

neglect to render their accounts, there is no means of compelling them, in some districts, but by a suit in equity, which is troublesome in its management, tedious, and expensive; and, in other districts, but by an action of account, which, by being seldom resorted to, is little less difficult. A penalty is therefore proposed in this section, and a form of action prescribed to do away those difficulties. Besides the instances above mentioned, other cases have occurred, where, the Postmaster having died, his clerk or assistant has conducted the Office for several months, either before the Postmaster General received information of it, or before he could appoint another in the place of the deceased.

Sections 24, 25, 26, and 27, are copied from the former act, without alterations.

Sec. 28. In some instances, from the great distance of the delinquent or criminal from the place appointed for holding the courts of the United States, it will amount to a double punishment in expense and loss of time to prosecute him before them; and it is desirable, particularly when the smaller offences or delinquencies occur, to prosecute at as little expense to the public and individuals as can be conveniently done. It would, for instance, be a severe punishment upon a ferryman at Pittsburg, who might incur a penalty of five or ten dollars by a wilful delay in crossing the mail, to bring him all the way from Pittsburg to Philadelphia for trial. On this account, it is proposed to authorize the Judiciary of the several States to try offences under this act.

Sec. 29. This section is provided merely to accelerate the proceedings on suits: it is well known that, in some of the States, they are extremely dilatory.

Sec. 30. This section only repeals the former acts, and provides for the prosecutions of offences under them.

JOS. HABERSHAM, *Postmaster General*.

GENERAL POST OFFICE, PHILADELPHIA, *January 8, 1799.*

7th CONGRESS.]

No. 9.

[1st SESSION.]

FURTHER PROVISION FOR TRANSPORTING THE MAIL.

COMMUNICATED TO THE SENATE, MARCH 30, 1802.

Mr. JACKSON, from the committee to whom was referred the resolution of the Senate, of the 12th of March, to inquire what further and more effectual means ought to be provided by law for carrying the mail of the United States, reported the following documents:

SENATE ROOM, *March 17th, 1802.*

SIR:

A committee of the Senate, appointed to inquire what further and more effectual means ought to be provided, by law, for carrying the mail of the United States, request your information on the following points:

1st. Is there any part of the main post road on which the mail is carried in stages, established by, and at the expense of, the United States, and if so, on what part or district of the said road?

2d. What has been the expense of that establishment, and what the income or profit thereof, if any?

3d. Would it at present, or eventually, be profitable to the fund of the Post Office to establish mail stages from Portland, in Maine, to Louisville, in Georgia?

4th. Should that object not be attainable at the present period, or not be expedient, the committee request an estimate of you of the probable expense of establishing a line of mail stages from Petersburg, in Virginia, to Louisville, in Georgia, and the probable advantage, if any, which would accrue, eventually, to the funds of the Post Office from such an establishment.

5th. Whether it be necessary, at the present session, to provide any further means, by law, for the safe carrying the mail, and to regulate contracts made in relation to the same, by penalties or otherwise.

By order of the committee.

I have the honor to be, &c.

JAMES JACKSON, *Chairman*.

HON. GIDEON GRANGER, *Postmaster General U. S.*

GENERAL POST OFFICE, *March 23, 1802.*

SIR:

I have the honor to acknowledge the receipt of your letter, containing the following questions; and in obedience to the request of "the committee of the Senate appointed to inquire what further and more effectual means ought to be provided, by law, for carrying the mail of the United States," transmit the replies herein contained.

Question 1st. Is there any part of the main post road on which the mail is carried in stages, established by, and at the expense of, the United States, and if so, on what part or district of the said road?

Answer. The mail is carried in stages established by the late Postmaster General, and at the expense of the United States, on the post road between the cities of Philadelphia and Baltimore.

Question 2d. What has been the expense of that establishment, and what the income or profit thereof, if any?

Answer. The transportation of the mail by this establishment commenced on the 2d day of May, 1799. The value of the forage and other property belonging to the public has not been ascertained. An exact estimate of the profits cannot be given. The balance of expenditures and receipts at this office, are \$22,469 92, and form a charge against the establishment to that amount, \$22,469 92

The lowest price for which any one could have been procured to transport the mail, per year, together with the offers made for the property on hand, may furnish a tolerably correct estimate of the actual profit resulting to the public from the establishment.

The transportation of the mail for three years, computing up to the 2d day of May next, at \$5,000 per year, the lowest price for which any one would carry it when the public carriages were established, amounts to 15,000 00

The sum repeatedly offered for the public property on the road, exclusive of forage, by persons possessing the means of knowing the profits of the institution, and which it is believed is not the value of it, is 16,000 00

To these may be added—

Cash in the hands of the agents more than sufficient to meet the demands against the establishment, at least 1,400 00

The forage at various stands on the road, estimated at 1,100 00

\$33,500 00

Deduct the above sum of 22,469 92

Balance in favor of the establishment for the three first years, \$11,030 08

For the last year and an half the fare of travellers has defrayed the expenses of the establishment, and the actual profit has been for that time equal to the whole expense of transporting the mail.

It is proper to remark that the mail has been carried with unexampled regularity and despatch, within the body of a carriage, in a box prepared for that purpose, less liable to be chafed and injured, and secured from robbery and inclement weather.

Question 3d. Would it at present, or eventually, be profitable to the funds of the Post Office to establish mail stages from Portland, in Maine, to Louisville, in Georgia? And

Question 4th. Should that object not be attainable at the present period, or not be expedient, the committee request an estimate of you of the probable expense of establishing a line of mail stages from Petersburg, in Virginia, to Louisville, in Georgia, and the probable advantage, if any, which would accrue, eventually, to the funds of the Post Office from such an establishment.

Answer. By increasing the security of the mail, ensuring the regularity of its arrival and departure, and transporting it with all possible expedition from one commercial city to another, the amount of postage will be increased. It is certain that mails will be conveyed by the public with more regularity, safety, and expedition, and with less injury than they will by individual contractors; with the latter it is a secondary object. The price allowed for transporting the mail bears but a small proportion to the fare of the passengers. It is believed that the establishment of mail stages between the places mentioned will be *eventually* profitable to the funds of the Post Office, and highly useful to the public. Whether it would *at present* be profitable or not must rest on conjecture. Experience alone can determine the question. How far the European peace will check commercial enterprise and the necessity of correspondence and intercourse, cannot be calculated. Assuming as a principle that the regular growth of the country will equal the reduction of correspondence and intercourse to be calculated from the present state of Europe, of which you are competent judges, it is believed that, from Petersburg, in Virginia, to Portland, in Maine, the fare of passengers would defray the expense of supporting mail coaches, after they had been in operation one year, and I think it might with confidence be calculated upon after the second year; the mail would then be conveyed free from expense. The future expense of conveying that mail may be calculated at \$25,000 yearly. On this part of the road stage carriages have been long in use, and no doubt now furnish a profit to the *proprietors*, *exclusive* of what they receive for transporting the mail.

I have no acquaintance with the country between Petersburg and Louisville; from the best information I have been able to obtain, there appears to be very considerable intercourse between Petersburg and Fayetteville, a distance of one hundred and ninety-four miles. The roads are good, and the price of all articles necessary for an establishment of carriages, reasonable. The price now paid for transporting a mail three times a week between these towns is \$6,120 yearly. The fare of passengers, it is calculated, will support the desired establishment after it has been in operation four years, and, it is to be hoped, in a much shorter time. Indeed, should the Government establish a line of carriages from Louisville to Raleigh, a private adventurer stands ready to complete the connexion, by running his stages between Petersburg and Raleigh. Raleigh is two hundred and ninety-five miles from this place and fifty-eight miles this side of Fayetteville. From Fayetteville to Louisville the prospect does not appear so flattering; the expenses of the establishment will be considerably greater, and the prospect of passengers is not so good; but the country is fast rising into importance. In the course of a few years it is probable the profits of the establishment would be equal to its support. Many of the people of South Carolina and Georgia visit the New England States in the summer months; a considerable proportion of these travellers would make use of the stages. The distance from Fayetteville to Louisville is computed at three hundred and four miles. For the transportation of a mail three times a week from Fayetteville to Augusta, and once a week from Augusta to Louisville, there is now paid to contractors \$7,100. An arrangement of the main mail through the United States is taking place, for which an extra compensation must be made to the contractors. The capital required to erect a line from Portland to Louisville, that shall carry a mail six days in each week from Portland to Petersburg, and three days in a week from Petersburg to Louisville, is estimated at \$95,309; this includes the first cost of horses, carriages, harness, and *one month's forage*. The expense of placing the property on various parts of the line may be computed at \$3,000, and is to be added to that sum. To erect a line from Petersburg to Louisville, which shall carry a mail three days in each week, will, on the same estimate, require a capital of \$25,547 16, to which may be added, for placing the property on the line, \$1,200. To establish a line from Raleigh to Louisville, on the same principles and with the same estimate, will require a capital of \$18,468 67, excluding the expense of placing the property on the line, which may be estimated at \$800.

The foregoing estimates are made from the expense actually incurred in establishing the line between Philadelphia and Baltimore. I believe they are eighteen or twenty per cent. higher than the actual expense through New England, and probably as much lower than the expense would be in South Carolina and Georgia.

It is generally computed and agreed by persons acquainted with the business, that the fare of seven passengers will fully defray the expense of two lines of stages. Whenever we can calculate on four passengers one way and three back, daily, daily mails may be run without any expense to the Government; wherever half that number of passengers may be relied on, three mails in a week may be run, on the same principles. To support the establishment between Petersburg and Louisville would require something more than ten passengers a week passing each way. The mail has become the channel of remittance for the commercial interest of the country, and, in some measure, for the Government: its contents cannot be too well secured and guarded; while carried on horseback or in sulkies, it is exposed to robberies both by the carriers and by others. It has been once robbed in Georgia and once in South Carolina, since the first of December last. When transported in mail coaches the passengers guard the carrier from attack, and the public from the evils of the carrier's dishonesty. The transportation of the mail in stage coaches is considered at this office of such importance as to justify an extra allowance of at least twenty per cent. to aid an infant establishment. To furnish for your use all the information in my power to communicate, I herewith transmit a statement of the present and probable future expense of transporting the public mail on the whole route from Portland to Louisville, marked A; a statement of the duration of existing contracts for the transportation of that mail, marked B; a statement of the expense of establishing mail coaches, and distinguishing the expense between the different principal towns, marked C; a list of questions proposed to sundry gentlemen of North Carolina, South Carolina, and Georgia, (with the necessary changes to adapt the inquiries to the roads in each State) marked D, together with several answers to the same, marked E; such further answers as may be received shall be transmitted.

Question 5. Whether it be necessary, at the present session, to provide any further means by law, for the safe carriage of the mail, and to regulate contracts made in relation to the same by penalties or otherwise?

Answer 1. The main mail of the United States, after the *fifteenth day* of next month, is to be transported with *increased* expedition. It would much facilitate its progress if all other carriages for the *transportation of passengers* were compelled to give the road to the mail coaches.

2. Cases exist where a mail contractor is wholly negligent of his duty, and the benefits of the institution nearly lost. The Postmaster General has no express authority to declare the contract violated, and place the mail in other hands: such authority would be useful if it was fairly exercised.

3. The revenue of the Department would receive a considerable increase by preventing the travellers in the *mail* carriages from carrying letters, by compelling them to call at the first Post Office on the road and deliver the letter to the Postmaster, to be forwarded in the mail, or pay to that officer the postage of such letter from the place where received to the place of destination.

4. The law ought, in my opinion, to prohibit contractors from entrusting the mail to negroes, or people of color. By the laws of several of the States they are not allowed as witnesses except against persons of their color. People disposed to rob the mail will not be equally prevented by the fear of conviction. There are also political considerations which, at this time, will evince the propriety of such restriction.

I am, sir, with great respect, your obedient servant,

GIDEON GRANGER.

HON. JAMES JACKSON Esq. *Chairman of the Committee of the Senate on the Post Office Establishment.*

Statement of the annual expense of carrying the mail of the United States, from Portland, Maine, to Louisville, Georgia.

	Current expense.	Probable sum increased for expediting the mail.
Portland, Maine, to Portsmouth, N. H. three times a week, - - - - -	500	125
Portsmouth, N. H. to Boston, M. daily, - - - - -	1,200	300
Boston, M. by H. to New York city, three times a week, - - - - -	4,000	1,000
Boston (via New Haven) to New York city, do. - - - - -	2,500	1,000
New York city, to Philadelphia, daily, - - - - -	2,800	467
Philadelphia to Baltimore, Md. (public.) - - - - -		
Baltimore, Md. to Georgetown, D. C. daily, - - - - -	1,550	350
Georgetown, D. C. to Fredericksburg, Va. daily, - - - - -	1,900	475
Fredericksburg, Va. to Richmond, Va. daily, - - - - -	1,712	428
Richmond, Va. to Petersburg, Va. daily, - - - - -	500	125
Petersburg, Va. to Fayetteville, N. C. three times a week, - - - - -	6,120	1,530
Fayetteville, N. C. to Camden, S. C. do. - - - - -	3,000	750
Camden, S. C. to Augusta, Ga. do. - - - - -	3,600	900
Augusta, Ga. to Louisville, Ga. once a week, - - - - -	500	*1,307
Dollars, - - - - -	29,882	\$8,757
	8,757	
Total, - - - - -	\$38,639	

Statement of the duration of the existing contracts from Portland, Maine, to Louisville, Georgia.

Contract—Portland and Portsmouth, N. H. from October 1st, 1801, to September 30th, 1803.
“ Portsmouth and Boston, Ms. from October 1st, 1800, to September 30th, 1804.
“ Boston, Hartford, and New York city, from October 1st, 1800, to September 30th, 1804.
“ Boston, New Haven, and New York city, from October 1st, 1801, to September 30th, 1802.
“ New York and Philadelphia, from October 1st, 1800, to September 30th, 1804.
“ Philadelphia and Baltimore, (public.)
“ Baltimore and Georgetown, D. C. from October 1st, 1800, to September 30th, 1804.
“ Georgetown and Fredericksburg, Va. from October 1st, 1800, to September 30th, 1804.
“ Fredericksburg and Richmond, Va. from October 1st, 1800, to September 30th, 1804.
“ Richmond and Petersburg, Va. from October 1st, 1800, to September 30th, 1804.
“ Petersburg and Fayetteville, N. C. from October 1st, 1800, to September 30th, 1804.
“ Fayetteville and Camden, S. C. from October 1st, 1800, to September 30th, 1804.
“ Camden and Augusta, Ga. from October 1st, 1800, to September 30th, 1804.
“ Augusta and Louisville, Ga. from October 1st, 1800, to September 30th, 1804.

Estimate of the expense of establishing a line of Stages from Portland, Maine, to Louisville, Georgia, calculated on the actual expense of establishing the present public line from Philadelphia to Baltimore.

The actual sum expended in establishment of the public mail stage from Philadelphia to Baltimore, the distance of one hundred and three miles, for horses, carriages, and harness, was - - - - - \$10,567 37

From Portland to Portsmouth, a single line, - - - - - distance 58 miles, calculated on that ratio,	2,975 37
Portsmouth to Boston, a double line, - - - - - 64 - - - - -	6,566 33
Boston (Hartford) to New Haven, a single line, - - - - - 162 - - - - -	8,320 52
Boston (Providence) to New Haven, ditto, - - - - - 154 - - - - -	7,900 12
New Haven to Philadelphia, double line, - - - - - 185 - - - - -	18,960 82
Philadelphia to Baltimore, (public line.)	
Baltimore to Petersburg, double line, - - - - - 200 - - - - -	20,519 80
Petersburg to Raleigh, single line, - - - - - 138 - - - - -	7,078 29
Raleigh to Louisville, ditto, - - - - - 360 - - - - -	18,468 87
	<u>\$90,790 12</u>

In the above estimate sixty horses are allowed for the distance of one hundred and three miles on the double lines, and thirty for the same distance on the single lines; it will consequently require five hundred and fifteen horses to convey the mail on the above routes; each horse, estimated at \$132 40, is

Seven carriages are allowed in the estimate for one hundred and three miles on the double lines, and for two hundred and six on the single lines, which will require sixty in all, each carriage and harness, estimated at \$376 74, is

22,604 12
\$90,790 12

GENERAL POST OFFICE, *March 21, 1802.*

SIR: If consistent with your convenience I pray you to give me an answer in writing to the following queries, to-morrow morning:

1. Can firm able horses be procured in North Carolina, fit for mail carriages, and near the main post road?
2. If they can, at what average price?
3. Can feed for horses be procured, and at what price in time of peace, and with what distance of transportation?
4. Will horses from New England bear your *climate and feed*, and remain serviceable, or does the change injure them?
5. What is the make of the ground, the nature of the soil, the state of the roads, the degree of settlement, and the water embarrassments to travelling between Petersburg and Fayetteville?
6. The last question as it respects the country from Fayetteville to the seat of government in North Carolina.
7. Are there convenient houses of entertainment on this road, if so, at what distances?
8. If not, are there proper persons, well circumstanced in point of character, ability, and distances, who would undertake the labor of keeping good houses of entertainment?

*Calculating for increase, and making it three times weekly in lieu of once.

9. Is it a road of great travel, is the travel increasing? is the country advancing in a rapid degree in population and improvements?

10. Are there any carriage builders and wheelwrights residing in any of the towns on this road, if any, in what towns?

11. If there are no such mechanics, what encouragement does any of your towns furnish for good, steady workmen, and what towns will furnish most encouragement?

12. Are good oak, white wood, walnut, ash, and sycamore timbers to be procured at such places, and at what price?

13. What is the average price of rents, fuel, meat, and bread corn, at such places?

14. Are mechanics esteemed and cherished, or are they neglected?

15. What is the average price of bar iron per ton on that road, and at different places? Is it plenty or scarce?

16. Are there plenty of blacksmiths residing along on the road; what is their price for horse shoeing?

17. If there are not, what encouragements are there for good workmen, and in what estimation are they held?

18. Are there sufficient manufacturers of leather, saddlers, harness makers, and the like, in any, or all of the towns, and what is the price of a plain harness for a pair of horses?

19. If not, what encouragement is there for manufacturers and workmen of these kinds?

20. As far as you can form an estimate, what are the feelings and disposition of the people respecting mail coaches; would they be countenanced or not?

21. In your opinion could a coach, passing every second day, each way, calculate on three passengers each trip; if not, how many?

By attending to these queries you may promote the public interest, as well as confer a favor on your friend,

G. G.

SIR:

I can say nothing as to the road between Fayetteville, in North Carolina, Columbia, in South Carolina, and between Columbia and Augusta, in Georgia, having never travelled between any of those places; my information is altogether confined from Augusta to Louisville. It cannot be supposed that, in every case, the answers to the great variety of things presented in your queries can be perfectly correct, but I believe the most material parts are so.

Answers to the Queries.

1st. Horses, such as you describe, can be purchased.

2d. The price from one hundred and fifty to two hundred dollars.

3d. Corn, fifty to seventy-five cents per bushel; fodder from seventy-five cents to one dollar a hundred; in times of scarcity, one dollar and twenty-five cents.

4th. Horses south of Maryland are to be preferred.

5th. Twenty-five miles sandy, the road good, no water embarrassments, bridges over all the principal water courses.

6th. Convenient houses of public entertainment; the furthest apart do not exceed ten miles, and several within five miles.

7th. Answered.

8th. The road is much travelled, and the country rapidly increasing in population and improvement.

9th. Several good carriage builders and wheelwrights in Augusta, two in Louisville, and wheelwrights living on and near the road.

10th. Answered.

11th. Plenty of excellent timber such as you have described, except whitewood; no such wood in Georgia, without it be what is called white oak, or white poplar; price from ten to fifteen dollars per thousand feet.

12th. A tolerable good building for two hundred dollars per year; fuel, from two to three dollars a cord in Augusta and Louisville; beef, six cents per lb.; mutton, twelve and a half cents; bread corn, seven and a half cents, above the average price of Indian corn; wheat, four dollars a cwt.

13th. Mechanics are esteemed and cherished.

14th. Bar iron can be furnished at one hundred and fifty dollars per ton at Augusta and Louisville, and on the road it is plenty.

15th. Plenty of blacksmiths on the road; shoeing the horse round, one dollar.

16th. Answered.

17th. Manufacturers of leather, saddlers, harness makers, and the like, in Augusta, and makers of some, and menders of all, in Louisville; price of plain stout harness, for a pair of horses, from thirty to forty dollars.

18th. Answered.

19th. Would be countenanced.

20th. A coach at first cannot calculate on three passengers every second day; but I think I may venture to say that, in a short time, it would be supplied with passengers at each trip; the intercourse is daily increasing, between Augusta, a considerably commercial place, and the seat of government, Louisville; independent of that consideration Louisville is situated in the centre of a rich and thick settled country. If my answers to your inquiries will in the least promote the general interest, I am happy that you have afforded me the opportunity in doing so.

With regard, yours,

JOHN MILLEDGE.

WASHINGTON, Monday morning, March 22, 1802.

SIR:

With pleasure and readiness I comply with your request, in offering you such information as in my power, in reply to your queries of yesterday, which are herein transcribed, and answered in the order you have stated them:

First and second query.—Can firm, able horses be had in North Carolina, fit for mail carriages, and near the main post road, and at what average price?

Strong able horses are to be procured, at a short notice, in any of the towns along the post road in North Carolina, viz: Warrenton, Louisburg, Raleigh, and Fayetteville, at about \$100 or \$110. In the Spring and Fall large numbers of horses are brought into the lower parts of North Carolina, from Tennessee and Kentucky, and generally sell at that price.

Third query.—Can feed for horses be provided in time of peace, at what price, and with what distance of transportation?

Corn and oats are to be had in abundance on and near the road, and generally fodder or hay. Provender abounds most on the rivers, where the lands are generally more fertile, viz: Roanoke, where corn commonly sells at from one and a half to two and a half dollars per barrel; fodder and hay generally seventy-five cents per hundred weight; oats two-thirds the price of corn. Tar river, Neuse, Crabtree, and Cape Fear river, afford grain at nearly the same prices generally. At the intermediate places of Warrenton, Louisburg, Raleigh, Fayetteville, and on the road between these towns, I presume grain could be had for the same price. From Fayetteville southward, grain has risen in price latterly, owing to the general culture of cotton; though, on the road from Fayetteville to Columbia, in South Carolina, there are several rivers and water courses, on which provender can be procured, viz: Raft Swamp, Drowning creek, Little Pedee, Great Pedee, where every necessary abounds; Lynchess creek, Congaree, at Camden, &c. About the same prices would procure any quantity of provender at any point on this route, from Roanoke to Columbia, in my opinion; and I am perfectly acquainted with the road, and the whole country contiguous to it.

Fourth query.—Will horses from New England bear your climate and feed, and remain serviceable, or does the change injure them?

We have not had many instances of horses from New England in my part of the country; but some have been brought to Fayetteville, and they have done very well.

Fifth query.—What is the make of the ground, the nature of the soil, the state of the road, the degree of settlement, and the water embarrassments to travelling between Petersburg and Fayetteville?

The country from Petersburg, for the first fifteen miles, is rather flat, and sandy soil at top, clay below three inches, fine road in dry weather. The country then rises into a higher and more rolling appearance, sometimes clay hills, and stones, but generally an excellent hard stone or gravel road to Raleigh, North Carolina. A great part of this distance is well settled, houses, plantations, &c. to be seen from one to four miles; some very decent houses of entertainment, and many new buildings, &c. strongly indicating that the country is fast improving. The water embarrassments are, first from Petersburg; the river from Notaway, over which is a good bridge, about one hundred and fifty feet wide; some creeks with bridges generally; the river Mehenin, a bridge one hundred and eighty feet; Roanoke three hundred yards wide. ferry in a flat, seldom impassable, only in remarkable high freshes, and very high wind; it does not occur, I am told, more than once or twice a year, that persons are detained by either. I do not recollect any water of difficulty from Roanoke to Tar river, at Louisburg; here there is a good bridge one hundred and twenty feet or more; Neuse river bridge one hundred and fifty feet wide; Crabtree creek bridge one hundred feet, three miles to Raleigh; from Raleigh to Fayetteville, fifty-six miles, the road generally pretty good; some creeks which are troublesome in times of great waterfall; Cape Fear river forded at Averysborough in summer and dry seasons, and in winter ferry in flats, seldom or never impassable. The last thirteen miles to Fayetteville very sandy, but a new road is contemplated to avoid it; there are a few decent houses of entertainment on this road, and more may readily be established.

Sixth query.—The last question as it respects the country from Fayetteville to the seat of government, Columbia, South Carolina. The road from Fayetteville to Columbia passes over some of the poorest, and some as fertile country as any in North or South Carolina. It is generally a flat, level country, sandy and poor, only on the water courses, which are numerous, and commonly are skirted with very rich land. This road affords few comfortable houses of entertainment, though a little encouragement would make things otherwise; the mail coaches passing along this road, would induce most travellers to and from Georgia and South Carolina to travel it, whereas they commonly take other routes from Fayetteville than the main southern post road, as several roads lead from Fayetteville to the southward besides the post road. The water courses on this route, of any consequence, have bridges or ferries, commonly in good order.

Seventh query.—Are there convenient houses of public entertainment on this road—if so, at what distances?

Eighth query.—If not, are there proper persons, well circumstanced, in point of character, &c. to keep good houses?

In answer, I can only say that, on part of the road, tolerable accommodations are to be had, from five to twelve miles apart, and that more may be readily got to set up in the public way; and those which already are so, may be easily induced to improve by the prospect and hope of business and gain.

Ninth query.—Is it a road of great travel—is the travelling increasing—is the country rapidly improving?

I do not think the travelling so great to the south of Fayetteville, as north of it. But when it is remembered that a considerable intercourse will be kept up by the numerous families which have emigrated from Virginia and North Carolina to South Carolina and Georgia, it is more than probable the travelling is increasing towards that quarter, especially if the merchants and others, of the towns in the lower country, prefer the mail coaches for coming and going north, instead of the sea packet.

Tenth, eleventh, fourteenth, and nineteenth queries.—Are there any carriage builders and wheelwrights residing in any of the towns on this road? &c.

There are workmen of this sort in all the towns, and some on the road, in country places, but few of them have been accustomed to building stage carriages; they could repair them, however. In Fayetteville and Raleigh, pretty good mechanics of this sort reside; but perhaps no place on the continent would afford more encouragement for a good workman of this sort than Fayetteville, where all decent mechanics are received and treated with respect, as they are generally in North Carolina, so far as my observation has gone. Several mechanics in the town of Fayetteville have risen into wealth and respect. It depends upon the man, and not upon the trade.

Twelfth query.—Are good oak, white wood, walnut, ash, &c. to be had—and at what price?

All sorts of timber, plank, &c. of the above kinds, are to be had in abundance; the timber costs, commonly, little more than the trouble of getting it.

Thirteenth query.—What is the average price of rents, fuel, meats, &c.?

At Fayetteville a decent house and lot may be rented for \$100; wood, \$2 50 per cord; beef, 4d. to 5d.; pork, 4 to \$5 per cwt.; bacon, 12 cents; flour, 5 to \$6 per barrel; corn, from 2 to \$3 per barrel.

Fourteenth query.—Answered before.

Fifteenth and Sixteenth queries.—What is the average price of iron per ton on the road, and is it plenty or scarce? Are there blacksmiths on the road—their price for shoeing horses?

I presume iron is to be had without difficulty at all the towns and stores on the road, at about seven to eight cents per pound; at Fayetteville \$120 per ton. It is made in abundance in the upper part of the State, and brought by wagons to the middle country, where imported iron is also to be had. Blacksmiths are to be found in all our towns, and often on the road. They charge half a dollar for each pair of shoes for horses, and putting them on.

Seventeenth query.—Answered before.

Eighteenth query.—Are there sufficient manufacturers of leather saddles, harness makers, and the like, in any or all the towns, and what is the price of plain harness for a pair of horses?

There is some considerable manufacturers of leather in the State, one at the Moravian town, which furnishes many of our saddlers; there is an extensive tanyard at Fayetteville, and at Lumberton, and I presume, at Raleigh and Warrenton, as well as many other places. I believe coarse leather for harness abounds. There are saddlers and harness makers at Raleigh and Fayetteville, though not as extensive as I think the places require; at Hillsborough, thirty-six miles from Raleigh, are some good workmen in that line. I am convinced a good man in this line would make a fortune at Fayetteville. Plain harness would cost from forty to fifty dollars, I believe.

Nineteenth query.—Answered above.

Twentieth query.—As far as you can form an estimate, what are the feelings and disposition of the people respecting mail coaches; would they be countenanced or not?

I feel fully persuaded the establishment of mail coaches to the southward would be highly gratifying to all ranks of people in that quarter; and I feel as well assured they would meet with all the countenance and encouragement that the state of the country could afford.

Twenty-first query.—In your opinion, could a coach, passing every second day each way, calculate on three passengers each trip; if not, on how many?

In answer to this query, I must confess I am at a loss to reply with any degree of certainty or confidence; but I am inclined to believe, on a great part of the route, three passengers each trip might be calculated on, and after some time, for the whole route. It may require the establishment to be in operation for a time before the greater number of travellers will find its convenience. This was the case with the stage running from Fayetteville to Wilmington, which at first was badly supported, but I am told has so increased in use, that it is intended to run twice a week.

If this hasty reply shall be of any service to your Department, and the public interest as connected with it, it will be gratifying to me. I trust, however, sir, you will forgive the crude manner in which it is drawn up.

I am, sir, yours, &c.

W. B. GROVE.

Hon. GIDEON GRANGER, Esq. *Postmaster General.*

MARCH 23, 1802.

SIR:

I received your favor, under date 22d instant. I am unable to give any correct information of the road, &c. from Fayetteville, in North Carolina, to Columbia, in South Carolina, I therefore beg leave to refer you to General Sumpter and Mr. Huger for information of that part of the road, and will confine my information from Columbia to Augusta. It cannot be expected that, in every article, my answers to the great variety of subjects presented in your queries will be perfectly correct. However, I believe the most material parts will be found tolerably correct.

Answers to your Queries.

- 1st. Horses, such as you describe, can be purchased in South Carolina.
- 2d. The price about one hundred and fifty dollars.
- 3d. Corn, at fifty cents per bushel; fodder, at one dollar per hundred weight.
- 4th. Horses south of the Potomac are to be preferred.
- 5th. The road good, sandy, and level; no water embarrassments but what are provided with good boats and bridges.
- 6th. Convenient houses of entertainment are to be found on the road, at ten or fifteen miles distant from each other.
- 7th. Answered.
- 8th. The road is much travelled, and the country rapidly increasing in population and improvements.
- 9th. There are carriage builders and wheelwrights residing in Columbia and Augusta.
- 10th. Answered.
- 11th. Plenty of good timber, such as you have described, except whitewood—I do not know it by that name; if it is the white poplar, it is plenty. I cannot say at what price those timbers can be had, but I believe at very moderate prices.
- 12th. A tolerable good house in Columbia or Augusta, for 150 or \$200 per year; fuel, from 2 to \$3 per cord; beef and pork, from five to six cents per pound; flour, six dollars per barrel; Indian corn, fifty cents per bushel.
- 13th. Mechanics are cherished and esteemed.
- 14th. Bar iron can be furnished at Columbia, and Augusta, at one hundred and fifty dollars per ton.
- 15th. Plenty of blacksmiths on the road; for shoeing a horse round, one dollar.
- 16th. Answered.
- 17th. There are manufacturers of leather, saddlers, and harness makers, in Columbia and Augusta. But I cannot say what is the price of harness.
- 18th. Answered.
- 19th. I believe they would be countenanced.
- 20th. A coach cannot calculate on three passengers for the first year every second day, but I think soon after it would be supplied with passengers; the intercourse between Columbia and Augusta is increasing. If my answers will confer a favor on you, or promote the public interest, I am happy that you have afforded me an opportunity to show my willingness to contribute to either.

Accept the assurance of my high esteem, and believe me, sir, your most obedient servant,

G. GRANGER, Esq.

THOMAS MOORE.

Additional Answers to Queries.

Query 1st. A large number of horses of this kind may not be at all times to be had in South Carolina and Georgia, near the main post road; but there is no difficulty to be anticipated on this head. Any number of horses which may be wanted may be very easily procured from the upper country, Kentucky, and Tennessee, to be delivered in good order at any points on the road the Postmaster General may prefer; and the neighborhood of the main post road will, no doubt, afford a sufficient number to supply casual and temporary losses.

Query 2d. Such horses to be delivered as above, might heretofore have been bought at about one hundred and thirty dollars. Horses, however, of the kind which would answer for stages, have latterly fallen very much in value, and where a contract was made for a considerable number, it is more than probable that they would average a less price.

Query 3d. Oats and hay, in some few places, may at certain seasons be had. Indian corn and blades, with a little management, are to be procured in sufficient abundance. In a few places there will, perhaps, be some little inconvenience in the transportation. But it is believed that an average price of seventy-five cents per bushel for corn, and about the same for blades, would rather exceed than fall short of the actual expense required.

Query 4th. Horses from the north, east, and west, suffer a good deal during the first summer they are carried into the lower parts of the Southern States. They by degrees, however, assimilate themselves to the food and climate, and answer perfectly well; but for the above reasons, as well as several others, it would not be prudent to commence running stages before the autumn; about the latter end of October or beginning of November.

Query 5th. The country from Fayetteville to Lumberton, is generally poor, but the road very good, and no peculiar embarrassments from the water courses. From Lumberton to Greenville the soil, for the most part, indifferent. The roads in some places sandy, though, upon the whole, pretty good, and no impediments to be apprehended from the water courses, which may not be easily obviated. The population is pretty considerable for our country; the inhabitants generally well disposed, though by no means rich.

The Pedee, on the other side of which Greenville lies, is occasionally subject to considerable freshets. At this place, however, it is hardly, if ever, impassable; and at the worst, every inconvenience would be obviated by changing stages at the ferry.

Greenville is nearly a middle point between Lumberton and Camden; the country around very rich, and affording the greatest abundance of Indian corn, fodder, peas, &c. Blacksmiths and saddlers, it is believed, are already established here; if not, it would certainly be a favorable spot for tradesmen of this kind to fix themselves.

Only a small portion of the direct main road from hence to Camden, is known to me. From report, I can venture to say, the description of that already described will be generally applicable to it, except, perhaps, that it is more sandy, and the country, of course, rather poorer. It is not recollected that there are any serious difficulties to be apprehended from the water courses.

Camden is well supplied (for our interior country) with every thing. The road from thence to Columbia, very sandy. Of Columbia as of Camden, the same observation may be made with respect to supplies of every kind.

Beyond Columbia, nothing is known to me from personal experience. I have every reason, however, to believe the country and state of things to be very similar to those already described; though, upon the whole, perhaps, somewhat better.

Query 6th has been, by mistake, or some other cause, omitted in the communication from the Post Office.

Query 7. There is, in general, a scarcity of public houses in the most Southern States; not more so, however, on this than other roads. A house of entertainment, good or bad, is, for the most part, to be found at the end of every eighteen or twenty miles, more or less.

Query 8th. I have no reason to doubt but that houses of entertainment might be procured at convenient distances. The running of a stage would, of itself, go a great way towards the promotion of this very desirable object.

Query 9th. This road was formerly very much travelled. Other roads, however, higher up the country, having been opened, this may not, perhaps, be quite so much the case at present, though in many parts of it the travelling is believed still to increase, and the country around certainly improves and advances in population.

Query 10th. Carriage builders and wheelwrights are not very numerous. Some are scattered about on the road, however, and they are, in particular, to be found at Camden and Columbia, and possibly at or near Greenville and Lumberton.

Query 11th. Mechanics of this kind would receive encouragement at most places, more especially at those just specified.

Query 12th. Correct or satisfactory information cannot be given on this subject from my own knowledge, but as far as my knowledge goes, I am led to think that most of the kinds of wood specified (or others of a similar nature, and which will answer the purposes contemplated) are to be had in sufficient abundance.

Query 13th. Neither can I undertake to answer this query with as much exactness as I could wish. Speaking at a venture, I should suppose that, upon an average, the articles specified will be found much lower than on the stage roads further north.

Query 14th. Mechanics are generally esteemed and cherished in the Southern States; and where they act with *sobriety and industry*, usually prosper in life.

Query 15th. On this point I must plead ignorance, yet I should conceive that there can be no difficulty in procuring the quantity of iron which may be found requisite.

Query 16th. Blacksmiths are generally scattered through the country, at greater or less distances. The price of horse-shoeing is not collected.

Query 17th. *Good and sober* workmen of this kind would, it is presumed, meet with success almost every where.

Query 18th. Nearly the same answer may be given to this as to query No. 10. The price of harness is not collected. I should suppose, from my own experience, that harness, and several other articles, could be sent round by water from the North, cheaper, and perhaps better, than they could be procured to the South.

Query 19th. The observations in answer to queries 11 and 14 will generally apply to this.

Query 20th. I have not the smallest doubt but that the people are in favor of, and would be gratified by, an establishment of this kind. I have heard numbers wish something of the kind attempted, even at a sacrifice on the part of the Post Office; nor do I ever recollect to have heard a word said against it, though it is but fair to observe, that I have heard some doubts expressed as to the chance of success. The inhabitants would, I am confident, countenance the establishment of a mail stage as far as their local and pecuniary circumstances would permit.

Question 21st. In my humble opinion, an average of *three* passengers cannot be counted upon. For two or three years to come, I fear that a stage running twice a week would hardly pay its expenses. Including the allowance which must in every event be paid for carrying the mail, this may possibly be done: but until the people are better and more generally acquainted with the advantages of stage establishments, and get into the habit of using the stages, the most sanguine cannot well expect to do more, particularly on this road.

Having given the most correct answers to the different queries contained in the communication from the General Post Office, which my limited acquaintance with the part of the country in question permits, I will beg leave to make a few additional observations on the subject generally.

I hinted, in answer to query 4th, that it would not be prudent to commence running stages before the autumn, in consequence of the effect which the change of food and the heat of the weather usually have upon horses when first brought to the low country of the Southern States. The danger, in this respect, would be greatly increased by exposing them at once to hard labor at the commencement of the summer, and before either horses or drivers were accustomed to the duty to be performed. The loss of horses, in consequence of this, would, I fear, be alarmingly great. Other important considerations would seem to operate in favor of the proposed delay. The season is now so far advanced that the inhabitants have, for the most part, sent off and disposed of their surplus produce. There might possibly, therefore, not be a sufficiency of corn and fodder to be procured in the neighborhood of the main road; and even should there be a surplus to spare equal to this unexpected demand, the sudden demand itself would necessarily affect and enhance the price of fodder and grain—a circumstance which would not only add to the expense of the establishment, but might render it less acceptable to many of the people. In the autumn, on the contrary, as the crops are just harvested, abundance reigns every where; provisions of all kinds are plenty, and the Postmaster General will have it in his power to make his contracts on the most advantageous terms, and without enhancing the price of provisions to the poor. He would, moreover, have full time to obtain any further information he might wish, and to make his arrangements at leisure.

I would also beg leave to express my doubts whether the route fixed on affords the greatest prospect of success. Stages already run from Savannah, Georgia, to Georgetown, S. C. and are found to answer. Much less expense would, in the first instance, be required to meet this line of stages, and very many of those who now go from Savannah, Charleston, and Georgetown, by water, would, no doubt, prefer the stage. Persons living in the country who wish to go to the northward, having horses of their own (and no other mode of proceeding on) would easily strike on some near point of the stage road, and from thence take the stage. Few of the merchants, inhabitants, and strangers, in the cities, have horses, nor would they give up a water conveyance immediately at hand, to search one at a distance by land. Add to this, that the lower parts of the Southern States being more sickly, the inhabitants emigrate in considerable numbers at the approach of the sickly season, and return towards the autumn, and having more mercantile intercourse with the Northern and Eastern States, there is usually a greater number of persons called by their business to and from thence.

It is certainly, however, greatly to be desired, that there should be a stage running through the heart of the Southern States. If the Postmaster General, therefore, thinks proper to carry this plan into execution, it is respectfully submitted to him whether it would not also be advisable to establish a stage from Greenville to Georgetown. The distance is under one hundred miles; the road good, and much travelled. By this means the line of sea-coast would be united to the main line, and with a very small addition of expense; and, after a trial of twelve months, the Postmaster General would be able to judge, from experience, whether both lines can be advantageously continued, or which of them promises the greatest chance of success.

In haste, BENJAMIN HUGER.

Sir:

GENERAL POST OFFICE, March 23, 1802.

An objection exists against employing negroes, or people of color, in transporting the public mails, of a nature too delicate to engraft into a report which may become public, yet too important to be omitted or passed over without full consideration. I therefore take the liberty of making to the committee, through you, a private representation on that subject. After the scenes which St. Domingo has exhibited to the world, we cannot be too cautious in attempting to prevent similar evils in the four Southern States, where there are, particularly in the eastern and old settled parts of them, so great a proportion of blacks as to hazard the tranquillity and happiness of the free citizens. Indeed, in Virginia and South Carolina (as I have been informed) plans and conspiracies have already been concerted by them more than once, to rise in arms, and subjugate their masters.

Every thing which tends to increase their knowledge of natural rights, of men and things, or that affords them an opportunity of associating, acquiring, and communicating sentiments, and of establishing a chain or line of intelligence, must increase your hazard, because it increases their means of effecting their object.

The most active and intelligent are employed as post riders. These are the most *ready to learn*, and the most *able to execute*. By travelling from day to day, and hourly mixing with people, they must, they will acquire information. They will learn that a man's rights do not depend on his color. They will, in time, become teachers to their brethren. They become acquainted with each other on the line. Whenever the body, or a portion of them, wish to act, they are an organized corps, circulating our intelligence *openly*, their own *privately*.

Their travelling creates no suspicion; excites no alarm. One able man among them, perceiving the value of this machine, might lay a plan which would be communicated by your post riders from town to town, and produce a general and united operation against you. It is easier to prevent the evil than to cure it. The hazard may be small, and the prospect remote, but it does not follow that at some day the event would not be certain.

With respect and esteem,

GIDEON GRANGER.

Honorable JAMES JACKSON, Senator from Georgia.