

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 sulkeys 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.

It appears that it would be improper to release the memorialist from his contract, for another line of stages has been erected from Petersburg to Fayetteville, at great expense to the contractors, on the assurance that this contract had been made, and a reliance that it would be kept up. If this contract should be relinquished, it is not probable that another could be obtained on as good terms as this, with the addition required. If the stage should be wholly discontinued it would ruin the proprietors on the other line.

The Postmaster General is therefore of opinion that an additional allowance of four thousand two hundred dollars should be granted to the memorialist for the current year, and in that proportion for the remainder of his contract, deducting therefrom whatever may be received for stage fare between Fayetteville and Georgetown, over four thousand six hundred and thirty-one dollars a year, of which he ought to render proper accounts.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

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

8th CONGRESS.]

No. 16.

[2d SESSION.

MAIL ROAD FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 1, 1805.

To the House of Representatives of the United States:

For some weeks past I have had reason to expect, by every mail from New Orleans, information which would have fully met the views of the House of Representatives, expressed in their resolution of December 31, on the subject of a post road from the City of Washington to New Orleans; but this being not yet received, I think it my duty, without further delay, to communicate to the House the information I possess, however imperfect.

Isaac Briggs, one of the surveyors general of the United States, being about to return in July last to his station at Natchez, and apprised of the anxiety existing to have a practicable road explored for forwarding the mail to New Orleans, without crossing the mountains, offered his services voluntarily to return by the route contemplated, taking, as he should go, such observations of longitude and latitude as should enable him to delineate it exactly, and, by protraction, to show of what shortenings it would admit. The offer was accepted, and he was furnished with an accurate sextant for his observations. The route proposed was from Washington, by Fredericksburg, Cartersville, Lower Sauratown, Salisbury, Franklin Court House, in Georgia, Tuckaubatchee, Fort Stoddert, and the mouth of Pearl river, to New Orleans. It is believed he followed this route generally, deviating at times only for special purposes, and returning again into it. His letters, herewith communicated, will show his opinion to have been, after completing his journey, that the practicable distance between Washington and New Orleans will be a little over one thousand miles. He expected to forward his map and special report, within one week from the date of his last letter; but a letter of December 10, from another person, informs me he had been unwell, but would forward them within a week from that time. So soon as they shall be received, they shall be communicated to the House of Representatives.

February 1, 1805.

TH: JEFFERSON.

Col. Hawkins's Establishment, about two miles South of Tallapoosa river,
and five miles S. S. W. of the south easternmost bend of the river, 2d of the 10th month, 1804.

MY DEAR FRIEND:

No doubt it is matter of surprise that we proceed so slowly; indeed, when I undertook this journey, and the astronomical survey, I had no adequate anticipation of the difficulties, fatigues, and even dangers, through which we have so far struggled. They principally arise from the inauspicious season of the year in which we have made the attempt. Had I been gifted with foreknowledge, I think it would have put to the proof all my patriotism to have undertaken so arduous a task. Health, however, has been mercifully afforded to us, and I am induced to think that we can encounter difficulties with tolerable courage. We are disposed, with true French vivacity, to cry vive la république, and press forward.

I find, in making astronomical observations on my journey, an assistant absolutely necessary; without one of some intelligence the requisite degree of accuracy would be impracticable. I am therefore glad that I brought Thomas Robertson with me; his faithfulness, I hope, will be remembered and rewarded.

On the 2d ultimo I wrote to thee from Clarksborough, in Georgia, from whence we proceeded to General Meriwether's for information; whose kindness merits our warmest acknowledgment, in furnishing us with much useful information, a packhorse, and provisions for our journey, as far as Colonel Hawkins's, on Flint river. These preparations necessarily delayed us four days. On the 6th we departed from General Meriwether's, and after wandering many miles astray in the wilderness, we arrived on the 8th at the store of an Indian trader, about thirty-one miles from General Meriwether's. Here we were delayed two days by severe and stormy weather; sometimes the ear could scarcely distinguish an interval between the sound of one falling tree and that of another. Having made many fruitless efforts to procure a guide to Colonel Hawkins's, on the 10th we proceeded without one. From thence to Colonel Hawkins's, (a distance of about sixty miles) we travelled or rather wandered at least one hundred and twelve miles, frequently climbing over precipices, wandering through swamps, and crossing the deep and difficult water courses, many miles without a path, our horses greatly incommoded and fatigued by sensitive briars and other vines. Our provisions were soon wet and spoiled, and we were in danger of starving, not having seen a human face except each other's, for more than four days: on the 15th we arrived at Colonel Hawkins's, on Flint river.

From Colonel Hawkins we received the most polite and friendly treatment, and every assistance in his power. He informed us that, had we made the attempt sooner in the season, it would have been impossible for us to have passed through, for the scarcity of provisions has been such that the nation has been almost in a state of famine—and that the large horse flies would have destroyed our horses; having actually killed many.

The Colonel having furnished us with a packhorse, provisions, and a guide, on the 20th we proceeded, and on the 27th we arrived here, (one hundred and twenty miles) after a journey the most laborious, both to ourselves and our horses. There having fallen a very heavy rain after we left Flint river, we found the rivers, creeks, and low ground, so full of water, so rapid, and so entangled with vines, as to threaten almost a certainty of drowning our horses, if not ourselves, should we attempt to cross before the waters had subsided, so that we could see by the bushes the course of the path. Our horses swam the Chattahoochee river from shore to shore, and six creeks between that and this place. In short, we arrived here much fatigued.

I had an idea that I could pass through this country without a path or a guide, but when I mentioned it on the frontiers of Georgia, it was scouted and laughed at, and I am now firmly of opinion that, in this way, it would be at least