

8th CONGRESS.]

No. 13.

[1st Session.]

## MAIL FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JAN. 12, 1804.

Mr. THOMAS made the following report:

The Committee on the subject of the Post Office and Post Roads, to whom was re-committed their report\* relative to a post route from the city of Washington to Natchez and New Orleans, with instructions to inquire and report what is the most convenient, safe, and proper route, for carrying the mail between the city of Washington and New Orleans, therein designating the principal settlements and towns through which, in the opinion of the committee, the same ought to pass, report:

That, as this route must pass through the Mississippi Territory, a distance of nearly four hundred miles, wholly to uninhabited by citizens of the United States, except on the Tombigbee river, without this country being first explored, it is not in the power of your committee to designate the most proper route through it, with any degree of precision; equal difficulty occurs, for the same reason, in determining whether it ought to pass on the east, or on the west side of the Alleghany mountains; because, until this unimproved territory has been explored for the purpose of laying out a road, it is uncertain at what place it ought to intersect the frontier settlement of Tennessee or Georgia. However, as the result of the best information which the committee have been able to obtain, pursuant to the instructions of the House, they submit as their opinion the following resolution:

*Resolved*, That the mail ought to be carried on the present route, as established by law, from the city of Washington to Knoxville, in Tennessee, (this route is represented to pass by Culpeper Court House, Orange Court House, through Charlottesville, Waynesborough, Lexington, Pattonsburgh, Fincastle, by Montgomery Court House, Wythe Court House, through Abington, Jonesborough, and by Hawkins Court House, to Knoxville) from thence by Tellico Block House, and through the Cherokee nation of Indians, and the settlement on the Tombigbee river, to New Orleans.

And further, that a post route ought to be established from the said settlement on the Tombigbee to Natchez.

\*See No. 11.

8th CONGRESS.]

No. 14.

[1st Session.]

## RECEIPTS FROM POSTAGE FOR THREE YEARS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 1ST DAY OF MARCH, 1804.

GENERAL POST OFFICE, *March 1, 1804.*

SIR:

I have the honor herewith to transmit a detailed report of the amount of postage in each State, for three successive years, commencing with the 1st of October, 1800, and ending on the last day of September, 1803, together with the expense of transporting the mails on all roads in each State, and the amount of commissions of Postmasters, as well as the other expenses in relation to the Post Offices, in three books, marked A, B, C,\* together with a summary report of the same, marked D, all in obedience to the resolution of the House of Representatives, passed on the 5th of December last.

I have the honor to be, with great esteem and respect, your most humble servant,

GIDEON GRANGER.

The Honorable NATHANIEL MACON,  
*Speaker of the House of Representatives of the United States.*

\* The statements A, B, and C, are not to be found.

D.

General statement of the gross sums received in each State, for the postage of letters, packets, and newspapers, for three years, respectively, commencing with October 1st, 1800, and ending October 1st, 1803, together with the sums which have been paid in each year, and in each State, for commissions to Postmasters for carrying the mails, and for all other expenses in relation to the Post Office, incurred in each State, respectively.

From October 1, 1800, to October 1, 1801.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commissions on letters.	Commissions on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office on Postmasters' accounts.	Amount paid for transportation of the mails.	States creditors.	States debtors.
New Hampshire, -	\$4,003 50	\$408 49	\$4,411 99	\$79 93	\$1,411 22	\$204 17	\$1,695 31	\$30 46	\$3 13	\$186 28	\$2,496 81	\$2,936 15	-	\$439 39
Vermont, -	1,836 91	279 21	2,116 12	39 62	842 76	139 41	1,021 79	23	10 30	188 23	895 56	2,619 00	-	1,723 44
Massachusetts, -	35,735 97	2,240 31	37,976 28	306 26	8,357 76	1,119 38	9,783 40	965 22	61 67	982 08	26,193 91	12,974 36	\$13,219 55	-
Rhode Island, -	5,106 70	384 95	5,491 65	51 91	1,562 39	192 44	1,806 74	213 24	2 27	111 64	3,357 76	1,420 50	1,937 26	-
Connecticut, -	10,464 63	1,076 70	11,541 33	147 84	3,504 50	538 05	4,190 39	85 28	50 65	370 43	6,844 58	4,700 43	2,144 15	-
New York, -	50,868 04	2,122 76	52,990 80	151 01	8,055 19	1,062 05	9,268 25	2,144 88	29 43	1,230 01	40,318 23	11,430 41	28,887 82	-
New Jersey, -	6,465 43	927 83	7,393 26	84 13	2,261 88	464 82	2,810 83	1 64	5 53	143 68	4,431 58	4,752 96	-	321 38
Pennsylvania, -	53,016 31	1,972 48	54,988 79	99 43	7,940 41	985 66	9,025 50	1,160 10	5 90	1,677 37	43,119 92	11,334 01	31,785 91	-
Ohio, -	1,515 67	131 09	1,646 76	15 48	439 89	65 54	520 91	-	2 02	84 37	1,039 46	2,703 07	-	1,663 61
Indiana Territory, -	69 27	16 22	85 49	76	23 76	8 11	32 63	-	10	6 85	45 91	600 00	-	554 09
Delaware, -	3,210 81	546 45	3,757 26	42 22	1,141 99	273 16	1,457 37	73 14	1 31	63 13	2,162 31	936 59	1,225 72	-
Maryland, -	29,092 31	2,545 42	31,637 73	82 79	5,148 50	1,272 50	6,503 79	594 62	14 96	891 26	23,633 10	8,449 90	15,183 20	-
District of Columbia, -	14,839 26	600 35	15,439 61	658 70	3,319 66	300 16	4,278 52	35 70	-	302 99	10,822 40	748 61	10,073 79	-
Virginia, -	36,241 16	4,997 51	41,238 67	425 28	9,538 21	2,498 46	12,461 95	182 04	20 54	1,241 15	27,332 99	25,520 71	1,812 28	-
Kentucky, -	2,748 74	372 40	3,121 14	53 91	1,064 33	186 07	1,304 31	-	46	257 55	1,558 82	4,832 88	-	3,274 06
North Carolina, -	7,316 57	1,266 62	8,583 19	190 95	2,451 14	633 02	3,275 11	41 12	48	439 34	4,827 14	15,541 37	-	10,714 23
Tennessee, -	1,409 33	90 31	1,499 64	44 05	415 30	45 09	504 44	-	66	139 19	855 35	3,324 66	-	2,469 31
South Carolina, -	15,575 40	1,004 41	16,579 81	64 06	3,504 16	501 70	4,069 92	693 64	1 58	614 83	11,199 84	14,174 78	-	2,974 94
Georgia, -	10,121 93	1,012 46	11,134 39	51 30	2,643 84	506 23	3,201 37	174 58	9 63	522 79	7,226 02	6,244 68	981 34	-
Mississippi Territory, -	452 73	16 30	469 03	1 47	130 62	8 12	140 21	-	04	39 87	288 91	2,551 39	-	2,262 48
Dollars, -	290,090 67	22,012 27	312,102 94	2,591 09	63,757 51	11,004 14	77,352 74	6,395 89	210 67	9,493 04	218,650 60	137,796 47	107,251 02	26,396 89

## STATEMENT—Continued.

From October 1, 1801, to October 1, 1802.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commissions on letters.	Commissions on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office, in Postmasters' accounts.	Amount paid for transportation of the mails.	States' creditors.	States debtors.
New Hampshire, -	4,495 64	468 44	4,964 08	75 86	1,572 80	234 05	1,882 71	24 52	4 05	223 09	2,829 71	3,388 56	-	558 85
Vermont, -	2,316 97	356 06	2,673 93	49 57	1,039 30	178 37	1,267 24	-	7 55	123 92	1,275 22	3,113 95	-	1,838 73
Massachusetts, -	38,168 07	2,437 66	40,605 73	320 24	9,015 68	1,219 19	10,555 11	998 20	45 99	1,059 26	27,947 17	15,600 50	12,346 67	-
Rhode Island, -	5,145 13	391 88	5,537 01	82 20	1,570 40	195 89	1,848 49	191 98	2 03	119 14	3,375 37	1,615 32	1,760 05	-
Connecticut, -	10,914 60	1,334 55	12,249 15	165 46	3,956 66	667 32	4,789 44	96 92	39 01	381 90	6,941 88	6,197 17	744 71	-
New York, -	52,724 75	2,567 50	55,292 25	200 15	8,827 59	1,282 71	10,310 45	2,209 12	31 97	1,511 45	41,229 26	15,110 86	26,118 40	-
New Jersey, -	7,263 07	1,164 22	8,427 29	88 90	2,495 81	582 02	3,166 73	1 16	4 16	137 45	5,117 79	4,720 44	397 35	-
Pennsylvania, -	53,478 46	1,871 76	55,350 22	119 08	8,297 31	935 49	9,351 88	1,208 58	6 69	1,810 12	42,972 95	15,162 84	27,810 11	-
Ohio, -	2,495 85	184 78	2,680 63	30 94	775 09	92 37	898 40	-	1 26	139 62	1,641 35	4,612 56	-	2,971 21
Indiana territory, -	370 58	43 07	413 65	3 78	111 10	21 54	136 42	-	20	20 00	257 03	1,500 00	-	1,242 97
Delaware, -	3,468 15	541 72	4,009 87	47 14	1,308 86	270 80	1,626 80	107 38	1 72	165 97	2,108 00	1,280 85	827 15	-
Maryland, -	29,428 52	2,572 42	32,000 94	85 82	5,331 85	1,286 00	6,703 67	507 98	10 87	722 40	24,056 02	11,152 53	12,903 49	-
District of Columbia, -	15,498 56	540 75	16,039 31	683 32	4,205 65	270 34	5,159 31	28 44	23	431 46	10,419 87	1,323 52	9,096 35	-
Virginia, -	36,735 87	5,125 06	41,860 93	398 01	9,849 08	2,561 86	12,808 95	211 26	21 13	1,172 37	27,647 22	31,065 05	-	3,417 83
Kentucky, -	3,570 09	457 34	4,027 43	82 27	1,304 27	228 55	1,615 09	-	68	219 33	2,192 33	5,718 95	-	3,526 62
North Carolina, -	7,799 52	1,311 10	9,110 62	195 74	2,652 73	655 23	3,503 70	50 24	3 06	406 40	5,147 22	17,269 64	-	12,122 42
Tennessee, -	1,787 22	137 73	1,924 95	72 33	560 01	68 73	701 07	-	40	191 98	1,031 50	3,989 49	-	2,957 99
South Carolina, -	17,102 98	1,160 46	18,263 44	69 87	3,769 34	580 25	4,419 46	679 34	3 26	679 02	12,482 36	16,473 46	-	3,991 10
Georgia, -	10,382 87	996 11	11,378 98	46 10	2,711 60	498 03	3,255 73	197 60	13 14	450 68	7,461 83	7,100 68	361 15	-
Mississippi territory, -	1,054 77	74 66	1,129 43	4 76	285 09	37 35	327 20	-	19	43 96	758 08	2,422 40	-	1,664 32
Dollars, -	304,201 67	23,738 17	327,939 84	2,821 54	69,640 22	11,866 09	84,327 85	6,512 72	197 59	10,009 52	226,892 16	168,818 77	92,786 60	34,713 21

## STATEMENT—Continued.

From October 1, 1802, to October 1, 1803.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commission on letters.	Commission on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office, on Postmasters' accounts.	Amount paid for transportation of the mails.	States' creditors.	States debtors.
New Hampshire, . .	4,740 21	495 83	5,236 04	42 27	1,961 73	247 81	1,981 81	17 82	7 97	255 92	2,972 52	3,665 26	.	692 74
Vermont, . . . . .	2,861 16	464 35	3,315 51	42 24	1,272 48	227 01	1,541 73	.	10 18	271 90	1,491 70	3,533 77	.	2,042 07
Massachusetts, . .	41,843 36	2,794 09	44,637 45	302 66	10,018 54	1,395 45	11,716 65	886 10	45 64	1,025 92	30,963 14	17,174 26	13,788 88	.
Rhode Island, . . .	5,197 27	414 36	5,611 63	62 76	1,596 05	207 13	1,865 94	182 96	1 24	112 72	3,448 77	1,876 64	1,572 13	.
Connecticut, . . . .	12,220 62	1,621 00	13,841 62	147 70	4,531 26	810 24	5,489 20	65 11	34 24	548 63	7,704 44	6,985 53	718 91	.
New York, . . . . .	53,390 12	3,095 80	56,485 92	163 93	9,436 53	1,547 28	11,147 74	2,133 50	34 28	1,511 32	41,659 08	17,868 55	23,790 53	.
New Jersey, . . . .	7,642 70	1,283 94	8,926 64	66 67	2,550 87	641 79	3,259 33	9 12	13 16	156 05	5,488 98	5,019 93	469 05	.
Pennsylvania, . . .	51,654 75	2,071 89	53,726 64	102 92	8,422 46	1,035 30	9,560 68	1,027 26	12 46	2,405 08	40,721 16	16,826 57	23,894 59	.
Ohio, . . . . .	2,561 58	237 36	2,798 94	34 02	808 57	118 62	961 21	.	92	286 49	1,550 32	6,272 18	.	4,721 86
Indiana Territory, .	675 38	85 67	761 05	6 34	202 89	42 77	252 00	.	71	32 57	475 77	1,260 00	.	784 23
Delaware, . . . . .	3,533 68	717 14	4,250 82	29 66	1,335 49	358 52	1,723 67	95 58	1 71	156 05	2,273 81	1,835 36	438 45	.
Maryland, . . . . .	29,786 81	2,462 68	32,249 49	80 23	5,648 68	1,231 07	6,959 98	488 36	12 26	743 23	24,045 66	12,818 65	11,227 01	.
District of Columbia,	13,475 55	541 22	14,016 77	944 66	4,115 08	270 59	5,330 33	48 82	03	284 15	8,353 44	1,484 14	6,869 30	.
Virginia, . . . . .	39,159 37	4,678 77	43,838 14	346 32	10,603 41	2,337 29	13,287 02	236 26	19 10	1,241 61	29,054 15	33,756 15	.	4,702 00
Kentucky, . . . . .	4,656 98	628 87	5,285 85	90 22	1,610 85	314 26	2,015 33	.	2 05	371 64	2,896 83	6,538 93	.	3,642 10
North Carolina, . .	8,733 54	1,345 90	10,079 44	154 54	3,013 30	672 63	3,840 47	51 88	2 54	528 35	5,656 20	18,950 24	.	13,294 04
Tennessee, . . . . .	2,219 85	158 72	2,378 57	58 74	700 87	78 54	838 15	.	1 23	218 04	1,321 15	4,485 59	.	3,164 44
South Carolina, . .	17,396 59	1,326 01	18,722 60	44 27	3,832 42	662 83	4,539 52	661 34	2 32	773 14	12,746 28	19,810 59	.	7,064 31
Georgia, . . . . .	10,885 58	1,053 18	11,938 76	39 06	2,804 91	525 91	3,369 88	215 18	6 88	460 63	7,886 19	6,590 50	1,295 69	.
Mississippi Territory,	1,411 73	170 89	1,582 62	15 08	372 33	85 43	472 84	.	38	108 61	1,000 79	4,361 47	.	3,260 68
Dollars, . . . . .	314,046 83	25,637 67	339,684 50	2,774 29	74,568 72	12,810 47	90,153 48	6,119 29	209 30	11,492 05	231,710 38	191,014 31	84,064 54	43,368 47

1804.]

RECEIPTS FROM POSTAGE FOR THREE YEARS.

33

GENERAL POST OFFICE, *March 1, 1804.*

SIR:

The mails between the cities of Philadelphia and Baltimore, for nearly five years, have been and are transported in public carriages, established by and under the direction of the Postmaster General. There has been advanced from the funds of this Department, to effect and support this establishment, twenty-seven thousand seven hundred and sixty-three dollars and forty-six cents, of which sum five thousand and forty-three dollars and fifty-nine cents have been advanced between the 1st of October, 1800, and the first of October, 1803.

In this report, no charge for the transportation of the mails between those cities is made against either Maryland, Delaware, or Pennsylvania.

In addition to the contingent expenses, which are charged to the several States, from the funds of the Department, there has been paid for incidental expenses, such as purchasing blanks and post bills for the Postmasters, mail portmanteaux, bags &c. the following sums, that is to say:

From the first of October, 1800, to the first of October, 1801,	-	-	-	\$4,140	26
From the first of October, 1801, to the first of October, 1802,	-	-	-	7,002	84
And from the first of October, 1802, to the first of October, 1803,	-	-	-	5,586	44
				<u>\$16,729</u>	<u>54</u>

There are no data by which to distinguish what proportion of these sums is chargeable to any individual State. The expenditures of the Department have greatly increased within the two last years. But it is to be remembered that, while there are not more than three hundred and eighty post roads in the United States, the expense of transporting the mails commenced on forty-two of them in October, 1801, and on sixty in October, 1802, and it is believed that, by a reference to the detailed view of the several post roads, as well as by the report of the Postmaster General, of the 24th of January 1803,\* it will appear that the increased mileage of transportation equals the increased expenditure for that service, without any allowance for the acceleration of the mails.

The Postmaster General begs leave further to state, that, at and before the time of establishing the line of stages from Petersburg, in Virginia, by Raleigh, Fayetteville, and Georgetown, to Charleston, South Carolina, the expense of transporting the mail, on the post roads from Petersburg to Fayetteville, from Fayetteville, by Georgetown, to Charleston, from Charleston to Savannah, from Fayetteville, by Camden, to Charleston, and from Camden to Augusta, was twenty thousand seven hundred and fifty-three dollars and thirty-two cents a year. Under the present arrangements the annual expense of transporting the mails on the same road, including the allowance to encourage the line of stages, and a third mail from Charleston to Savannah, is twenty thousand and eighty-two dollars twenty-six cents. In order to establish this line of stages he was under the necessity of buying in several of the existing contracts, for which he paid two thousand and eighty-three dollars and thirty-three cents, of which sum one hundred and seventy-four dollars and two cents is charged to Virginia, five hundred and eighty-four dollars and seventeen cents to North Carolina, and one thousand three hundred and twenty-five dollars and fourteen cents to South Carolina, in the estimate of the expenses for transporting the mails in each State, from the first of October, 1802, to the first of October, 1803.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

The Hon. the SPEAKER of the House of Representatives of the United States.

\*See No. 10.

8th CONGRESS.]

No. 15.

[2d SESSION.]

ADDITIONAL ALLOWANCE RECOMMENDED TO A MAIL CONTRACTOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1805.

GENERAL POST OFFICE, *January 5, 1805.*

The Postmaster General, to whom was referred by the House of Representatives the memorial of Robert Henderson, relative to a contract for carrying the mail in stages between Fayetteville, in North Carolina, and Charleston, in South Carolina, respectfully submits the following report:

That a contract was made with the memorialists for carrying the mail within the body of a stage carriage, from Fayetteville by Lumberton, Nolands, Barefield's Mills, Port's Ferry, Willtown, and Georgetown, to Charleston, and from Charleston, by the same route, to Fayetteville, three times a week, from the 1st day of February, 1803, to the 31st day of December, 1807, for which he was to be paid at the rate of five thousand eight hundred dollars a year. And that the mail has been hitherto carried conformable to the contract.

The whole length of the route from Fayetteville to Charleston is estimated at one hundred and ninety miles. It appears that there is considerable travelling between Georgetown and Charleston, and that the fare of the passengers, with one thousand eight hundred and thirty-one dollars a year, (the proportional part of five thousand eight hundred dollars) supports the establishment for that part of the route, which is sixty miles.

On the remainder of the route, Fayetteville to Georgetown, eight teams, of five horses each, are employed, which, from the best estimate that can be made, occasion an annual expense of twelve thousand eight hundred dollars.

And that the passengers average only one each stage, whose fare for a year is estimated at - \$3,200

The proportional part of the contract pay is - .3,969

7,169

Hence there appears to be an annual loss of

\$5,631

The memorialist is of opinion that, with four thousand two hundred dollars a year additional, he could support the establishment, on the supposition that, if the line was put into proper order, there would be an increase of passengers, and it appears that, without that addition, it will be impossible for him to continue it, his funds being exhausted.

Lines of stages for the conveyance of the mail and passengers are now in operation through the whole route from Wiscasset, in Maine, to Saint Mary's, in Georgia, and are evidently of much use to the public as well as this Department: and it would seem that the chain ought not to be broken for one hundred and thirty miles, through want of the sum stated. But as that sum would make the contract pay much greater than has hitherto been given for carrying the mail, the Postmaster General does not feel himself warranted in making it without the direction of Congress.

Previous to the establishment of this line of stages, the mail was carried, between Fayetteville and Charleston, in sulkies and on led horses, by a circuitous route, and was often interrupted by the impassability of water courses. On this route it has been conveyed dry, within the body of the stage, and with great regularity.