

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.

The length of post roads in the United States was, on the 1st of July last, exclusive of those established by the law of the last session of Congress, 104,467 miles, viz:

States.	Miles.	States.	Miles.
In Maine - - - - -	3,170	In North Carolina - - - - -	6,465
New Hampshire - - - - -	2,270	South Carolina - - - - -	3,948
Vermont - - - - -	2,337	Georgia - - - - -	4,171
Massachusetts - - - - -	4,657	Florida - - - - -	731
Rhode Island - - - - -	448	Louisiana - - - - -	1,076
Connecticut - - - - -	2,500	Mississippi - - - - -	2,074
New York - - - - -	12,306	Alabama - - - - -	3,430
New Jersey - - - - -	1,883	Tennessee - - - - -	5,478
Pennsylvania - - - - -	9,783	Arkansas - - - - -	1,939
Delaware - - - - -	424	Missouri - - - - -	1,522
Maryland - - - - -	1,953	Illinois - - - - -	3,276
Michigan - - - - -	940	Indiana - - - - -	4,445
Ohio - - - - -	8,060		
Kentucky - - - - -	5,629	Making together, as above, - - - - -	104,467
Virginia - - - - -	9,542		

Over these roads, the annual transportation of the mail was, on the 1st of July, 1832:

States.	In stages.	In steamboats.	On horseback and in sulkeys.	Total.
	Miles.	Miles.	Miles.	Miles.
In Maine - - - - -	527,017	3,328	211,068	741,413
New Hampshire - - - - -	524,352	-	96,774	621,126
Vermont - - - - -	596,538	-	82,160	678,698
Massachusetts - - - - -	1,387,780	23,712	137,953	1,549,445
Rhode Island - - - - -	108,212	-	13,572	121,784
Connecticut - - - - -	507,075	-	154,416	661,491
New York - - - - -	2,869,124	96,735	681,495	3,667,354
New Jersey - - - - -	494,482	-	96,368	590,850
Pennsylvania - - - - -	2,351,184	-	600,891	2,952,075
Delaware - - - - -	92,674	-	11,024	103,698
Maryland - - - - -	579,448	58,380	151,588	789,416
Michigan - - - - -	108,136	-	43,912	152,048
Ohio - - - - -	1,181,909	47,150	510,926	1,739,985
Kentucky - - - - -	575,604	45,000	510,496	1,131,100
Virginia - - - - -	1,136,250	88,500	706,782	1,931,532
North Carolina - - - - -	786,775	15,288	386,308	1,188,371
South Carolina - - - - -	613,882	-	246,064	859,946
Georgia - - - - -	282,598	-	374,236	656,834
Florida - - - - -	14,560	-	48,808	63,368
Louisiana - - - - -	48,516	3,848	121,212	173,576
Mississippi - - - - -	78,002	-	211,496	289,498
Alabama - - - - -	412,090	96,360	255,580	764,030
Tennessee - - - - -	440,445	-	365,144	805,589
Arkansas - - - - -	-	-	193,076	193,076
Missouri - - - - -	79,508	-	116,792	196,300
Illinois - - - - -	210,314	-	183,170	393,484
Indiana - - - - -	196,268	21,000	391,666	608,934
Total - - - - -	16,222,743	499,301	6,902,977	23,625,021

The increase of transportation within the year ending July 1, 1832, has been—

In stages and steamboats, - - - - -	-	-	-	5,993,696 miles.
On horseback and in sulkeys, - - - - -	-	-	-	2,162,633 miles.

Making together, as above, - - - - - 8,156,329 miles.

Equal to more than half of the whole annual transportation in the United States in 1829.

Among the improvements made in the transportation of the mail, from July 1, 1831, to June 30, 1832, are the following:

The mail between the Atlantic States and New Orleans, till November last, was transported but three times a week. New Orleans being the mart for all the western States, and the principal medium of mercantile intercourse between them and the commercial cities on the seaboard, the increase of mail facilities on the great mail route to New Orleans was a subject of deep interest both to the agricultural and commercial communities of more than half the Union. The whole of this line was, therefore, from December last, improved into a daily line of four-horse coaches and steamboats, for the distance of 637 miles, between Macon, Georgia, (where the daily line formerly ended,) and the city of New Orleans; and with such increased expedition that the mail is now transported from New Orleans to Washington city in eleven days and fourteen hours; to Baltimore, in eleven days and twenty-one hours; to Philadelphia, during the steamboat navigation, in twelve days and nine hours; and to New York, in thirteen days.

The mails which were formerly transported but three times a week between Augusta, Georgia, and Savannah, 119 miles, and from Augusta to Charleston, South Carolina, 144 miles, have both been improved into daily routes, in four-horse post coaches, extending the same advantages to those cities which were enjoyed by others in their intercourse with New Orleans, and with the flourishing mercantile towns through the centre of Georgia.

The routes from Columbia and from Camden, South Carolina, to Charleston, have been increased from tri-weekly to daily lines of post coaches.

A line of mail stages has been established from the mouth of St. John's river to St. Augustine; by means of which, the communication by stages is extended from the northern States along the borders of the ocean to St. Augustine. This is the first stage route established in East Florida.

The route from Norfolk, Virginia, by Edenton, North Carolina, Newbern, Wilmington, and Smithville, to Georgetown, South Carolina, has been improved into a tri-weekly line of four-horse post coaches, connecting with the steamboat mail between Baltimore and Norfolk; and such expedition given to the whole, that the mail on that line is carried to Charleston, South Carolina, in steamboats and post coaches, from Philadelphia to Norfolk, 300 miles, in twenty-eight hours; to Edenton, 378 miles, in forty-two hours; to Newbern, 470 miles, in fifty-eight hours; to Wilmington, 568 miles, in eighty hours; and to Charleston, 766 miles, in five days and two hours.

The route from Salem, North Carolina, to Shown's Cross-roads, Tennessee, and thence to Knoxville, 252 miles, has been increased from once to twice a week, in post coaches; perfecting a line of coaches from Norfolk, Virginia, and from Raleigh and Fayetteville, North Carolina, to Knoxville and Nashville, Tennessee.

The route from Bean's Station, Tennessee, to Lexington and Frankfort, Kentucky, has been improved from a semi to a tri-weekly line of post coaches; and a line of post coaches has been established from Salem, North Carolina, to Wythe Court-house, Virginia. These two improvements, together, perfect a tri-weekly line of post coaches from the southern part of Virginia, and from the Carolinas, to the seat of Government in Kentucky, and into all the northwestern States.

The routes from Fredericksburg and from Richmond, Virginia, by Charlottesville and Lewisburgh, to Guyandotte, have been improved from a tri-weekly to a daily line of post coaches; and, in connexion with it, a daily line of steamboat mails has been established from Guyandotte, in Virginia, by Cincinnati, Ohio, to Louisville, in Kentucky. A tri-weekly line of post coaches has also been established from Guyandotte, in Virginia, by Catlettsburg, Kentucky, and Mount Sterling, to Lexington.

The route between Louisville, Kentucky, and Nashville, Tennessee, has been improved from a tri-weekly to a daily line of four-horse post coaches, and so expedited as to run through, 174 miles, in less than two days; and the tri-weekly route between Cincinnati, Ohio, and Georgetown, Kentucky, has, in like manner, been changed into a daily route. These two improvements perfect the daily mail communication in post coaches between the seats of Government in Ohio, Kentucky, and Tennessee, by way of the commercial towns of Cincinnati and Louisville.

A line of post coaches, three times a week, has been established between Columbia, Tennessee, and Huntsville, Alabama, which completes the intercourse in coaches from the seat of Government in Alabama, to Nashville, Tennessee, and to the States north of Tennessee.

Tri-weekly mail coaches have been established from Frankfort, Kentucky, and from Cincinnati and Columbus, in Ohio, to Indianapolis, the seat of Government in Indiana.

The route from Lower Sandusky, in Ohio, to Detroit, in Michigan, 102 miles, has been increased from three times a week to a daily line of four-horse post coaches; and so expedited as to run through in a little more than one day.

The whole line from Washington city and from Baltimore, via Wheeling, Virginia, to Cincinnati, Ohio, and to Maysville, Frankfort, and Louisville, Kentucky, has been so expedited as to run from Washington and from Baltimore to Wheeling in two days, and to Frankfort in five days; making the time to Cincinnati and to Frankfort two days less than was ever occupied before. The mail may now be transported, during the summer arrangement, from Washington city and from Baltimore to Wheeling, 270 miles, in two days; to Cincinnati, 520 miles, in four days; to Louisville, Kentucky, in five days; and to Nashville, Tennessee, in seven days. From Philadelphia to the same places, but twelve hours more are occupied. The winter arrangement will require two days more for the whole distance.

The mails between Philadelphia and Pittsburg have been so expedited as to run through in fifty-six hours. The mail is now transported from Washington city and from Baltimore, via Pittsburg, Pennsylvania, Cleveland and Lower Sandusky, Ohio, to Detroit, in Michigan, by daily lines of four-horse post coaches, in six days and fourteen hours, and from Philadelphia in seven days; being three days less than the time formerly occupied.

A line of four-horse post coaches has been established from Detroit, to run three times a week across the Territory of Michigan, 195 miles, to the town of Niles, on the river St. Joseph, and to run through in less than three days.

The whole route has been improved into a daily line of post coaches from Washington city and Baltimore, by York, Pennsylvania, Harrisburg, Northumberland, Williamsport, and Bath, New York, to Buffalo, on Lake Erie; and so expedited as to run through in five days.

Many other improvements have been made, and in other sections of the country, of considerable magnitude; especially in expediting and perfecting the mail intercourse between the United States and the British provinces upon our borders.

These improvements, which have considerably enhanced the expenses of the Department, have already produced an increase of revenue that begins to be sensibly felt; and promise, within a short time, more than a remuneration for all their cost. Though improvements always incur an expense before the revenues which they yield can be realized, yet, with all the increase of mail facilities during the year ending the 30th of June, 1832, the revenues of the Department have, within a very inconsiderable sum, equalled its expenses.

The revenue of the Department, comprising the whole amount of postages accruing within the year commencing July 1, 1831, and ending June 30, 1832, amounts to	-	-	\$2,258,570 17
The expenditures of the Department within the same period were—			
For compensation to postmasters,	-	-	\$715,481 68
For transportation of the mail,	-	-	1,482,507 22
For incidental expenses,	-	-	68,111 45
			<u>2,266,100 35</u>
Making an excess of expenditure beyond the revenue for the year, of	-	-	7,530 18
Within the same period there was paid into the treasury of the United States, by irregular deposits, the sum of	-	-	71 31
Making, together, a reduction of the funds of the Department of	-	-	<u>7,601 49</u>
The surplus fund available to the Department on the 1st of July, 1831, assuming that the whole amount of postage accruing from July 1, 1828, had been collected, was estimated to be	-	-	210,412 89
From which deduct the above sum of	-	-	7,601 49
And the surplus available fund was, on the 1st July, 1832,	-	-	<u>202,811 40</u>
The revenue of the Department was—			
For the year ending June 30, 1829,	-	-	\$1,707,418 42
For the year ending June 30, 1830,	-	-	1,850,583 10
For the year ending June 30, 1831,	-	-	1,997,811 54
For the year ending June 30, 1832,	-	-	2,258,570 17
The increase of postage over that of the preceding year was—			
For the year ending June 30, 1829,	-	-	\$108,540 47
For the year ending June 30, 1830,	-	-	143,164 68
For the year ending June 30, 1831,	-	-	147,228 44
For the year ending June 30, 1832,	-	-	260,758 63
Being a greater increase for the year ending June 30, 1832, by \$113,530 19, than accrued in any preceding year.			

This may be attributed, principally, to the improvements in mail facilities; and the increase for the current year may be safely estimated at a still greater amount. The contracts for the eastern section of the United States, comprising New York and the New England States, all expire on the 31st of December next, and have just been renewed, together with new contracts for transporting the mails on the routes established by the law of last session of Congress.

The annual amount paid for transporting the mail in that section, under the old contracts, is	-	\$328,945 92
The annual amount which will be required under the new contracts in that section, including all the old routes, with many important improvements; also, for 142 new mail routes established in that section by the law of last session, is	-	421,156 19
		<hr/>
Making an increase of expenditure in that section of	-	92,210 27
The contracts have also been made for the new routes established by the law of last session in the other sections, amounting to 13,111 miles of new post roads, on 298 new routes, for the annual sum of	-	71,945 75
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Requiring, together, an annual increase of expenditure of	-	\$164,156 02
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These contracts will go into operation on the 1st of January next; and within the year which will terminate on the 30th June, 1833, one-half of the above increase will be incurred, amounting to	-	\$82,078 01
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At a reasonable estimate of the progressive increase of revenue from postage, there will be more than a sufficiency to meet this sum.

The increase of postages for the year ending the 30th June, 1832, was, as above stated, \$260,758 63 above those of the preceding year; but, in an increase of postages, there is a corresponding increase of commissions for compensation to postmasters.

After deducting these commissions, the remainder, constituting the *nett* proceeds of postages, is applicable to the payments for transportation of the mails, and for the incidental expenses of the Department. The *nett* proceeds of postages for the year ending June 30, 1832, exceeded those of the preceding year \$180,305 43. If the ratio of increase in the *nett* proceeds of postages for the year which will end on the 30th June, 1833, shall only equal that of the year ending June 30, 1832, it will amount to the sum of \$196,823 06 above that of the last year, which will exceed the additional amount required for transportation by more than a hundred thousand dollars, provided no farther improvements shall be made, without estimating any thing for postages that may arise on the new routes. But a greater ratio of increase of the *nett* amount of revenue may be fairly calculated upon from the very extensive improvements which have been made; and the accounts of postmasters for the quarter ending on the 1st of October last, so far as they have been examined, exhibit an increase of *nett* proceeds of postages at the rate of \$260,000 a year above those of the year ending on the 30th of June, 1832.

There were in the United States on the 1st of July, 1831, 8,686 post offices. The number on the 30th June, 1832, was increased to 9,205. The constant supervision of that number of postmasters, correcting abuses, enforcing the strict observance of the laws and instructions, and, above all, requiring of each to account faithfully and promptly for all the postages received, are essentially necessary to all the other operations of the Department; and while the present system is strictly adhered to in the order of the transactions of the Department, it is confidently believed that its operations will be attended with harmony and success.

I have the honor to be, with high regard, your obedient servant,
WILLIAM T. BARRY,
Postmaster General.

To the PRESIDENT OF THE UNITED STATES.

22d CONGRESS.]

No. 122.

[2d SESSION.]

ADDITIONAL COMPENSATION TO A DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 20, 1832.

Mr. CONNOR, from the Committee on Post Offices and Post Roads, to whom was referred a resolution of the 14th instant, "instructing them to inquire into the expediency of allowing to the postmaster at Jackson, Mississippi, additional compensation," reported:

That the law gives to postmasters a per centage on newspapers and letters, deemed to be an adequate compensation for their services; yet, in the establishment of new routes and increased running of the mails, it must frequently happen that the labors of postmasters are also greatly increased. Applications, similar in character, have often been made to Congress; and in no instance are your committee aware that the prayer has been granted. Postmasters, in accepting the appointment, are aware of their prospect of compensation for the services rendered. In this case, no evidence is introduced to show why the compensation of the postmaster at Jackson should be increased, could your committee, under any circumstances, believe it would be expedient; and they have, therefore,

Resolved, That it is inexpedient to grant any additional allowance to the postmaster at Jackson, Mississippi.

22d CONGRESS.]

No. 123.

[2d SESSION.]

CREDITS CLAIMED BY A DEFAULTING DEPUTY POSTMASTER FOR LOSSES OCCASIONED BY FIRE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1833.

Mr. CONNOR, from the Committee on Post Offices and Post Roads, to whom was referred a resolution, and a petition of William Walker asking to be released from a balance due the Post Office Department, reported:

That the petitioner sets forth that he was postmaster at Hickory, in Pennsylvania; that his house was destroyed by fire, and in it his books and accounts, on which were charged accounts for letters, pamphlets, &c.