

Newspaper postage continued as before, except that the postage was reduced to one cent, though conveyed more than one hundred miles, if delivered in the same State in which it was printed.

In 1825 the law was revised, but the rates of postage were confirmed, as in 1816, above.

Under these circumstances, I was warranted in the conclusion that the rates of postage were so far settled, as that no important difference in their aggregate amount was to be contemplated. An experience of forty years, without producing an opposite conviction in the public mind, was deemed sufficient to justify the conclusion that the principle was settled. On this principle all the existing contracts for transporting the mails have been predicated. A reduction of the rates will, of course, require a very important reduction in the mail facilities of the country.

In relation to postage on newspapers, the consequence will be no less embarrassing. The expense of their transportation is very great, and their numbers are continually multiplying. It is an occurrence of almost every day, that more than a ton weight of newspapers is carried in one mail for hundreds of miles together, and at the rate of from eighty to upwards of a hundred miles a day; and if the postage on them shall be abolished, the number will be multiplied, and the expense of their transportation increased. It will probably be the means of superseding many of our village newspapers, by supplying their place with papers from the cities, which will render it difficult to provide for their rapid transportation at any expense.

The postages returned on newspapers for the year ending the 30th of June last amounted to \$254,796 64. If this sum shall be abstracted from the revenues of the Department, and the same or increased services still performed, it must be obvious that its present operations cannot be continued upon its own resources.

The conveyance of letters by mail affords a considerable revenue, with but little weight to transport. That revenue is the principal support of the Department. The conveyance of newspapers by mail gives a heavy weight to transport, with but a light revenue compared with their weight. If the revenue arising from letter postage shall be materially diminished, or if that arising from newspapers shall be abolished, it will be necessary so to abridge the mail facilities of the country, as that daily mails cannot be carried except between the principal commercial cities on the seaboard. The frequency and celerity of mail intercourse must almost every where be diminished; horse transportation must be substituted for that of mail coaches on many important routes; and distinct and more tardy methods must be adopted for transporting newspapers than letters. Such will be the inevitable consequences, unless provision shall be made to defray the expense from the treasury—a resort never solicited, never desired, and never given.

With these views, which are the result of certain calculation, the course which it will be most eligible to adopt is respectfully submitted to the wisdom of the committee.

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

W. T. BARRY

Hon. FELIX GRUNDY,

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

[22d CONGRESS.]

No. 125.

[2d SESSION.]

INDEMNITY ASKED BY MAIL CONTRACTORS FOR THE LOSS OF A STAGE AND HORSES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 6, 1833.

Mr. CONNOR, from the Committee on the Post Offices and Post Roads, to whom was referred the petition of Reeside and Robinson, reported:

That the petitioners set forth that they were contractors for carrying the mail from Montgomery Court-house, in Virginia, to Blountsville, in Tennessee; that, in January, 1829, in attempting to cross Reed creek, near Wythe Court-house, in Virginia, the waters being up, their horses were drowned, and stage and harness injured; for which loss and damage they ask of Congress remuneration. The committee view it, when an individual or individuals make a contract with the Post Office Department for the transportation of the mail, that they are to run the risk of loss and damage in stock, stages, &c.; the annual compensation given for the performance of the service is deemed to be satisfactory to the person or persons thus engaging. Your committee, therefore, believe it inexpedient, and *Resolve*, That the prayer of the petitioners be not granted.

[22d CONGRESS.]

No. 126.

[2d SESSION.]

APPLICATION FOR CARRYING THE MAIL ON THE OHIO AND MISSISSIPPI RIVERS IN STEAMBOATS.

COMMUNICATED TO THE SENATE, FEBRUARY 20, 1833.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: Your memorialists, citizens of the town of Louisville, and commonwealth of Kentucky, respectfully represent:

That an association or company has lately been formed by citizens of Louisville, Cincinnati, New Orleans, Pittsburg, and other places, composed of a number of their most wealthy, enterprising, and meritorious merchants and traders, under the name of the "Ohio and Mississippi Mail Line;" and, with a view to promote the best interests of commerce and navigation on the western waters, it has succeeded in establishing, at great expense, a line of packets between the cities of Cincinnati and New Orleans, consisting of a number of the largest and most commodious steamboats. The number of vessels necessarily employed in the carrying trade on the Mississippi and its tributaries; the loose and irregular manner of conducting, heretofore, this business; the many disastrous and fatal accidents