

[21st CONGRESS.]

No. 39.

[1st SESSION.]

IMPROVEMENT OF THE POST ROAD BETWEEN MEMPHIS AND TUSCUMBIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 15, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred a resolution directing them to inquire into the expediency of improving the road passing through the lands of the Chickasaw nation, in the State of Alabama, in the direction between Tuscombua and Memphis, reported:

That the present path or road through the lands of the Chickasaw nation, in the direction from Tuscombua towards Memphis, is daily increasing in importance to the States of Alabama and Tennessee; that, from the circumstance, however, that about sixty-five miles of the road lie exclusively in the Indian country, it is in such a condition as to make it unfit for extensive use. Your committee are informed, by a letter from the postmaster at Tuscombua, that the chiefs of the Chickasaw nation have given their consent for said road to be opened through their territory; they are also informed, by the petitions and report heretofore made on this subject by the Committee on Roads and Canals, that the sum of eight thousand dollars will be sufficient to put this road in excellent repair, and to constitute it a part of the line of communication with the Territory and seat of Government of Arkansas. They therefore report the bill heretofore reported, appropriating said sum of eight thousand dollars.

[21st CONGRESS.]

No. 90.

[1st SESSION.]

DEPUTY POSTMASTERS REMOVED SINCE MARCH 4, 1829.

COMMUNICATED TO THE SENATE, MARCH 24, 1830.

SIR:

POST OFFICE DEPARTMENT, *March 24, 1830.*

In obedience to a resolution of the Senate of the United States, passed March 22, 1830, directing me "to inform the Senate of the number of deputy postmasters who have been removed since the 4th day of March last, designating the number in each State and Territory," I have the honor to report that the whole number of deputy postmasters removed between the 4th day of March, 1829, and the 22d day of March, 1830, inclusive, is four hundred and ninety-one; and that the number thereof in each State and Territory is as follows: In Maine, fifteen; New Hampshire, fifty-five; Vermont, twenty-two; Massachusetts, twenty-eight; Rhode Island, three; Connecticut, twenty; New York, one hundred and thirty-one; New Jersey, fourteen; Pennsylvania, thirty-five; Delaware, sixteen; Maryland, fourteen; District of Columbia, one; Virginia, eight; North Carolina, four; Georgia, two; Alabama, two; Mississippi, five; Louisiana, four; Tennessee, twelve; Kentucky, sixteen; Ohio, fifty-one; Indiana, nineteen; Illinois, three; Missouri, seven; Florida, one; Arkansas, two; and Michigan, one.

I have the honor to be, with great respect, your obedient servant,

W. T. BARRY.

To the Hon. JOHN C. CALHOUN.

[21st CONGRESS.]

No. 91.

[1st SESSION.]

CONDITION OF THE GENERAL POST OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 14, 1830.

Mr. CONNER, from the Committee on the Post Office and Post Roads, made the following report:

That, from the numerous applications made annually to Congress for the establishment of new routes, and the frequent and increasing demands made on the Department for additional accommodations, your committee have been induced to extend their inquiries, and to examine particularly into the past and present condition of the General Post Office, with a view to a farther extension of accommodation, should it appear to them prudent and practicable; and although in its operation now extensive, and perhaps as perfect as could be anticipated, its ramifications reaching most neighborhoods in the north and the south, in the east and the west, still there remain unsupplied many routes of great importance and interest to various growing sections of the country; many of those cross and connecting routes, with important lines already in operation, required and loudly called for by those rising settlements to make them participants in the benefits and blessings of this Department: an establishment so entirely national in its character, and intended by the Government, in its creation, for the general benefit of the people, bearing to them directly the proceedings of their Government; placing within the reach of all political as well as other domestic and foreign information, thereby enabling them to judge of and properly appreciate their Government and its acts; whilst, also, it enables the commercial and mercantile interests to hold frequent communion, and affording to friends, residing in different portions of the Union, the sweets of frequent friendly interchanges of sentiment and good feeling so desirable; and thus, by free and familiar intercourse, drawing still closer the bonds of union.

The proceeds of the Department have enabled it heretofore to keep pace with the growing wants and wishes of the people. The aggregate amount of postage has not diminished; on the contrary, from 1824 to the present time, it

has been increasing, and there is every reason to believe it will continue to increase. But the demands on the Department for the last few years have been such as could not be resisted. For additional accommodation, the Postmaster General yielded, (as your committee believe, prudently,) by the more frequent running of the stages, and the increase of speed, the changing of horse transportation into stage, wherever and whenever it could be done with propriety; this additional and necessary expenditure, with the establishment by Congress, in 1828, of many new routes, exhibits at once the true cause of the expenditures exceeding the receipts of the last year. It is not apprehended but that the Department will be perfectly able to sustain and continue the existing accommodation, without being obliged to make any material changes; nor is additional aid asked for by the Department. But your committee are aware, if the bill now before Congress for the establishment of new routes, involving an estimated expenditure of about \$86,000, should pass, (and of which there can be but little doubt,) it will not only subject the Department to inconvenience, but to serious embarrassment. To avoid embarrassment, it seems necessary, to enable the Department still to keep pace with the wants of the country, that an appropriation by Congress should be made equal to those wants. Without it, the additional burden of the bill now before Congress will, necessarily, compel the Department to resort to the unpleasant and disagreeable exercise of the powers vested in it, with the view of making the receipts equal the expenditures, of lessening the frequency of the running of the stages, and changing again the stage transportation into horse.

The confusion and discontent of which such a state of things would be productive must be obvious and apparent to all. This result your committee are desirous of avoiding. Viewing, as they do, the establishment of the General Post Office by the Government, not as intended for revenue purposes, but alone for the benefit of the people, hoping it would be able to sustain itself; it has done so, and the hopes and expectations of the Government have been more than realized. It supplies now 8,004 post offices, paying to those deputy postmasters near \$600,000, and paying about \$1,100,000 for the transportation of the mail, travelling 115,000 miles; and has deposited in the treasury, at different times, the aggregate sum of \$1,103,063. This amount your committee view as belonging properly to the Department, and applicable to its wants when it may be needed and called for. Asking of Congress an appropriation is nothing more than a request that the Department be permitted to withdraw from the treasury a portion of those deposits made by itself. Could the appropriation asked for be considered as a charge on the treasury derived from other sources, they would be disposed to stop short, and rather recommend a curtailment of the expenses and accommodations. The committee have it in their power to lay before Congress a fair and full exhibit of the Post Office Department from the year 1789 to April, 1829, being a communication from the Postmaster General in reply to certain interrogatories addressed to him, and which is hereto annexed as a part of this report; showing the aggregate amount of expenditures and receipts during the administration of each Postmaster General; under whose administration moneys were paid into the treasury; by whom moneys have been drawn from the treasury; the condition of the Department at this time, and its ability to put into operation the many new routes in a bill reported.

The committee, having maturely considered the present and past condition of the Department, the numerous calls for additional accommodation, and the many sections of the country as yet badly supplied, and others not at all, do not doubt the propriety of recommending to Congress the appropriation of \$86,000, to enable the Department to put into operation the many new routes in the bill now before Congress. With that sum it is confidently believed, hereafter, that the proceeds of the General Post Office will be amply sufficient to meet the expenditures.

SIR:

GENERAL POST OFFICE DEPARTMENT, *March*, 1830.

To the several interrogatories contained in your letter of the 3d instant, I have the honor to reply:

Interrogatory 1.—"Since the establishment of the Post Office Department, what has been the aggregate amount of the expenditures and receipts, under and during the administration of each Postmaster General, the balance for or against?"

The Post Office Department was established in 1775, at the commencement of the revolutionary struggle; but there are no documents in its archives that show the statement of its receipts or disbursements prior to the establishment of the present Government, in 1789. Since that period, the aggregate amount of its revenues and disbursements, during the administration of each Postmaster General, has been as follows:

SAMUEL OSGOOD, Postmaster General from October, 1789, to August, 1791.

Amount of revenue during this period, was	-	-	-	-	\$84,229
Amount of expenditure,	-	-	-	-	68,837
Balance in favor of the Department,	-	-	-	-	\$15,392

TIMOTHY PICKERING, Postmaster General from August, 1791, to January, 1795.

Amount of revenue,	-	-	-	-	301,138
Amount of expenditure,	-	-	-	-	216,544
Balance in favor of the Department,	-	-	-	-	84,594

JOSEPH HABERSHAM, Postmaster General from February, 1795, to November, 1801.

Amount of revenue,	-	-	-	-	1,668,755
Amount of expenditure,	-	-	-	-	1,235,846
Balance in favor of the Department,	-	-	-	-	432,909

GIDEON GRANGER, Postmaster General from November, 1801, to February, 1814.

Amount of revenue,	-	-	-	-	5,873,052
Amount of expenditure,	-	-	-	-	5,363,692
Balance in favor of the Department,	-	-	-	-	509,360

RETURN J. MEIGS, Postmaster General from March, 1814, to June, 1823.

Amount of revenue,	-	-	-	-	9,361,666
Amount of expenditure,	-	-	-	-	8,862,658
Balance in favor of the Department,	-	-	-	-	499,008

JOHN McLEAN, Postmaster General from July, 1823, to March, 1829.

Amount of revenue,	-	-	-	-	8,712,952
Amount of expenditure,	-	-	-	-	8,560,257
Balance in favor of the Department,	-	-	-	-	152,695

Making the total amount of revenue, from 1789 to April 1, 1829,	-	-	\$26,001,792
Total amount of expenditures,	-	-	24,307,834
Total amount of balances in favor of the Department,			<u>\$1,693,958</u>
Of this amount of balances in favor of the Department, there has been paid into the treasury at sundry times,			
	-	-	\$1,103,063
The total amount of losses, during the above period of forty years, from bad debts, counterfeit money, notes of broken banks, and in the transmission of moneys, estimated at			
	-	-	310,830
Leaving at the disposal of the Department, due from postmasters and others, including deposits in different banks on the 1st of April, 1829, the sum of			
	-	-	280,065
Thus accounting for the above amount of			<u>\$1,693,958</u>

Interrogatory 2.—“How much, and under whose administration, have moneys been paid into the treasury?”
There have been paid into the treasury the following sums, viz:

Under the administration of Timothy Pickering,	-	-	-	-	\$47,499
Joseph Habersham,	-	-	-	-	363,310
Gideon Granger,	-	-	-	-	291,579
Return J. Meigs,	-	-	-	-	387,209
John McLean,	-	-	-	-	13,466
Making, together, the sum of					<u>\$1,103,063</u>

Interrogatory 3.—“Have there been, at any time, drawn by the Department any moneys deposited in the treasury; if so, by whom?”

There have not, at any time, been drawn by the Department any moneys from the treasury which it has deposited there. All the expenses of transportation, and others incident to the Department, have been defrayed by its own resources, without any appropriation at any time to meet them from the treasury.

Interrogatory 4.—“Is the condition of the Department such, at this time, that it could meet and put into operation the many new routes proposed, without inconvenience and embarrassment?”

The expenses of the Department for the first half of the last year were \$50,000 more than the whole amount of the revenue; and, as the responsibilities of the Department were incurred by contracts entered into before the close of 1828, it was not in the power of the Department, in that good faith which it ought to observe, to prevent a continuation of the depression; so that the expenses of the Department for the year 1829 were not less than \$100,000 greater than its current revenue for the same period. Under these circumstances, it must be obvious that the greatest possible frugality is necessary in the management of the concerns of the Department, and without any considerable improvement in mail facilities for, it is believed, at least three years to come, to make the Department sustain itself in its present operations, without any increase of the number of mail routes. The new routes proposed amount to upwards of two hundred in number, varying greatly in their length, and in the expense which they would occasion. It is difficult to estimate the expense with accuracy; but, from a comparison of them with others of similar magnitude which have been formerly established, it is believed the amount would not greatly vary from \$86,000 a year. During the first year of their operation, they would add very little to the revenue; probably not much beyond the expenses incident to the establishing of the post offices which they would require, and the procuring of the necessary mail bags, locks, keys, &c., which would be necessary for their operation. Many of the proposed routes are highly important, and most of them would be found convenient to the districts of country immediately interested in them; but, if the law shall pass for their establishment, the only means by which the Department can avoid the highest degree of embarrassment, will be to curtail the facilities which are now given upon existing routes, by diminishing the frequency of trips, and by substituting horse for stage transportation. It is not, however, apprehended that the existing state of the Department, and a continuation of the accommodations already in operation, though its expenses for the present greatly exceed its current income, will require any assistance beyond what will arise from its progressive increase of revenue; but, as before stated, with adequate vigilance, the resources of the Department are believed to be equal to its present exigencies.

Interrogatory 5.—“Are there not numerous applications to the Department for additional accommodations which it would be proper to grant; if so, to what extent? and what amount, in addition to the receipts of the Department, would, in your opinion, be necessary to effect those objects?”

There are numerous additional accommodations loudly called for, which, under other circumstances, it would be highly proper to grant. Among the most important are the following:

A more frequent and speedy communication between the seat of Government of Vermont, and those of the other New England States.

A daily stage communication between the seat of Government in Pennsylvania and the seat of the General Government.

More direct and frequent communications between the western parts of Pennsylvania and the western parts of Virginia.

A daily communication by stages between Lake Erie, through the State of Ohio, and Wheeling, on the Ohio river, in Virginia; and also an increased facility of intercourse between Chilicothe and the mouth of the Scioto river, in the State of Ohio.

A speedy and frequent communication by stage of the seat of Government of Indiana with Columbus and Cincinnati, in Ohio, Frankfort, in Kentucky, and Vandalia, the seat of Government of Illinois, extending thence to St. Louis, in Missouri.

A regular and frequent stage communication from Lexington, in Kentucky, and from Knoxville, in Tennessee, uniting at Newport, in Tennessee, and continuing to Ashville, in North Carolina; thence branching to the seats of Government of the States of North Carolina and South Carolina, thus connecting the southern and western States by an easy and certain intercourse.

A stage communication between places of business in the eastern parts of North Carolina, especially between Newbern and Wilmington, and thence to Georgetown, in South Carolina.

A communication by stage through the gold region, between Salem, Statesville, Morganton, and Rutherfordton, in North Carolina, and Greenville, in South Carolina.

More frequent and expeditious communications by stage between Charleston, in South Carolina, and the north-western parts of that State.

A communication by stages between Athens, in Tennessee, and Athens, in Georgia, to render the connexion more complete between Georgia and the western States.

An extension of the regular stage communication between the seats of Government of Ohio, Kentucky, and Tennessee, through Huntsville, to the seat of Government of Alabama; and through Florence, to the seat of Government of Mississippi, and to Natchez, on the Mississippi river.

A communication by stages from the seat of Government in Alabama, to Montgomery, and, by way of Cahawba, to Mobile.

The establishment of a steamboat mail between Memphis, in Tennessee, and New Orleans, in Louisiana, to supply all the intermediate post offices on both sides of the Mississippi.

A communication by stages between Mobile, in Alabama, and Pensacola, in Florida; and between Pensacola and Tallahassee.

A more frequent and direct communication between the seat of Government in Georgia, and Tallahassee, the seat of Government in Florida.

A more frequent and direct communication by stages between Savannah and Macon, in Georgia.

If all these improvements were made, together with some others of minor consideration as to expense, which are, nevertheless, quite important, the expense would amount, by estimate, to about \$85,000.

The advantages to the public would unquestionably be very great: individual accommodation would be promoted; business would be facilitated; intelligence would be more extensively diffused; the bonds of affection between distant parts would be strengthened by the more speedy and frequent intercourse.

But whether these benefits would be sufficient to countervail the expense, the legislative authority will determine.

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

W. T. BARRY.

HON. HENRY W. CONNER,

Of the Committee on the Post Office and Post Roads, House of Representatives.

21st CONGRESS.]

No. 92.

[1st SESSION.]

MAIL GUARD DISABLED IN SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 19, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, made the following report on the petition of Patrick Green:

That it appears that the said Green was employed to guard the mail from Baltimore to Havre-de-Grace in the year 1822; that, during the discharge of his duty in said service, the mail was attacked in the year aforesaid; and, in the faithful and gallant conduct of said Green in the discharge of his said duty, he received a blow on his head from a pistol, by one of the robbers, which greatly affects him, and disables him from gaining a living by hard labor, as will appear by the petition and other proofs in the case, (marked A,) and to which the committee refer, and make a part of this report. The certificate of the surgeon general fixes the disability at one-half. The committee think the petitioner entitled to relief, and report a bill for a half pension, viz: four dollars per month.

A.

Petition of Patrick Green, praying compensation for injuries sustained in defence of the United States mail.

To the honorable the Senate and House of Representatives of the United States of America in Congress assembled: The petition of the subscriber respectfully represents:

That, in the spring of the year 1822, he was appointed guard to the great eastern mail between Baltimore and Havre-de-Grace, which duty he performed without molestation, until the 8th of July of the following year, when an attempt was made to rob the mail near the Great Falls of the Gunpowder, as the following extracts from the New York Gazette will more fully show:

“JULY 11, 1823.

“*Daring robbery of the mail.*—We yesterday received proof-sheets from the several editors in Baltimore, furnishing the particulars of another daring robbery of the mail. Between 1 and 2 o'clock this morning, a most daring robbery of the eastern mail was committed about two miles east of the Great Falls of the Gunpowder. The mail was on its way from the east to Baltimore, and at the place above mentioned was arrested in its progress by a fence which had been erected across the road. The guard was taken about thirty yards from the carriage, where the ruffian who had first struck him stood over him with a pistol presented to his breast. The villain asked the guard why he had fired at him? to which the latter replied, he was only doing his duty; that he was sworn to protect the mail. Some of the robbers called out to their comrade to shoot him, or they would shoot him, (the robber.) The guard begged earnestly for his life, as they talked of tying him, and kept him in the most anxious suspense as to his fate. At one time the robber held his hands across the eyes of the guard for about five minutes. During the time these events took place, (which the guard supposes was about half an hour,) the rest of the robbers were engaged in rifling the mail. The robber then directed the guard to sit down at the foot of a tree, and not to stir at the peril of his life. The guard was struck across the head with a pistol, with which one of the ruffians was armed; the blow deprived him for a short time of his senses.

“At the spot where the robbery took place, there was a high bank on each side of the road. The guard, Patrick Green, acted with much courage and good conduct, having discharged his blunderbuss at the robbers when they first discovered themselves, and afterwards snapped a pistol at one, and discharged the other pistol at another before they came upon him. It appears it was the last shot from the pistol which wounded Moore in the breast, who was armed with a gun.”

Your petitioner further begs leave to state to your honorable body that, at the moment the attack was made by the robbers, the driver of the mail deserted him and fled, so that he was left entirely alone to contend with the band. At one time Moore presented a musket to his side, and told him to give up, or he would blow him through. The guard then fired the pistol, which wounded Moore severely, and the next instant was struck by Emenheizer (at whom he had snapped a pistol) across the head, which blow threw him back into the stage and deprived him of his senses.

From the wound your petitioner received in the head, he was unable to do any thing to advantage for himself for upwards of six months after, being the greater part of the time under the hands of doctors, and, of course, during that time at a very considerable expense. He is still suffering from the effects of the wound, which, though healed, at times deprives him of the power of earning a subsistence for himself and a helpless family, never having received any compensation for his services and sufferings, other than the amount of his wages for which he contracted.

Your petitioner, therefore, prays your honorable body to afford him such relief as in your wisdom may be deemed expedient and proper. He refers to the annexed certificates for testimonials of character, &c. And, as in duty bound, will ever pray.

PATRICK GREEN.

NEW YORK, January 20, 1830.