The Pilot and Transcript.

"POWER IS ALWAYS STEALING FROM THE MANY TO THE FEW."

BY DUFF GREEN. BALTIMORE, MONDAY MORNING, DECEMBER 21, 1840. VOL. 1...NO. 214.

PILOT AND TRANSCRIPT.

Published every morning, (Sundays excepted,) at No. 11, Water street, opposite Cheapside—

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PILOT FOR THE COUNTRY, - $4 "
WEEKLY PILOT, - - $2 50 "

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And five of the Country for.....$15 00
And for a greater number at the same rate.

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ACADEMY FOR YOUNG LADIES,
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AS has been already announced, this Institution will be re-opened on the first Monday, in September next, when the duties of the several departments will be conducted by the persons, whose names are affixed to them respectively, as follows:

ENGLISH and CLASSICAL DEPARTMENT, including the Latin and Greek Languages, by Mr. Davidge, aided by Mr. N. Morison a distinguished graduate of Harvard University, and Miss M. B. Allison, late of the celebrated Charlestown Academy, near Boston, both experienced teachers. In addition to the regular recitations, courses of Lectures on Astronomy, Natural Philosophy, Chemistry, and Botany, will be delivered in their appropriate order.

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ITALIAN by Signor B. Castelli.

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DRAWING. Mr. Holste.
DANCING Mr. Darocher.

In the Moderen languages, the lessons are given daily, instead of three times a week as usual, a course indispensable, in the opinion of the principals, to the proper advancement of the pupils. In French the recitations occupy from an hour and twenty, to an hour and forty minutes, daily, independently of the conversational exercises, incidental to social intercourse, and, to add to the facilities, there will be at regular intervals, French and Musica Soirees, for the benefit of the pupils in those departments respectively.

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Pupils are charged from the time of entrance, *and no deduction will be made for absence, except in cases of long protracted severe indisposition.*

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THE TERMS ARE AS FOLLOWS:

Board, per academic year,	$200 00
Day boarding, or Dining and thus enjoying the benefit of French conversation at table, per academic year,	60 00
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For the convenience of such as may not know Mr. and Mrs. D. the folowing references are given.

REFERENCES.

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au 4 dtf

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Gold Levers, of M. J. Tobias, Johnson, Robinson, Harrison and other makers.
Gold Anchor Levers, do with independent seconds,
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United States Army and Navy Swords,
Gilt and Plated Sabre, Cut and Thrust Rapier do.
Fencing foils. masks epaulettes
Wings, sashes, plumes, aguilettes,
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Silver spoons, forks, ladles,
Butter knives, sugar tongs,
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Military companies furnished with equipments at short notice.

Watches repaired and warranted. Watch tools and materials for sale.

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AGUE & FEVER PILLS

WARRANTED to be a perfect and permanen cure—for sale by
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PREPARED BY JACOB HOUCK, *Baltimore,*

FOR the cure of the following diseases: Tumors Rheumatism, Gout, Palsy, Ring Worms, Itch, Chilblains, Frost Bites, Mumps, Stiffness of the Joints, Cramps, Burns, Scalds, and all kinds of Swellings attended with pain.

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ma 19—6m

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500 bundles American and English Sheet Iron	10 casks Sheet Zinc
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25 tons best American Boiler Iron	200 bundles Iron Wire
400 pigs Lead	5 tons Spelter
100 boxes Tin Plates	10 tons hooped Rod Iron
100 pigs Banca Tin	10 do Band & Scroll do
150 do Cornwall do	10 do Scotch Pig Iron
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With an extensive assortment of Stoves, ships' Cam hooses, &c. &c se 28

FRESH INSPECTED HERRINGS—200 barrels Susquehanna Herrings—now inspecting for sale low from the wharf. SELLMAN & CROOK,
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NO APOLOGY FOR WIGS!

☞ ATTENTION BALDHEADS! ☜

OF all the remedies ever devised for the restoration and preservation of the Hair nothing has been found equal to *Allibert's Oleaginous Hair Tonic.* It seldom fails to restore the hair to health and beauty. Many who were bald three months ago, can now exhibit luxuriant heads of hair by the use of it.

Copy of a letter from Dr. S. S FITCH, dated
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Dr. Jayne:

Dear Sir—I feel that I can hardly say enough to you in favor of *Allibert's Oleaginous Hair Tonic* prepared by you. My hair had been falling off about two years, and had become very thin, threatening speedy baldness, when I commenced using this remedy. In about one week, it ceased to fall off. I have used it now about three months, and have as full and thick a head of hair as I can possibly desire. I have recommended its use to a number of my friends, who all speak well of it. faithfully employed, I have no doubt of its general success. I may add that before using the Tonic, I had tried almost all the various articles employed for the hair, such as the Macassar Oil, all the different preparations of Bear's Oil, Vegetable Hair Oil, &c. &c. without experiencing much, if any, benefit.

Respectfully yours,
S. S. FITCH,
No. 172 Chesnut street.

☞ Before Dr. Fitch used this TONIC his hair began to be GRAY, but since then there is not a gray hair to be found on his head.

The above preparation is sold by
G. L. DUHURST,
Corner Dugan's wharf and Pratt street,
ma 28 lower end of Centre Market Space

REMOVAL.

RICHARD DUVALL respectfully informs his friends and the public generally, that he has removed to No. 210 BALTIMORE STREET, five Doors West of his former stand and nearly opposite Hanover street, where he has on hand and shall continue to keep a large and choice selection of CARPETING, &c.—Consisting of super Velvet, Saxony, Brussels, imperial threeply, super and fine, Ingrain and Venetian Carpeting with Rugs to match, Floor Oil Cloths, Fancy and Plain Floor Baizes, Table and Piano Covers, and all other articles pertaining to the trade, most of the goods are of this fall importation, new and choice patterns, selected expressly for the city trade, and will be sold as cheap, and on as favorable terms as the same can be purchased of any house in this city, Philadelphia or New York

☞ Persons wishing to supply themselves with an articles in his line are requested to give him a call before making their selections. dtf au 29

MARTIN MATHERS & CO.

MERCHANT TAILORS, No. 9 N. HOWARD STREET, inform their friends and the public that they have selected from the New York, Philadelphia and Baltimore markets, their Fall and Winter supply of Goods, embracing a handsome assortment of the most desirable Cloths, Cassimere and Vesting, which they will promptly make up to order in the best style of workmanship and fashion, and respectfully solicit a continuance of the patronage heretofore so liberally bestowed. They have for sale a few gross of superior Coat Cord, suitable for the trade.

N. B. For sale or rent, a first rate modern built two story HOUSE, with an attic, and extensive back buildings, in Saratoga street near to Liberty. Enquire as above.

BALTIMORE REAL ESTATE AGENCY
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OHIO FARM.—For sale, one of the most desirable highly cultivated and fertile farms in the state, it contains 246 acres, and is located within one mile of the respectable and rapidly increasing county town of Newark, Licking county, (through the centre of which runs the Erie Canal) and within six miles of the great National Road from Baltimore to Columbus. This property must be seen to be duly appreciated. The improvements are substantial and in complete order. It abounds with choice grafted fruit; is well watered, and has an exensive Saw Mill on it; a more particular description of the place, its productiveness, &c. &c., may be had atour office.

Active city property would be taken in exchange and the term of sale will be quite accommodating.

ALSO FOR SALE, a FARM of 180 acres about 5 miles from Baltimore on the Annapolis road, it adjoins lands of S. S. Donaldson and Jno. Barker, Esqrs. is near Donaldson's Bridge over the Patapsco. Iron Ore in abundaat on it, and a large quantity of wood. The improvements are pretty good and very conveniently arranged so as to admit of its being divided into 2 good sized market farms.

ALSO FOR SALE, several other farms within 18 to 25 miles of Baltimore, some of them very fertile, we improved and located in very healthy pleasant neighborhoods.

FOR SALE—a variety of well secured annuities consisting of about twenty, and varying from $16 to $60 each.

Also one for $228 well secured. Apply to
jy 8 FOWLER & TYSON.

EVER-POINTED GOLD PEN.

THE combined qualities of incorrosibility and durability possessed by this new and beautiful article, may justly claim for it the title of "Ever-pointed." The body of the pen is gold, an incorrosible metal, highly polished, and will always retain its elasticity and beauty, and the "points" are formed of a metal second in hardness to no substance heretofore discovered, having the indissolubility of diamond, and wholly insensible to corrosion; use cannot wear, or in the slightest degree affect them. In addition to these enduring properties, it has the softness and smoothness of the quill pen, and its incorrosibility allows a free and pleasant flow of the ink. It was invented by J. I. Hawkins, of London, who also invented the Ever-pointed Pencil. The nicest workmanship and long application have been necessary to perfect it, and it is now offered as the "Ne Plus Ultra" of pens, having the beauties of the quill and metalic pen combined with its own peculiar excellency of always retaining the same elasticity, the same easy flow, and the same beautiful stroke, unchangeable by time and use. This pen has been in use for five years, without the least perceptible wear. ☞ Warranted for one year.

For sale by CANFIELD & BROTHER
Corner of Market and Charles streets,
a13 Agents for the Manufacturers.

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Sailing from New York on the 13th, and from Liverpool on the 1st of every month.

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February 13—The UNITED STATES, Captain Th Fisher
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March 1—The STEPHEN WHITNEY, 1000 tons.
April 1—The UNITED STATES 600 tons.
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The qualities and accommodations of the above Ships, and the reputation of their commanders, are well known. Every exertion will be made to promote the comfort of passengers and the interests of importers. The price of passage to Liverpool, in the cabin, as in other lines, is fixed at $150, with wines and stores of every description The owners will not be responsible for any letter, parcel or package, sent by the above ships, for which a bill lading is not taken. For freight or passage apply to
STEPHEN WHITNEY,
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ROBERT KERMIT, 674 Southstreet, N. York

PACKETS FOR HAVRE

The ships of this line will continue their departure from New York on the first, and will sail from Havre on the 24th of each month during the year, thus—

	From New York.	From Havre.
ship UTICA, J. B. Pell,	January 1, May 1, Septem. 1	February 24, June 24, October 24
Ship CHAS. CARROLL, W. Lee.	Febru'y 1, June 1, October 1	March 24, July 24, November 24
Ship ERIE, E. Funk,	March 1, July 1, Novem. 1	April 24, August 24, December 24
Ship BALTIMORE, Jas. Funck	April 1, August 1, Decem. 1	January 24, May 24, September 24

The accommodations of these Ships are not surpassed, combining all that may be required for comfort. The price of cabin passage is $100. Passengers will be supplied with every requisite, with the exception of wines and liquors.

Goods intended for these vessels will be forwarded by the subscribers, free from any other than the expense actually incurred on them. For freight or passage apply to
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BRAZIERS' RODS—of all sizes, from 3-to ½ in.
Square Iron, " " " 5-16 in. to ½ in
Scroll do
Hoop do ½ in. to 1½ in.
Together with a general assortment of STOVES, for sale by OLIVER PARKER,
sep18 corner of Calvert & Lombard sts.

CRUSHED SUGAR—East Boston Crushed Sugar, in bbls. landing and for sale by
WITHINGTO & EASTMAN
jy2 85 Bowly's wharf

THE PILOT.

REPORT FROM THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT:
December 7, 1840.

Sir. I submit a report, showing the service of this Department the past year, its present condition, and future prospects.

The extent of the post routes in the United States covered by mail service, on the 30th June last, as near as can be ascertained, was 155,739 miles. The annual transportation on these routes, at the rate existing on the 30th day of June last, was about 36,370,776 miles.

The annual cost of transportation, estimated at the rate of pay existing at the close of the year; was $3,296,876, viz:

	Miles.	Cost.
By horse and sulkey,	12,182,445	$789,668
By stage and coach,	20,299,278	1,911,855
By steamboat and R. R.	3,889,053	595,353
Total,	36,370,776	$3,296,876

In addition to this service, the mails by steamboats and other vessels, under the 5th and 6th sections of the act of 1825, are estimated to have cost, the last year, about $9,000; and there has been paid for ship and way letters, about $26,000.

The resolution of Congress of May 14, 1836 authorized the Postmaster General to extend the term of the then existing contracts for six months, so as to have them terminate on the 30th June, instead of the last of December.—In pursuance of this authority, the contracts which would have expired with the present year were extended to the 30th June, 1841; in consequence of which, the lettings that would otherwise have fallen into the year 1840 will not take place until the spring of 1841.—The advertisement for this service has been prepared, and will soon be published.

The new routes, amounting to about seven hundred, established by the act of the 7th July, 1839, have been put in operation during the past year, and have made considerable addition to the expenditure for the transportation service. This extension, with the belief that the usual increase of revenue would not be realized, has indicated a policy of retrenchment rather than general improvement; but, since I took charge of the Department, some improvements have been effected on some of the most important routes which the public interest seemed to demand, and where little additional expense was incurred. I have also executed contracts for additional service on a few railroad and steamboat routes, where retrenchments could be made on other routes nearly equivalent to the new liabilities assumed. These changes have given some additional expedition to the great North and South mail, as well as several large mails connecting with it at important points.

The number of contractors in the service during the last year was about 1,100. The number who had been fined, or had deductions made from their pay for delinquencies in the performance of their engagements, is 628. The fines and deductions during the year, exclusive of the remissions, amount to $60,685 60.

In general the transportation service has been performed faithfully, and in a commendable spirit of energy, perseverance, and devotion to the public interest. The obstacles which, for a time, occasioned irregularities in a large mail south of this city, it is believed, have been removed.

The number of post offices, on the 1st day of July, 1838, was 12,519; the number on the 30th day of June, 1839, was 12 780; on the same day of the present year, the number was 13 468, showing an increase, during the year, of 688. There have been established, during the year, 959 post offices; and 271 discontinued. The number this day is 13,638. There have been, during the year, 3,231 postmasters appointed, of whom 959 were of new offices.

The revenue of the Department, for the year ending June 30, 1840 as appears from the settlement of the accounts of postmasters in the Auditor's office, was:

Letter postage		$4 003 776 07
Newspapers and pamphlets		535 229 61
Fines paid to postmasters for violations of law		260 00
		$4,539,265 68

The expenditures of the Department for the same period were—

For compensation to postmasters,	$1,028,925 92	
For wrapping paper, office furniture, advertising, mail-bags, mail locks and keys, and stamps, mail depredations, and special agents, blanks, clerks for offices, and miscellaneous -	414,778 96	
For ship steamboat, and way letters - -	35,410 81	
For transportation - -	3,252 995 16	
		4,759,110 85
Excess of expenditures - -		$219 845 17

The revenue, as compared with the preceding year, shows an increase of $61,651 64, being a fraction over one per cent.

The average annual increase of revenue from 1832 to 1839, inclusive, has been about 10 per cent. But as this period includes the two years ending June 30, 1837, of extraordinary augmentation of revenue, amounting to 15 per cent. the first year, and 20 per cent. the second, 10 per cent. is greatly above the ordinary annual increase, which may be estimated at about 6 per centum. The decline in the revenue, therefore, the past year, may be estimated at about 5 per cent. or $225,000.

Statement of the revenue and expenditures of the Post Office Department for the eleven years ending 30th June, 1839.

Year ending		Revenue.	Expenditure.
June 30,	1829	$1,707,418 42	$1,782,132 57
"	1830	1,850,583 10	1,932,707 95
"	1831	1,997,811 54	1,946,122 87
"	1832	2,258,570 17	2,266,171 66
"	1833	2,617,011 88	2,930,414 87
"	1834	2,823,749 34	2,910,605 08
"	1835	2,993,556 66	2,757,350 08
"	1836	3,402,323 59	2,841,766 36
"	1837	4,100,605 43	3,303,428 03
"	1838	4,235,077 97	4,621,837 16
"	1839	4,477,614 04	4,654,718 42

From this tabular statement, it appears that while the expenditures of the Department have been steadily advancing, with few exceptions, its revenues have been very fluctuating, varying from a mere nominal increase to an advance of 20 per cent. in a single year.

The extension of the mail service, and the advance in the population and business of the country, are the causes of the ordinary increase of the revenue. But temporary and extraordinary circumstances often counteract these more permament sources of increase, so far as to prevent any material advance. This has been the case the past year; during which a combination of causes have operated to impair the revenue of the Department to nearly the extent of the average annual increase.

But the present unfavorable condition of the finances of the Department is not wholly to be attributed to the decline of the revenue the past year; it is, in part, the result of the too sudden and large extension of the service during the years 1837, 1838, and 1839, occasioned by the extraordinary surplus which accrued in 1836 and 1837. This surplus, on the 30th June, 1836, was $641,842.

The Postmaster General, in his annual report of that year, recommended a reduction of the rates of postage. Congress did not sanction that measure; but, by the act of the 2d July, 1836, established about seven hundred new post routes, which it became the duty of the Department to put into operation. The action on this subject by Congress was considered as indicating its desire that the surplus which had accrued, and which might accrue, should be expended in providing additional mail accommodations. The causes which had produced the above surplus on the 30th June, 1836, continued to operate during the remainder of that year, and a part of the year 1837; and, as the new contracts did not go into operation until after the 1st of February, 1837, the revenue continued to exceed the expenditure; and, on the 30th June, 1837, the surplus amounted to $756,206. During the session following, Congress, by the act of the 7th of July, 1838 established about seven hundred additonal routes, which were to be put in operation on the 1st of July, 1839, or before, if the revenues of the Department would justify it. The second section of the same act provides "that every railroad within the limits of the United States that now is, or may hereafter be made, shall be a post route; and the Postmaster General shall cause the mail to be transported thereon: *Provided*, he can have it done on reasonable terms, and not paying therefor, in any instance, more than 25 per cent. over and above what similar transportation would cost in post coaches."

The very liberal construction given to this act by the Postmaster General, favorable to the interests of the railroad companies, did not satisfy the spirit of cupidity which belongs to corporate monopolies; and it was found impracticable to obtain contracts from several of the railroad companies. And Congress, by the act of 25th January, 1839, extended the maximum rate of compensation for railroad service to three hundred dollars per mile.

The new routes established by the act of 7th of July, 1838, were mostly put into service in 1839; and contracts have been made for service on the railroads then in existence, and most of those which have since been completed, at rates of compensation, varying from twenty five to three hundred per cent. above what had been paid for coach service on the same routes. In England, the average rate of compensation for railroad service is about ninety dollars per mile; and the highest sum paid on the most important routes is one hundred and seven dollars per mile; and the contractors are required to convey mails as often, and at such times, as may be ordered by the Postmaster General. Here, with a rate of compensation nearly two hundred per cent. higher, it has been found impracticable, on many of the routes, to obtain that control over the time of the departure and delivery of the mail, which is so essential to the service, and is exercised on other routes. In addition to the compensation paid to the railroad companies, there are considerable incidental expenses incurred for travelling agents on the more important routes, for conveying the mail to and from the cars at the ends of the routes, and for supplying intermediate offices, not on the line of the roads. The substitution of railroad for coach service, has borne very heavily on the revenue of the Department.

The new routes established in 1836, and 1838 being, many of them, in sections, of the country where the roads are bad and the settlements sparse, have yielded an income bearing but a small proportion to the expense of the transportation.

This great extension of the service, and the substitution of a higher and more expensive for a cheaper grade, under the acts of Congress referred to, and the improvements on other routes, which the public interests seemed to demand, since 1836, have carried the expenditures of the Department, for three successive years, beyond its accruing revenue.

In the year ending on the 30th June, 1838, the expenditures were	$4,621,837 00
The revenue which accrued was	4,235 077 00
Excess of expenditure over the revenue	$386,760 00
The expenditure of the year ending June 30, 1839, were	$4,654,718 00
The revenue which accrued was	4,477,614 00
Excess of expenditure	$177,104 00

The excess of the expenditure for these two years was met by the surplus funds which had accumulated in 1837, and nearly exhausted all that surplus which was available.

In the annual report of my predecessor, made in December, 1838, he says: "The general financial disasters of last year have not reduced the revenue as might have been expected, but have prevented most of the anticipated increase and thrown the Department upon its surplus, to sustain most of its extensions. The indications now are, that there will be a slight improvement in the revenue of the current fiscal year, over the preceding; but not enough to produce any material effect. An advance somewhat greater may be reasonably expected, next year, but not great enough to meet the increasing cost of mail service, and put into operation the new routes established at the last session of Congress It will hence be seen that, for more more than a year to come, the curtailment, rather than for the extension, of service on routes now in operation, is to be expected."

The anticipated increase during the year 1839, was realized, and amouted to 5½ per cent. producing $241,560. But the greater increase looked for in 1840, has essentially failed; and the quarter ending 30th of September last, exhibits an actual declension in the revenue, as compared with the corresponding quarter of last year, of about 5 per cent. This unfavorable result has been occasioned mainly by the second suspension of the banks in a large section of the Union, followed by a general depression of the commercial interests of the country; which appears to have been apprehended at the close of the last year, as the Postmaster General then said: "It is possible that the recent suspension of specie payments by the banks, in a large portion of the Union, may again check the increase in the revenue of the Department, so as to make retrenchments necessary; but, in any event, they will be inconsiderable."

But the present apparently unfavorable financial condition of the Department need occasion no anxiety. It can be sustained upon its own resources, and soon placed in a safe and prosperous condition. Yet, to afford it temporary relief, curtailments of service, to a limited extent, are necessary. This has already been commenced, and will be continued as far as may be found requisite to place its finances in a sound condition. The curtailments or suspensions of service will be made so as to occasion as little inconvenience to the public, or injustice to the contractors, as such an operation will admit of. As periodical retrenchments are unavoidable, it deserves consideration, whether it would not be wise for Congress to prescribe some rule by which all general curtailments are to be effected, so as to remove executive discretion, and secure an equal apportionment of the reduction of service among the different sections of the country.

In examining the causes which have placed the Department in its present condition, we discover its resources, and its ability not only to sustain itself, but probably, with the aid of some remedial legislation, to admit of a prospective reduction of the tariff of letter postage, which public sentiment seems to demand.

These causes are to be found in the unexampled fluctuations since 1834 in the financial interests and commercial business of the country.—The period of unprecedented overaction in trade, from the fall of 1834 to the spring of 1837, occasioned an extraordinary increase of revenue, which produced the large surplus that existed in 1836 and 1837. This surplus formed the basis of the great extension of pupil service since 1836, which so far exceeded the limits to which it could have been carried by the ordinary increase of revenue, as to absorb nearly the whole of this surplus in two years. When the reaction came on, which, under any circumstances, would have depressed its revenues, the Department had to sustain itself with an extent of service beyond its natural limits; which had originated from the extraordinary increase of its revenues in 1836 and 1837. But the unusual increase of revenue over the expenditures during those two years, was not entirely owing to the great activity of trade. The contracts for transportation, during that period, had mostly been made when prices were low, and revenue accruing from their performance was received, prices had advanced from fifty to one hundred per cent. The Department, therefore, enjoyed the advantages of an excited state of business without the drawback which, under other circumstances, the advance in prices would have occasioned.

On the other hand, the excess of the expenditures over the receipts for postages the last three years, is not more to be attributed to the depression of the revenue from the state of the times, than to the circumstance that all the existing contracts were made during the high state of prices, and at an average advance of fifty per cent. above the rate of compensation paid prior to 1836.

Should prices not vary essentially from their present standard, it is reasonable to suppose that the future lettings can be made at greatly reduced rates of compensation. This is an important resource, which, in a few years, without any retrenchment of service, could hardly fail of placing the finances of the Department in a prosperous condition. But it cannot be made immediately available, so that a suspension or curtailment of services, to a limited extent, become necessary.

The restoration of commercial activity, so confidently anticipated, may reasonably be calculated to produce a considerable improvement during the two last quarters of the current fiscal year, and a much greater increase the next year.

With a reasonable expectation of a reduction in the expenses of the transportation, and nearly a certainty of a considerable increase in its revenues, the future prospects of the Department are highly satisfactory.

The present is a peculiar crisis in its financial affairs, resulting from the operation of causes which I have endeavored partially to explain, and which are not likely, in the same degree at least, again to occur.

There are other causes of a more limited influence which have contributed to impair the revenue the past year. The greatly enhanced expense of the transportation of the mail upon railroads is not the only way in which they affect the revenues of this Department. The great facilities which they afford for the transmission of letters and newspapers out of the mail, have evidently diminished the receipts from postage. This is proved by the sudden falling off of the revenue at points whre these facilities have recently been provided. Information has also been received from the agents of the Department, showing that letters, packets, and newspapers, were extensively conveyed out of the mail on the rail road and steamboat lines, and on many of the stage and coach routes. So far as these practices, so detrimental to the income of the Department, we believed to be in violation of law, I endeavored to suppress them, regarding it as my highest duty to enforce the laws. And in respect to letters carried by carriers and drivers, these efforts, it is believed, have been generally effectual; but there is no prohibition against persons conveying letters and packets who may pass over mail routes in the same vehicle which transports the mail, and the railroads afford great facilities for sending letters in this way.

For fifteen years preceding the introduction of the new system in England, the postage tax had rather declined, notwithstanding the increase of population and business. This was, by many, ascribed to the high rate of tax, but the better and more prevailing opinion attributes it to the numerous railroads which have gone into operation.

The practice of carrying newspapers out of the mail, without having secured the privilege in the contract, I found to be so general, that it could not be suppressed without great inconvenience to the public; and, as the ambiguity of the law admitted of doubts in regard to the restriction, I concluded that I should best discharge my duty by permitting these practices to continue, and leave it for Congress either to