

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
357	Blanchardsville to Opelousas, Louisiana, -	Once,	149	15,496	\$1,400 00
358	Opelousas to Alexandria, Louisiana, -	Fortnight,	86	4,472	962 04
358a	Avoyelles to Alexandria, Louisiana, -	Once,	50	5,200	200 00
359	Pinckneyville, Mississippi, to Avoyell, Louisiana, -	Once,	49	5,096	974 00
360	Donaldsonville to Interior Parish, -	Once,	38	3,952	200 00
361	Natchez, Mississippi, to Alexandria, Louisiana, -	Once,	101	10,504	1,500 00
362	Harrisonburg to Monroe, -	Once,	77	8,008	600 00
363	Alexandria to Natchitoches, Louisiana, -	Once,	81	8,424	775 00
364	St. Francisville, Louisiana, to Madisonville, -	Once,	118	12,272	1,719 80
365	Claiborne, Alabama, and Roadforks to Pensacola, -	Once,	94	9,776	1,200 00
366	Not in operation, -	-	460	-	-
367	Jefferson, Georgia, to St. Augustine, East Florida, -	Once,	97	10,088	1,040 00
368	Not in operation, -	-	170	-	-
17	Danielsville to Chesnut, Hill, Virginia, -	Once,	46	4,784	275 00
19	Union C. H. to Guyandotte, Virginia, -	Fortnight,	198	10,296	745 00
20	Boonsboro' to Grayson C. H., Virginia, -	Fortnight,	47	2,444	206 80
21	Hull's Store to Pocahontas C. H., Virginia, -	Once,	35	3,640	150 00
22	New London to Leesville, Virginia, -	Once,	18	1,872	92 00
23	Richmond, Powhatan C. H. to Farmville, -	Once,	82	8,526	350 00
25	Norfolk, Virginia, to Fayetteville, North Carolina, -	Once,	255	26,520	2,500 00
26	Cheraw to Coburn's Store, North Carolina, -	-	30	-	-
27	York to Spartanburg, South Carolina, -	Once,	50	5,200	248 00
28	Covington to Fort Hawkins, Georgia, -	-	79	-	-
29	Hartford to Sparta, Tennessee, -	-	180	-	-
30	Sparta to Pikeville, Tennessee, -	Once,	35	3,640	195 00
30a	Bellfont, Alabama, to Jasper, Tennessee, -	Once,	20	2,080	150 00
31	Athens, Tennessee, to Springplace, Alabama, -	Fortnight,	40	2,080	145 00
32	Columbia, Tennessee, to Jackson, Tennessee, -	Fortnight,	202	10,504	650 00
33	Dover to Paris, Tennessee, -	Fortnight,	50	2,600	350 00
34	Greensboro' to Pickens C. H. -	-	97	-	-
35	St. Stephen's to Mobile, -	Once,	70	7,280	800 00
36	Cahawba, Arkansas, to Greenville, -	Once,	70	7,280	600 00
37	Not carried. (Same as No. 366.)	-	-	-	-
62	Baton Rouge to Opelousas, Louisiana, -	Once,	39	4,056	800 00
	Fort Hawkins to Butler C. H. -	-	230	-	-
	Columbia, Tennessee, to Jackson, Mississippi, -	-	367	-	-
	Columbus to New Orleans, -	-	300	-	-
	New Orleans to Pensacola, -	-	250	-	-
PRIVATE ROUTES.					
	Fort Wayne to Green Bay, -	Once a mo.	300	7,200	86 00
	Detroit to Michilimackinac, -	Once a mo.	250	6,000	102 00
	Fawcett's Store to Mason Hall, -	Once,	12	1,248	13 00
	Bainbridge to Tusculumbia, -	Once,	8	832	27 00
	Newcastle to Newark, Delaware, -	Twice,	10	2,080	182 00
	Tecumseh to Monroe, Michigan, -	Once,	30	-	-
	Chilicothe to Wilmington, Ohio, -	Once,	50	5,200	50 00
	Priestford Bridge to Hartford, Maryland.	-	-	-	-
	Willink to Holland, New York, -	Once,	8	832	12 00
	Troy, Vermont, to Kellyvale, -	Once,	6	624	13 00
	Fredonia to Jamestown, -	Once,	25	-	-
	Clarendon to Byron, -	Once,	8	832	27 00
	Danville to Angelica, New York, -	Once,	30	3,120	21 00
	Stockbridge, New York, to Vernon, -	Once,	10	-	-
	Orleans to Brownsville, -	Once,	40	4,160	80 00
	Hamburg to Hanover, -	Once,	25	2,600	68 00
Whole amount,			79,140	10,380,316	737,164 08

18th CONGRESS.]

No. 57.

[2d SESSION.]

MAIL BETWEEN BALTIMORE AND PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 31, 1825.

POST OFFICE DEPARTMENT, *January 29, 1825.*

SIR:

In obedience to a resolution of the House of Representatives of the United States, of the 24th instant, which directed that the memorial of sundry citizens of the State of Maryland, upon the subject of transporting the United States' mail between the cities of Baltimore and Philadelphia, should be referred to the Postmaster General, with instructions to report to the House what provisions are necessary, by law, if any, to remove the evil complained of by the petitioners, I have the honor to state, that, during a considerable part of the winter and spring seasons of the year, when the weather is mild, the great mail route between the above cities is so bad as to render the rapid movement of the stages upon it impracticable.

As there is but little travel on the greater part of this route, when the steamboats ply upon the Chesapeake and Delaware, the necessary repairs upon it have been almost wholly neglected for some years past. But, if this road

were turnpiked the entire distance, the crossing of the Susquehannah at Havre-de-Grace, which is more than a mile wide, will always impede, and frequently stop, the progress of the mail. High winds sometimes render an attempt to cross extremely hazardous; but floating ice, in the winter and spring seasons, forms the most serious obstacle. Although the utmost exertions are always used by experienced ferrymen, the boat is frequently several hours in crossing with the mail. The time of crossing at this season is in the night, and frequently the darkness is so great that the ferrymen have no other guide than the sounding of horns. The Northeast, Big Elk, and Little Elk are often impassable on this route immediately after a heavy rain. These streams rise suddenly, and their currents are so rapid when swollen, that to cross them is very dangerous. Last winter, in crossing them, as well as the Susquehannah, the mail was near being lost several times. At one time one of the stage horses was drowned, and the others, with the mail, were saved by very great exertions.

The only effectual remedy to avoid delays at these rivers would be to construct bridges over them. Northeast, Big Elk, and Little Elk might be bridged at a small expense, but a bridge over the Susquehannah, at Havre-de-Grace, if practicable, could not be seriously contemplated by any one, when the bridge at Port Deposit stands only six miles above. This bridge has been constructed at an expense of about one hundred and eighty thousand dollars, and is represented to be of good materials and superior workmanship. When it was built, a turnpike road was contemplated to it from Baltimore, on nearly a direct line; thence, by the way of Newark to Staunton, through which the present mail route passes. By actual survey, this route, from Staunton to Baltimore, is about one mile shorter than the road by Havre-de-Grace.

The "Baltimore and Rock Run Turnpike Company," after constructing the bridge at Port Deposit, ceased further to prosecute their designs. No part of the turnpike has been made. Several roads lead from Baltimore to this bridge, and thence to intersect the present mail route eastwardly; but it is understood that none of them are in a condition to admit of stages.

From Staunton to Baltimore, on the route surveyed by the way of the bridge, it is fifty-seven miles and a half. It will not, however, be necessary to construct a road the whole of this distance, should it be deemed proper to establish the great mail route by the way of the bridge. The Baltimore and Havre-de-Grace turnpike runs nearly on the proper direction to the Great Gunpowder, a distance from Baltimore of thirteen miles; from thence to the bridge, the ground is represented to be level, and such as will admit of a road at a small expense. From the bridge to Staunton is twenty-six miles. To pass from the bridge, by the way of Elkton, would increase the distance to Staunton four miles. Should this route be preferred, it would be only necessary to make a road from the bridge to Elkton, a distance of about seventeen miles.

The road from Elkton to Staunton has been turnpiked. If a road of thirty-five or six miles in length, estimating the distance on both sides of the Susquehannah, were constructed, and bridges thrown over Big Elk and Little Elk, all obstructions to the rapid and regular transmission of the mail between Baltimore and Philadelphia would be removed. The road from the bridge at Port Deposit to Elkton would cross the Northeast creek at Gilpin's bridge.

The distance from Baltimore to Philadelphia, by the way of Port Deposit bridge and Elkton, would not be increased over the present mail route more than three miles.

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

JOHN McLEAN.

The Hon. HENRY CLAY, *Speaker of the House of Representatives.*

To the honorable the Senate and House of Representatives of the United States in Congress assembled: The petition of the undersigned citizens of the State of Maryland respectfully sheweth:

That your petitioners, in common with a great portion of the citizens of the States east and south of Maryland, experience great inconvenience, and are liable to great commercial injury and loss, from the delays which frequently occur, during every winter season, in the transmission of the mail between Philadelphia and Baltimore, chiefly on that part of the post road in this State, and more particularly from the difficulty of crossing the river Susquehannah, when its passage is impeded by ice. Your petitioners have reason to believe that such delays could be wholly prevented if a change were made in the course of the post road, so that the Susquehannah might be passed over by a bridge; and that, by such a change, the road would be formed upon much better ground, would be more easily kept in repair, and the distance shortened. Your petitioners conceive that such a change in the post road from Baltimore to Philadelphia would, if properly constructed, be so beneficial to a large portion of the citizens of the United States, and so generally useful as an internal improvement, as to justify their expectation that it may be effected at the expense and under the direction of the General Government. They therefore respectfully pray that an adequate appropriation may be made for the purpose, to be applied in such a manner as you in your wisdom shall deem best calculated to produce the desired effect.

And your petitioners will ever pray.

19th CONGRESS.]

No. 58.

[1st Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 6, 1825.

SIR:

POST OFFICE DEPARTMENT, *November 24, 1825.*

I have the honor to submit to you the following statement respecting the condition of this Department.

Very respectfully, your obedient servant,

JOHN McLEAN.

The PRESIDENT OF THE UNITED STATES.

As stated in my report of the 17th November, 1823, there was a deficiency of receipts to meet the current expenses of this Department, for the three years preceding the 1st April, 1823, of \$262,821 46.

The same report stated the expenditures as exceeding the receipts for the year ending on the 1st July, 1823, by \$55,540 39.

The expenditures for the year ending 1st July, 1824, amounted to - - - \$1,169,198 91

There was received for postage during the same time, - - - 1,156,811 56

\$12,387 35