 657 miles from Washington city.

A steamboat mail was formerly carried twice a week between Baltimore and Norfolk, Virginia; and a line of stages ran twice a week, 78 miles, between Norfolk and Edenton, North Carolina. There has, in the improvement of this arrangement, been an increase to three trips a week, each way, between Baltimore and Norfolk, 200 miles, by steamboat, and a tri-weekly line of four-horse post coaches established between Norfolk and Edenton, 78 miles; tri-weekly steamboat mails between Edenton and Plymouth, 22 miles; tri-weekly four-horse post coaches between Plymouth and Wilmington, 169 miles; tri-weekly steamboat mails between Wilmington and Smithville, 29 miles; and a tri-weekly line of four-horse post coaches between Smithville and Georgetown, South Carolina, 102 miles, where it connects with the great southern mail for Charleston; making, together, a complete line of steamboats and four-horse post coaches the whole distance of 660 miles, three times a week each way, and with an expedition equal to that of the great southern mail, performing the entire trip from Baltimore to Charleston in five days and one hour.

A line of two-horse stages between Warrenton, North Carolina, and Danville, Virginia, 92 miles, has been improved to a line of four-horse post coaches, to run three times a week each way.

A line of post coaches, three times a week, has been established between Warrenton, North Carolina, and Winton, via Halifax and Murfreesborough, 82 miles.

In lieu of a weekly mail in two-horse stages, there has been established a four-horse post coach line, twice a week, between Salem, North Carolina, and Shown's Cross-roads, Tennessee, 117 miles; and the weekly route from Shown's Cross-roads to Knoxville, 135 miles, has been improved so as to run twice a week in coaches. This, with the foregoing improvements, perfects a line of post coaches on the whole line from Norfolk, Virginia, via Murfreesborough, North Carolina, Halifax, Warrenton, Greensborough, Salem, and Wilkesborough, to Knoxville, Tennessee, 350 miles, twice a week.

A line of four-horse post coaches, twice a week, has been established from Salem, North Carolina, via Statesville, Morgantown, and Rutherfordton, to Greenville, South Carolina, 196 miles; and the weekly line of post coaches has been improved to twice a week from Greenville, South Carolina, by Pickensville, Pendleton, and Abbeville, to Augusta, Georgia, 146 miles; thus constituting a bi-weekly line of post coaches from Salem, North Carolina, through the gold region in that State, and through the upper part of South Carolina, to Augusta, Georgia, 342 miles.

A line of post coaches has been established, twice a week, between Lincolnton, North Carolina, and Greenville, South Carolina, via Spartanburgh, 88 miles, in four-horse post coaches.

A line of post coaches has been established between Edgefield Court-house, South Carolina, and Abbeville Court-house, twice a week.

The tri-weekly route between Camden, South Carolina, and Charleston, has been improved to run six times a week, and so to alternate as to run three trips by way of Sumpterville, and three by Statesville, 120 miles.

The tri-weekly line between Columbia, South Carolina, and Charleston, 110 miles, has been improved to a daily line of four-horse post coaches.

The route from Charleston, South Carolina, to Augusta, Georgia, 145 miles, has been improved from a tri-weekly to a daily line of four-horse post coaches.

The route from Savannah, Georgia, to Augusta, has been improved from a tri-weekly line of two-horse stages to a daily line of four-horse post coaches, 120 miles.

The route from Savannah to Macon, Georgia, which was but once a week, has been established to run twice a week in four-horse post coaches.

The route from Milledgeville, Georgia, to Tallahassee, Florida, 256 miles, which ran but once a week, has been directed to run twice a week in post coaches.

A line of stages has been established from Macon, Georgia, by Forsyth and Thomaston, to Columbus, 105 miles. A line of post coaches has been established from the mouth of St. John's river to St. Augustine, in East Florida.

The route between Richmond, Virginia, and Charlottesville, which was but tri-weekly, has been improved to a daily line of four-horse post coaches; and the whole route from Fredericksburg, Virginia, by Charlottesville, Staunton, Lewisburg, and Guyandotte, to Catlettsburg, Kentucky, 359 miles, has been improved from a tri-weekly to a daily line of four-horse post coaches. A daily steamboat mail has also been established to connect with this line at Guyandotte; thence, down the Ohio river, by Maysville, to Cincinnati, Ohio, and Louisville, Kentucky. These improvements constitute a daily line of four-horse post coaches and steamboats, on the whole of the lines from Washington city, and from Richmond, Virginia, to Cincinnati, Ohio, and Louisville, Kentucky; and, with the route from Charlottesville to Lynchburg, a daily line between Richmond and Lynchburg, Virginia.

A daily line of four-horse post coaches has been established between Bedford and Washington, Pennsylvania; thus completing a direct daily route from Philadelphia, via Lancaster and Wheeling, to Cincinnati and to Louisville.

A tri-weekly line of four-horse post coaches has been established between Washington city and Winchester, via Leesburg, 70 miles; and from Winchester, Virginia, by Romney, Cumberland, Maryland, Bedford, Pennsylvania,

to Hollidaysburg, 136 miles; thus perfecting a direct connexion, by post coaches, of Tennessee and the whole valley of Shenandoah with all the towns in the interior of Pennsylvania and the western regions of New York.

The stage route from Watertown to Ogdensburg, New York, 65 miles, which was tri-weekly, has been improved to six times a week.

The tri-weekly stage route between De Kalb and Fort Covington, New York, 63 miles, has been improved to six times a week.

The Long Island route from New York to East Hampton, New York, 122 miles, in post coaches, has been improved from twice to three times a week.

A line of post coaches, three times a week, has been established between Ithaca and Hammondsport, New York.

The tri-weekly line has been improved to a daily line of four-horse post coaches from Newburgh, New York, by Owego, Bath, Geneseo, and Avon, to Rochester, 300 miles.

From Clarkson to Middleburgh, New York, 37 miles, the tri-weekly mail has been improved to a daily line of four-horse post coaches.

An additional daily express line of post coaches has been established between Albany and Buffalo, New York, 296 miles, to run through each way in two days and eight hours.

An additional line of mails has been established, three times a week, between Albany and Whitehall, New York, 72 miles, to expedite and facilitate the mail communications between New York and Quebec, via Albany.

The tri-weekly line between Boston, Massachusetts, and Keene, New Hampshire, 85 miles, has been improved to a daily line of six-horse post coaches.

The route from Haverhill, New Hampshire, to Derby line, Vermont, (the point of entrance into Canada,) for Quebec, 71 miles, has been improved to a tri-weekly line of post coaches.

An additional weekly line of post coaches has been established between Conway and Littleton, Maine, 59 miles.

An additional weekly line of post coaches has been established between Augusta and Bethel, Maine, 67 miles.

The tri-weekly line between New Bedford, Massachusetts, and Newport, Rhode Island, 30 miles, has been improved to a daily line of post coaches.

The route from Philadelphia, by Reading, to Pottsville, formerly run but three times a week, is now run twice a day in four-horse post coaches, 88 miles; and a daily line of post coaches is established between Pottsville and Mauch Chunk, 29 miles, where no mail was formerly carried.

A tri-weekly line of four-horse post coaches has been established between Detroit and Niles, Michigan Territory, 195 miles.

The foregoing includes but a part of the improvements made within the last three years. Many others, and to a considerable extent, have been made, which would require more time to enumerate than can now be given to the subject. The above, however, embraces the improvements on most of the leading routes, and, it is presumed, will meet the object of your inquiry.

I have the honor to be, very respectfully, sir, your obedient servant,

W. T. BARRY.

Hon. FELIX GRUNDY,

Chairman of the Committee on Post Offices and Post Roads, U. S. Senate.

22d CONGRESS.]

No. 121.

[2d SESSION.

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 4, 1832.

SIR:

GENERAL POST OFFICE DEPARTMENT, *November 30, 1832.*

The following report of the transactions of this Department, with its progress and prospects, is respectfully submitted:

Experience has demonstrated the fact that such improvements as facilitate intercourse by travelling, and, at the same time, increase the expedition and frequency of mails on the great leading routes, while they strengthen the bands of friendship, and promote both the moral and pecuniary interests of the country, bring an increase of revenue to the Department more than equivalent to the increase of expenditure which they occasion. But the expense for transportation must be incurred before the revenue can be realized. I have, therefore, within the year ending the 1st of July last, given an increase to the transportation and celerity of the mails far beyond that of any former year. Anticipating the law of the last session of Congress for the establishment of a greater number of new post routes than was ever before established in one year, it was deemed expedient, preparatory to meeting their expense, to make great improvements on such routes, and to confine them principally to such routes as would tend, in a still greater degree, to enhance the revenues of the Department, and, in time, to render that increase available to the expenses of the new routes which might be established. The progress of mail transportation is as follows:

The annual transportation of the mail was—

On the 1st July, 1829,	-	-	-	-	-	13,700,000 miles.
On the 1st July, 1830,	-	-	-	-	-	14,500,000 miles.
On the 1st July, 1831,	-	-	-	-	-	15,468,692 miles.
On the 1st July, 1832,	-	-	-	-	-	23,625,021 miles.

The increase of the annual transportation of the mail was—

From July 1, 1829, to July 1, 1830,	-	-	-	-	800,000 miles.
From July 1, 1830, to July 1, 1831,	-	-	-	-	968,692 miles.
From July 1, 1831, to July 1, 1832,	-	-	-	-	8,156,329 miles.