

which have occurred from their coming in contact and the bursting of boilers, in most cases the result of carelessness or reckless competition, having impaired the public confidence in this mode of transportation, induced the persons composing said association to embark in that enterprise. When your memorialists take into consideration the rapid improvement of the western country, the amount and value of its products, and the great extent of its inland navigation, they hesitate not to say, that any scheme which promises security to life and property embarked in commerce is worthy of public patronage. Your memorialists beg leave to represent, that they have been informed that a proposition has been made by said company to the Post Office Department to carry a mail in said line of packets from the city of Louisville to the city of New Orleans, three times a week for six months in the year; and that the Postmaster General, though convinced of its utility, has not the power, under the law regulating his duties, to enter into the contract upon fair and equitable terms. It is true that the law referred to provides that all waters on which steamboats regularly ply between port and port shall be regarded as post roads; but it also provides that the Postmaster General shall only have power to contract with any person or company to carry the mail in steamboats on such waters where the expense does not exceed three cents for each letter, and a half cent for each newspaper; and this compensation for carrying the mail, as above proposed, would be inadequate. The fact, well known to your honorable bodies, that New Orleans is the depot of the marketable productions of this immense valley, will show the great importance of facilitating intercourse between it and the principal towns on the Ohio and Mississippi rivers.

At present, there are three mails a week between Louisville and New Orleans, conveyed by land, a distance of about a thousand miles, and each is fourteen days in the transit, when it may be carried by steampackets, in perfect security, in about half that time. Most of the business correspondence is now conveyed by steamboats, *post free*, which must, from the best estimate that can be made, occasion an annual loss to the Post Office Department of from \$15,000 to \$20,000. It is believed by your memorialists, that, should the mail be sent from this place as proposed, every other day, in steampackets, to New Orleans, the mail from Baltimore would reach that city in about eleven days; and, upon this plan, the Ohio and Mississippi would become the great mail artery for the western and southwestern regions, diverging, as it conveniently might, into the interior, from prominent points on said rivers.

Your memorialists respectfully represent, that, during the steamboat season, (say from the 1st of January to the 1st of July,) the roads are bad, the streams high, the mails heavy and often detained, and packages much injured. Consequently, the river route is not only the most expeditious, but likewise the safest. The balance of the year, the navigation is uncertain, the roads good, and the mails comparatively light. Hence it is not desirable that the mails should be carried by steam longer than the period above stated.

Wherefore, your memorialists humbly pray that a law may be passed to authorize the Postmaster General to contract for the transportation of said mail from Louisville to New Orleans by water, &c. And your memorialists, as in duty bound, will ever pray.

22d CONGRESS.]

No. 127.

[2d SESSION.]

### COST OF TRANSPORTING THE MAIL IN EACH STATE, INCLUDING THE EXPENSES OF POST OFFICES AND EXTRA ALLOWANCES MADE TO CONTRACTORS.

COMMUNICATED TO THE SENATE, FEBRUARY 21, 1833.

SIR:

POST OFFICE DEPARTMENT, *February 19, 1833.*

In obedience to the resolution of the Senate, dated June 9, 1832, I have the honor to submit the following report:

The resolution calls for a report of "the amount of expense of transporting the mail, and all the contingent and other expenses attending the post offices in each State, so far as the same can be ascertained, with the amount of extra allowances made to contractors since the 1st of January, 1830."

Not having received official information of the passage of the resolution, I was not apprized of its existence till some time after the commencement of the present session; when, being advised of it through the honorable mover of the resolution, the journals of the last session were searched, where it was, for the first time, discovered by me. This will account for the delay to furnish the answer.

The accounts of postmasters, with their compensation, and the contingent expenses of their several offices, are kept in alphabetical order, and not separately, by States; and the separation of the various items of charge in the whole number of nine thousand accounts for each quarter of a year, amounting to about seventy thousand for the whole time embraced in the resolution, and exhibiting the amount in each State separately, would occupy a greater length of time than the period of any one session would admit, and an amount of labor far beyond what is allotted to the business of the Department.

The incidental expenses of the Department consist principally in the disbursements made for mail bags, mail locks and keys, blanks for postmasters' accounts, post bills, wrapping paper for putting up mails, agencies, &c. The mail bags and locks are sent indiscriminately through all the States; and agencies are common to different States. Blanks are furnished to each postmaster according to the magnitude of his office, without any account of the exact expense of the amount sent to each. It is, therefore, not possible to specify the amount of expense in each State.

In the transportation of the mail, a very considerable proportion of the routes run partly into one State and partly into another; and, in some instances, the same route runs into three or four different States. In these cases it is impossible to determine what proportion of the expense is incurred for the transportation in each State. Mail routes also frequently pass through a State for the benefit of other States, rather than for the benefit of the State through which they pass. Such is the great mail route between Philadelphia and New York. It is placed under the head of New Jersey. Thirty miles of it are in the State of Pennsylvania, fifty-nine in New Jersey, and one mile in New York; yet it is principally for the benefit of the two cities which constitute its extreme points; and more than five times the benefit of it results to New York above that of New Jersey. This principle is still more strikingly illustrated in the mail route between Mobile and New Orleans. It runs into the three States of Alabama, Mississippi, and Louisiana. More than half of the whole route is in Mississippi, and, of course, more than half its expense is incurred for transporting the mail in Mississippi; yet the State of Mississippi derives no immediate benefit from it, except the supply of the little isolated office of Pascagoula, which does not yield \$100 a year net revenue to the Department. It must, therefore, be obvious that, if the exact amount expended for transporting the mail in each State could be given, it would but very imperfectly exhibit the amount of expenditure for the benefit of each State, or the comparative view of mail accommodation which each State enjoys. But another difficulty presents itself, which cannot well be obviated. It often happens, and in the most important mail routes, that one person or company contracts for a gross sum for carrying the mail on several routes lying in different States. In such cases, there is no rule by which it can be ascertained what proportion of that sum is applicable to the transportation in each State. If the

division should be estimated in the exact proportion to the number of miles travelled in each State, it would be exceedingly incorrect, because the transportation of the mail, owing to the difference in roads, the different degrees of weight and celerity, and the difference in number of passengers, costs four times as much per mile on some routes as upon others in the same vicinity.

The mail routes in the United States are divided into four sections, viz: The northeastern, comprising the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York; the middle, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, Ohio, and Kentucky, and the Territory of Michigan; the southern, comprising the States of Virginia, North Carolina, South Carolina, and Georgia, and the Territory of Florida; the southwestern, comprising the States of Louisiana, Mississippi, Alabama, Tennessee, Missouri, Illinois, and Indiana, and the Territory of Arkansas.

Without a greater amount of labor than can be given to it during the present session, the division of the expense for transportation cannot be made beyond that of the four divisions.

The amount of expense for transporting the mail from the 1st of January, 1830, to the 1st January, 1832, was—

For the northeastern section, -	-	-	-	-	-	\$640,024 29
For the middle section, -	-	-	-	-	-	780,976 41
For the southern section, -	-	-	-	-	-	701,476 68
For the southwestern section, -	-	-	-	-	-	469,776 16
Total,						<u>\$2,592,253 54</u>

The amount of extra allowances made to contractors during the same period was—

In the northeastern division, -	-	-	-	-	-	\$25,035 73
In the middle division, -	-	-	-	-	-	41,315 74
In the southern division, -	-	-	-	-	-	2,101 27
In the southwestern division, -	-	-	-	-	-	50,619 13
Total amount of additional allowances for two years,						<u>\$119,071 87</u>

There was a saving during the same time in renewing the contracts in two divisions, viz:

Southwestern division, from January 1, 1830, -	-	-	-	-	-	\$19,195 37
Southern division, from January 1, 1831, -	-	-	-	-	-	25,047 87
Total,						<u>\$44,243 24</u>

Leaving the amount of extra allowances from January 1, 1830, to January 1, 1832, beyond the amount curtailed in the same period, \$74,828 63. The amount of expenses for transporting the mail for the year 1831 was \$1,320,097 56; the amount of expenses for transporting the mail for the year 1829 was \$1,245,268 93; the difference, agreeing with the above statement of increase, is \$74,828 63; the amount paid for compensation to postmasters, including the contingent expenses of their offices, from January 1, 1830, to January 1, 1832, was \$1,278,963 60; the incidental expenses of the Department were, from January 1, 1830, to January 1, 1832, \$135,837 32.

The foregoing statements exhibit the whole expenses of the Department for the two years from January 1, 1830, to January 1, 1832, viz:

For transportation of the mails, -	-	-	-	-	-	\$2,592,253 54
Compensation to postmasters, including the contingent expenses of their offices, -	-	-	-	-	-	1,278,963 60
Incidental expenses, -	-	-	-	-	-	135,837 32
Total,						<u>\$4,007,054 46</u>

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

To the Hon. HUGH L. WHITE, *President of the Senate pro tem.*

W. T. BARRY.

## APPENDIX.

14th CONGRESS.]

No. 1.

[2d Session.]

## SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 1, 1817.

Mr. MILLS made the following report:

The committee, to whom were referred sundry petitions, from different parts of the United States, praying that Congress would prohibit, by law, the transportation and opening of the mail on the Sabbath, ask leave to report:

That they have devoted that attention to the said petitions which the importance of the subject, and the motives which actuated so respectable a portion of their fellow-citizens, seemed to require.

To enable them to decide with more correctness, the committee addressed a note to the Postmaster General, requesting of him information upon the following points, viz:

1. "What instructions, if any, have been given by your Department to the deputy postmasters of the United States, in regard to the arrival and departure, opening and distribution of the mail on the Sabbath?"
2. "Is the mail now transported on the Sabbath over any route where it is not transported every day in the week? If so, please to state over what route, and for what reasons, it is thus transported?"
3. "Would the prohibition of the transportation and opening of the mail on the Sabbath essentially impede the arrangements of your Department, or injure the public interest?"

To these inquiries, the Postmaster General returned the following answer, which the committee make a part of their report: