

J. H. R. P. Seton

House of Reps.

Post Office Dept.

11 July 1826

In reply to your communication respecting the establishment  
of a line of stages from Eastern Section of Tennessee to the most suitable point  
on the great mail route <sup>line</sup> passing through Lexington, Frankfort & Louisville.  
I beg leave to observe that the extensive accommodation this measure is cal-  
culated to afford has caused it to be favourably considered by the Dept.  
and that the interest you express in its favour corresponds with my own  
impressions. It is in contemplation to invite proposals in the course of ensuing  
summer to provide by contract for the accomplishment of this interesting object.  
And if the terms offered should bring it within the views of the Dept. - the  
operation will commence with the beginning of the next year.

J. M. L.

Sir

July 13<sup>th</sup> 1826

The changes apprehended and proposed by the writer of  
the inclosed letter, do not appear at present either probable  
or expedient

J. M. L.

✓ The Honble. J. Beck H. of R.

Sir

July 13<sup>th</sup>

A post office having been established at Brew-  
-forstville you are requested to forward mails to it regularly  
by the carrier whose route from your Office lies most con-  
-venient to that place. He shall be paid for the additional  
service a compensation proportioned to the rest of his route.

✓ J. Wingfield Esq. P. M.

J. M. L.

Washington G.

Sir

July 13<sup>th</sup>

It is informed that at the instance of yourself  
Genl. Houston his compensation had been placed on a footing with  
that of his predecessor, and the contractors on the route from  
Jackson to Big Bend, are instructed to extend their regular trans-  
portation from the latter place to Memphis. This additional  
increase is expected to commence on the 1<sup>st</sup> of next Month and  
it is believed will accomplish the connection of mails which  
you desired

J. M. L.

✓ The Honble. A. R. Alexander

H. of R.

P. Office Dept.

July 13<sup>th</sup> 1826

J. M. L.

Sir

The inconvenience represented in your letter of the 14<sup>th</sup> Jan'y is  
now removed ✓ Mr. B. Winchester Esq. P. M.  
Memphis Tenn

Sir

July 13<sup>th</sup>

It is considered that you are not entitled to postage on  
letters delivered to carriers for transportation to the distant offices  
on the upper Mississippi. They would under any other construction  
pay postage twice as the Post Master, or the mailing Post Master  
would exact postage. The Post Master at Prairie du Chien authorized  
last spring to provide by a special contract for the transporta-  
tion of a Mail from Hannibal to Prairie du Chien via Armstrong  
& it is understood he has done so. Your mails for those Offices  
ought to be sent by his carrier ✓ O. Dickerson Esq. P. M. - Palmyra N.Y.

J. M. L.

Sir

July 13<sup>th</sup>

The alteration in your time of arrival & departure alluded to  
in your letter of the 2<sup>d</sup> Inst. need give you no uneasiness as if  
it increases your expence, it will increase your compensation

A. C. Harvey Esq.

J. M. L.

✓ Washington N.C.

Sir

July 13<sup>th</sup>

At the instance of Messrs. Houston and Alexander it has been  
determined to raise your compensation on the route from Jackson  
to Memphis to the ~~second~~ sum which was allowed your predecessor  
and on that basis your contracts will be understood. In adopting  
this measure in your favour, the Dept. vouches the equity of its  
proceedings and indulges the expectation that your fidelity  
and zeal will fully justify this act of liberality

J. A. Broome Esq.

J. M. L.

Jackson T

P. Office Dept.

Gentlemen

Feb 14<sup>th</sup> 1826

Your letter of the 22<sup>nd</sup> ult: referring to my order of the 29<sup>th</sup> Decr last and applying for a reversion of it has been strongly reinforced by the representations of the Honble W. Moore but it is found that a just policy constrains the Dep't to insist on your performing the service required by the contract. you must therefore content yourselves with the advantages which from previous indulgence you have enjoyed. and be gratified that it was continued so long, rather than distressed that it is at last withdrawn - The contract being the measure of your service is the standard also of your compensation. upon the receipt of this letter you will alter your route so as to call at Stanford in Lincoln County both in coming down and going up, and you will also call at the new offices of New Stone &c between Stanford & Caneys. For the extra service required by this order you will be allowed a liberal compensation - J. M. L.

Mess<sup>r</sup> Westfield & Mourse  
Harrodsburg Ky

Sir

Feb 14<sup>th</sup>

You will examine the enclosed letter to the contractors on Route N<sup>o</sup> 131 & see that the carrier performs the service it requires

R. I. Chester Esq. P. M.  
Jackson T.

J. M. L.

Feb 14<sup>th</sup>

In order to accomplish a very important connection of mails, you are hereby directed to extend your route from Big Creek or Headwells to Memphis, at which place your mails are to be delivered by 7 P.M on Mondays. This mail is to commence on the 1<sup>st</sup> of March next, and in order to expedite it this letter is sent open to the P. M at Jackson that he may give proper instructions to your carrier & then forward it to you. You are aware that increase of service entitles you to increase of compensation - J. M. L.

Mess<sup>r</sup> Mourse & Mc Lanahan  
Harrodsburg Ky

P. Office Dept.

Sir

Feb 14<sup>th</sup> 1826

The only evidence that the post master can have, in general, to guide him in the postage of magazines & pamphlets, is it is true, the place of their publication. The charge which he thus determines on, can however be corrected, if <sup>now</sup> by the individuals concerned, showing in their particular case, the computation of distance should begin from another office. It would be difficult from the manner in which such articles are sometimes mailed to have them accurately charged and stamped, until they arrive at the Office of their destination. By stating to the P. Master at Albany the facts communicated in your letter of the 4<sup>th</sup> to me, he will give them proper weight & graduate his charges accordingly. J. M. L.

J. H. Stet Esq.

Saratoga Springs N.Y.

Feb 14<sup>th</sup>

Your letter of the 28<sup>th</sup> Decr with the certificates of Mess<sup>r</sup> M. Alfond and Leman furnishes no ground for the removal of the fine which was imposed on you. If it were admitted that a contractor is at liberty to make or shorten his route at pleasure because he could find private individuals who chose to think it convenient the authority of the Dep't over its agents would at once be subverted, and the transportation of the public Mail placed at the mercy of the most capricious opinions - In all such cases it is the duty of the contractor to represent the matter to the Dep't and if he ventures on a temporary change to obtain the sanction for that measure, until the P. M Genl. orders can be rec'd of the principal post master on the route J. M. L.

L. Wall Esq.

Genl. Gouvernor N.Y.

J. M. L.

Feb 14<sup>th</sup>

The contractor is directed to supply your office with Mails, by a special order of this date J. M. L.

E. Rawley Esq. P. M.

Bowling Green

Clay County Ky

P. Office Deptt.  
Feb 14<sup>th</sup> 1826

A post office is established at Bowling Green Clay  
County N<sup>o</sup> 2 & you are hereby directed to deliver this  
mail at its regularly for which extra service you  
will be allowed in due proportion extra compensation

✓ James Dugan Esq.  
Beaufortville Dr.

Feb 14<sup>th</sup>

The present arrangement on the route referred to in  
your letter of the 27<sup>th</sup> ult: is a good one, and as your  
contract will expire in the course of about 10 months, it  
does not seem expedient to alter it. J. M. L.

✓ W. Cobb Esq.

Lincolnton N. C.

Feb 14<sup>th</sup>

The alterations in the mail routes in Hanover & Caroline  
Counties N<sup>o</sup> proposed in the letter of Mr. Sheppard of the  
31<sup>st</sup> ult: cannot be effected during the continuance of  
the existing contracts. These will expire at the close of the  
present year, when the best practicable connections shall be  
established with a view to this object diagram of M. S.  
and that part of his letter to you in illustration of it are  
retained in the Dep't. J. M. L.

✓ Honble A. Stevenson  
At of R

Feb 14<sup>th</sup>

On the 15<sup>th</sup> ult: a weekly mail was ordered from Salem  
to Bloomington which will afford the accommodation  
desired in your letter of the 18<sup>th</sup>. J. M. L.

✓ D. H. Maxwell Esq. P. M.  
Bloomington In<sup>a</sup>.

P. Office Deptt.  
Feb 14<sup>th</sup> 1826

No alteration is at present contemplated in the mail trans-  
portation for the N. Neck of N. C. if additional accomodation  
should be supplied in that quarter, it will not be until the  
present contract expires. J. M. L.

✓ J. Updike Esq.

Richmond to H. R.

Feb 14<sup>th</sup>

It is intended that the mail alluded to in your letter of  
the 19<sup>th</sup> ult: should be a weekly one. J. M. L.

✓ J. Hanna Esq. P. M.

Yellow Brook Furnace T.

Feb 14<sup>th</sup>

If it appears that you can diminish the number of dead  
letters by retaining them on hand longer than 3 months, you  
are at liberty to retain them for 6 months. J. M. L.

✓ Wm K. Frederick P. M.

Kinstonville - Duplin Blg. N.C.

Feb 14<sup>th</sup>

The existing arrangement of the mails referred to in your  
letter of the 31<sup>st</sup> ult: is a good one & need not be changed

✓ G. D. Camden Esq. P. M.

J. M. L.

Weston V. D.

Feb 14<sup>th</sup>

Step<sup>m</sup> Waterfield & Morris have been directed to deliver their  
mails regularly at Stanford and to touch at the new offices  
established at your instance on their line. For this service a  
liberal compensation will be allowed them, it being found in-  
expedient to permit them withdraw their regular service from  
any part of their route, or to revoke the order of the 29<sup>th</sup> of  
Decr. last. J. M. L.

✓ Honble J. P. Moore  
At of Rep<sup>n</sup>.

P. Offic Dept.

Feb 14<sup>th</sup> 1826

The communication proposed and described in the enclosed papers, is practicable; and could be effected by the Dep't. at the expense only of an additional transportation of about 30 Miles provided a law was passed establishing a mail route from Buckingham Court House to Clarksville in Mecklenburg County J. M. L.  
Honble J. Stevenson

H of R

Feb 14<sup>th</sup>

The Post Master at Abingdon has been instructed to provide for the object of your letter of the 28<sup>th</sup> ulto. If you do have to open the great mail it will only be to take out a single packet J. M. L.

J. H. Jenkins Esq. P. M.  
Sparta, T.

Feb 14<sup>th</sup>

It is well ascertained that the contract referred to in your letter of the 5<sup>th</sup> Inst. was entered into, it was understood by both parties, that the contractors were to be allowed to convey the mails in carts during the winter season when the roads were bad, and traveller few J. M. L.  
P. Hewett Esq.

Alexandria D. C.

Feb 14<sup>th</sup>

It is now in contemplation to establish a connection between the Bentleyville & Clarksville P. Offices as a link on a new and direct Chain of Mail communication, between that District and Charlottesville and a bill empowering the Dep't. to effect this operation is understood to be now before Congress. This measure will have the effect precisely desired by the citizens who have made the application which you recommended J. M. L.

Honble J. Davenport

H of R

P. Offic Dept.

Feb 14<sup>th</sup> 1826

Under the law of the No States there is no incompatibility between the Office of S. Master and that of Sheriff as far therefore as the case stated in your letter of the 3<sup>rd</sup> Inst. becomes a subject for my cognizance, your ~~negligence~~ of either office is not necessary. J. M. L.

G. Felt Esq. P. M.

Windham N. Y.

Feb 14<sup>th</sup>

Owing to the sickness of Mr. L., charged with the Management of the Southern Routes, the subject of your recent communication has thus long been reluctantly deferred for consideration. The present state of Mail communication between Georgia & Tennessee is certainly susceptible of improvement if Geographical considerations are not estimated. But the transportation on Mr. Danby's route, infrequent as it now is, being the ~~Dep't.~~ in Dist. and the prudence of increasing it, under upon the most advantageous terms, may well be questioned. Any increase of accommodation at this time when the contract has not more than 9 or 10 months to continue, would be certainly expensive. And it appears to be the more adviseable course to postpone any important alteration in that quarter until the general revision of the Southern Routes take places which will be most surely - when proposals will be invited publicly for new contracts, & when every practicable improvement will be effected.

Hoping that you will see the advantage of this delay, you are respectfully requested to suggest any other measures in connection with the transportation on this Route, which may appear to be beneficial for future adoption J. M. L.

The Honble G. E. Haynes

H of R

P<sup>r</sup> Office Dept.

Feb 15<sup>th</sup> 1826

Some idea is obtained of increasing the accommoda-  
tion on your route from Salem to Mocksville, provided  
it can be done on reasonable terms. You are therefore  
requested to state the lowest amount of compensation  
that you will require for the conveyance of another  
weekly mail between those points — J. M. L.

Manuel Shuler Esq.

Salem N.C.

July 15<sup>th</sup>

The memorial of the citizens of Monroe County Vir-  
ginia respecting the establishment of a second weekly  
mail between their Court House and Gloucester, and  
the better regulation of the existing mails in that quarter,  
has been attentively considered. The first branch of the  
proposition seems to be judiciously referred by themselves,  
for execution, to the ensuing summer when proposals will  
be invited by the Dep't for new contracts on all the  
Southern routes, and when in all probability the  
additional mail they require will be provided for.  
At the same time every beneficial alteration in the  
times of arrival and departure of their mails will be  
effected which may be found practicable. Meanwhile  
the change they propose in the day fixed for the de-  
parture of their mail from Gloucester, shall be directed  
forthwith — J. M. L.

Jn. H. W. Smith

Hof Rep't.

July 15<sup>th</sup>

In compliance with your suggestion, or with a  
view to conform to it, the contractor for the weekly  
mail from Salem to Mocksville, has been requested to  
state the lowest amount of compensation for which he  
will agree to convey another weekly mail on that  
route. At present the cost is \$155 dollars a year —  
and it is not probable that the receipts arising from  
the route will be anything like equal to the expences.  
The universal practice of the Dep't is to commence

with a weekly mail, & continue that establishment until the  
receipts of the route or other important reasons justify an in-  
crease of accommodation. In the present case therefore you will  
info that unless the service proposed can be engaged on  
very moderate terms, it will be found inexpedient to provide  
for it — — — — — J. M. L.

Jn. H. W. Smith  
Hof Rep't.

July 15<sup>th</sup> 1826

From the representation of the Honble Mr. Gurley it appears that  
the establishment of a mail route on the West bank of the  
Mississippi, to pass once a week between West-Baton-Rouge  
and your office, will afford a desirable accommodation to  
the inhabitants of that district; and although a permanent post  
route will be established on that line during the present ses-  
sion of Congress, yet as in the regular course of proceeding,  
that cannot go into operation before the 1<sup>st</sup>. of January next, it  
is proper to answer their immediate wants by providing for the  
conveyance of a mail until that time. For this purpose you  
are authorized to engage a suitable person to perform this service  
upon condition that he shall be allowed the entire proceeds  
of the route as compensation from the time he commences the  
transportation until the first of Jan<sup>ry</sup> next. There will be two  
offices established on the recommendation of Mr. Gurley between  
your office & Plaquimine, all thw of which will be regularly  
called at in the passage of the Mail, both up and down, you  
are requested to give immediate attention to this subject and to  
complete the arrangements without delay — — — — — J. M. L.

P. Auvard Esq. P. M.  
Donaldsonville P. O.

W. W. M. Kings — (See Dr. Bradley's Book, Feb 15<sup>th</sup>  
written by him)  
Newcastle H<sup>n</sup>

I have received yours of the 18<sup>th</sup> ult. and I have  
added seventeen dollars a year to your compensation for the  
extension of your travel four miles via from Synchbury  
to West-port — — — — — J. M. L.

239

for Post. Gait (should be in P.M.G.) P. Office Dept.

House of Representatives [is now there] <sup>letter book</sup> off by 15<sup>th</sup> 1826

It appears that Mr. Robert Robinson was allowed \$19- for visiting the Post Office at Ebenezer Academy from 13<sup>th</sup> May to 31<sup>st</sup> Decr. 1822, & the amount thereof forwarded to him in letter of 17<sup>th</sup> June 1824, addressed to the "care" of Eleazer Harris, Post Master at Ebenezer Academy.

Mr. Harris's letter to you is herewith enclosed - J.M.L

Linens Mon'tg. Post Master <sup>This is part of</sup> Feby 15<sup>th</sup>

Mount Clemens Mich. <sup>Letter of Dr. Bradly  
Copied here by mistake</sup>

I wish to send a mail once in two weeks between our office and Huron Light House at which place I have established a Post Office. There will be several other offices established on the route - you will allow a sum not exceeding three dollars a mile - the distance estimated one way - pr. annum. I wish the mail to be sent immediately - and when you inform me with whom you contracted when he began and the price stipulated

{The above part of letter wrote by Dr. Bradly  
Copied here by mistake since in the Doctor's Book}

P. Office Dept.

Feby 15<sup>th</sup> 1826

Gentlemen

I hope to prove the sincerity of my concern at finding from your letter of the 9<sup>th</sup> J<sup>l</sup>. that a measure of this Dept. has affected you with regret, by endeavouring to convince you, that the consequences of that measure, will not be such as you apprehend. The location of a distributing office at Wheeling, it is believed, can be a matter of advantage or interest to no part of the population of that village or of the country connected with it, but to the Post Master himself or his subordinate agents. The experience of the Dep<sup>t</sup> proves that the distribution of Mail is transferred from one point to another in most instances, without the slightest ~~distortion~~<sup>variation</sup> in the population encircling these points; and frequently it appears, without their knowledge - Lately such a transfer has been effected from Philippi to Lancaster O. and no complaint remonstrance or deputation has ever been rec'd. A similar transfer has still later been directed, by which much of the distribution for the south & west, formerly done in Batt<sup>t</sup> Phila<sup>t</sup> is brought to this P. Off<sup>t</sup>, and as far as I am informed, without producing any sensation out of the breasts of the different P. Masters. And in all probability the inhabitants of Washington are entirely ignorant of the fact. These observations it is hoped will satisfy you that in regard to the change of distribution from Wheeling ~~W<sup>a</sup>~~ to Washington P<sup>a</sup> - No real impression upon the Capital or comforts of any individual <sup>out</sup> of the Wheeling P. O will proceed from it - of the expediency of the measure there can be no doubt; & nothing but the principled principle of an aversion to change, unless absolute - by majority delayed its adoption until this time. The position of a distributing office is not so much a matter of choice as of necessity. It is determined by circumstances as predominating as those that point out to a General the site for a fortress, or the ground for his camp. If these circumstances are not at first properly attended to, effects will soon be developed which will force themselves, as in the present case on the judgment. With the utmost care and the most imperative instructions, so extensive is the country & so numerous are the offices connected with that distribution, that frequent

and distressing irregularities in the Western Mails occur, and a large part of the Ohio Mails, after passing from Washington to Wheling, are counter-marched on the same route from Wheling to Washington. These errors will cease entirely as soon as the distribution is placed at what may be called its natural point - where the routes to the N. & S. divisions of Ohio, separate. This natural point is Washington, and Wheling is anything else.

As regards the Post Master at this latter place the advantages he has hitherto enjoyed at the expense of the public convenience, instead of making him timorous of their retention, should dispose him cheerfully to resign them. All Post Masters can't be allowed to distribute, and when the number who now have the benefit of this duty is considered, the P. Master at Wheling is very fortunate. Richmond, Lynchburg, Fredericksburg, Winchester, Raleigh, Charleston, New Orleans, have none of them distributing offices. The demands of these cities and towns for extraordinary patronage are certainly not inferior to those of Wheling - yet they do not complain because the Mails are not distributed in any of them. It appears to be your impression that notwithstanding the geographical and itinerary objections to Wheling as a point of distribution, it is in the power of the Dep't by instructing its agents, to prevent or to remedy any inconvenience to which those objections might give rise. A long & careful experience proves that this cannot be done.

The Post Master at Hagerstown has been directed to separate the packets for the Northern parts of Ohio, from ~~those~~ for offices in the South of that State, & this duty he has endeavored to perform, but as he does not distribute Mails he has to trust for his guidance only to the external direction of the packets, & these in most or in many instances, afford no precise indication. The P. Offices of Delaware, Maryland & Virginia for the most part, send their Western Mails for distribution in that direction, and you can readily imagine that it is not in the power of any superintendence to give them all a minute & perfect knowledge of every post office

in Ohio - whether it be in the North or in the South Division of that State; and if this could be done to make them all in every instance, mark North or South on every packet or single letter they may send. This designation has been attempted in the Office <sup>of this City</sup>, and though it has been carefully attended to, yet, the success of the operation is not complete. Errors again, in the hurry of the operation of assorting H. C. occur, at Hagerstown, & consequently letters that ought to go by Pittsburgh are frequently sent first to Wheling. At Washington however when the routes divide the Mails can be accurately distributed. In case it should occur to you that, by empowering the P. Master at Hagerstown to open all the packets, he might give their contents fresh & corrected directions, I will observe that this would be equivalent to a distribution - would be making two distributing offices to effect the purpose of one, increasing the expense of the Dep't & multiplying operations unnecessarily for the sole and exclusive benefit of the P. Master at Wheling. Besides Hagerstown is as far in the rear of the Natural point of distribution, as Wheling is in advance of it

J. M. L.

The Honble J. D. Johnson, J. D. Johnson  
J. G. Bartow & others  
H. of Reps.

Feby 15<sup>th</sup>

The enclosed communications have been submitted to this Dep't for consideration; and in so far as they relate to a more extended Classification of pamphlets, and a lower gradation of postage, their object is respectfully recommended to the committee. As the law at present stands, the rates that are charged on 12<sup>mo</sup> pamphlets, are imposed on the inferior forms of magazines, antislavery, etc 12<sup>mo</sup> 32<sup>mo</sup> an inequality which, in all the degrees of this descending scale, it is believed, might be advantageously corrected. It appears probable too that if the publishers of pamphlets &c were required to print in consecutive characters, on the exterior page of each, the number of sheets of which it is composed, the regularity & facility of improving and collecting postage on these articles, would be promoted. J. M. L.  
The Honble J. D. Ingham Lib. P. O & P. R.

P. Office Dept.  
Feb 15<sup>th</sup> 1826

The alterations proposed by Mr. Finklin on the Lexington & Lancaster Mail route, and the subsidiary provision recommended by yourself and Mr. Moon for preserving the existing communication between Lancaster and Danville, have been directed

J. M. L.

The Hon<sup>ble</sup> R. P. Letcher  
14 of 10

Feb 15<sup>th</sup>

Immediately upon the receipt of this order you will prepare an accurate account of Mails you have rec'd from this city during the present Month, & forward the same without delay to this Dep't. J. M. L.

J. Gordon Esq<sup>r</sup>. P. M.  
Harrison Storo &c.

Feb 15<sup>th</sup>

Measures are in progress to correct the irregularity existing in your correspondence with Lucy D.

J. M. L.

G. Davis Esq<sup>r</sup>. Manufacturer  
Georgetown D. C.

Feb 15<sup>th</sup>

It is stated that two incurable failures of your mail occurred at Lawrenceburg in the last week of January. Unless they are satisfactorily explained your contract will be forfeited - The fines are \$400. J. M. L.

A. Ogle Esq<sup>r</sup>.  
Way In.

Feb 15<sup>th</sup>

It appears that you do not call at the office at Hillsborough you are hereby directed to do so regularly

J. M. L.

J. Boyd Esq<sup>r</sup>.  
Charlotte N. C.

P. Office Dept.  
Feb 16<sup>th</sup> 1826

An alteration having been directed in the present route from Lexington by your office, Stanford, Great orchard &c by which the contractor will leave out Danville, you are hereby directed to provide immediately for the transportation of a Weekly Mail from your office to Danville, so as to maintain that communication in its present state. The Hon<sup>ble</sup> Mr. Letcher recommends a Mr. James George for that service & says he will under take it at the rate of 50 Dollars a year. This you will give him until the 1<sup>st</sup>. of Jan<sup>y</sup> next, when new contracts will go into operation

J. Letcher Esq<sup>r</sup>. P. M.

J. M. L.

Lancaster St<sup>y</sup>.

Feb 16<sup>th</sup>

The contractor is instructed to deliver mails regularly at the new P. O at Philoah Camden, N. C.

As it is the invariable practice of the Dep't. in addition to the other means of publication to send copies of its printed Advertisements for new contracts, to every P. O in that Division of the Union in which the routes, for which these contracts are to be provided, happen to be situated, I very much doubt the propriety of publishing the advertisements in the Gazette mentioned in your letter of the 12<sup>th</sup>. Inst.

The Hon<sup>ble</sup> L. Sawyer

J. M. L.

4<sup>t</sup> of Rep<sup>r</sup>.

Feb 16<sup>th</sup>

A post office having been established at Philoah in Camden County adjacent to your route from Surry Co. N. C. to Elizabeth City, it is directed that you deliver the mail at it regularly on your passage. For increase of service you will be allowed increased of compensation J. M. L.

James Williams Esq<sup>r</sup>.  
Surry Co. N. C.

P. Office Dept.  
Feb 16<sup>th</sup> 1826

The enclosed order growing out of your proposition of the 30<sup>th</sup> ulto and regulated by conferences with Mrs. Letcher & Moore of the 1<sup>st</sup> of Rep. you are requested to have delivered and executed. The P. Master at Lancaster is directed to provide a weekly crop mail from his Office to Danville, in order to preserve that communication in its present state J. M. L.

J. Franklin Esq. P. M.  
Lexington K<sup>y</sup>

Feb 16<sup>th</sup>

The following alteration in your transportation of the mail on Routes 320 & 322, is directed to take place immediately. Instead of leaving Lexington, you are to leave Nicholasville in future, and omitting Danville, to proceed by Burnt Corn Lancaster Stanford Crab Orchard K<sup>y</sup>. In addition to this change you will convey a second weekly mail from Nicholasville. For the increase of service occasioned by this order your pay will be augmented in proportion fairly adjusted to the terms of your contract, your schedule, is to be made out under the direction of Mr. Franklin the P. Master of Lexington K<sup>y</sup>. — — — — — J. M. L.

J. Hanna Esq.  
Harradburg K<sup>y</sup>

Feb 16<sup>th</sup>

The repeated failures and constant complaints, of which accounts are rec'd. from Mr. Ogle route between Cincinnati and Louisville render it necessary to take decisive measures. It appears that in the last week of January 2 failures occurred at Lawrenceburg Ind. and it is determined if there are any more failures on this route, or if those first referred to are not satisfactorily explained, to forfeit the contract and confide the service to other hands. You will accordingly examine & report the condition of this route & be prepared to provide for its transportation as soon as Mr. Ogle is replaced  
Wm. Burke Esq. P. M.

Cincinnati Ohio

J. M. L.

P. Office Dept.  
Feb 16<sup>th</sup> 1826

Having noticed in your paper of the 11<sup>th</sup> the irregular delivery of your gazette at certain Offices in Luzerne Co. Pa. the discipline of the Dep. is to be exerted in that quarter, and in order to give its remedial measures precision and efficacy it is desired that you should designate the names of all the offices to which you allude. This you are requested to do, with any other particulars that you may think pertinent or useful. — — — — — J. M. L.

To the Editors of the U. S. Gazette  
Phil<sup>a</sup>

Feb 16<sup>th</sup>

The packets referred to in your letter of the 5<sup>th</sup> Inst. did pass through your Office & therefore according to your own inference you ought to be able to give information about them.

After finding their way erroneously to this city. they were returned through your office to their proper destination. J. M. L.

A. Dury Esq. P. M.  
Abingdon Va

Feb 16<sup>th</sup>

On the 28<sup>th</sup> of last month the P. Master at Lewisburg was directed to provide for the weekly transportation of a mail from his Office by yours to Nicholas K<sup>y</sup>. H. provided the contractor failed to do so. The object of this letter is to require you to attend to the subject and in case the P. M. at Lewisburg fail to accomplish this object in a reasonable time to exert yourself to have it performed — — — — — J. M. L.

H. Hill Esq. P. M.

Gauleys Bridge Va Kanawha R<sup>if</sup>

Feb 16<sup>th</sup>

A recent transportation by water is effected between N Orleans & Mobile, and the Mail rec'd. which is referred to in your letter of the 10<sup>th</sup> was sent that way. The letter not rec'd. will probably come to hand by the other route. You will report, should it be lost. — — — — — J. M. L.

R. Bache Esq. P. M.  
Phil<sup>a</sup>. Pa

P. Office Dept.

Feb 16<sup>th</sup> 1826

An experienced post master has recommended that much convenience would result from having both the large & small mail bags should be made to open at the end instead of the side. With a view of testing the expediency of the alteration you are requested to have one or two bags made on this plan, and try the experiment in your office — I.M.C.L

R. Bache Esq. P. M.

Philad Pa

Feb 16<sup>th</sup> 1826

The enclosed letter will show you the light in which Mr. Childers is to be ~~received~~, and the propriety of holding him strictly to his duty. You will have it delivered to him after reading it — I.M.C.L

J. P. Preston Esq. P. M.

Richmond Va

Feb 16<sup>th</sup>

You may judge of the surprise with which the complaint of your letter of the 5<sup>th</sup> Inst. were compared with the statements in your certificates enclosed.

From these it appears that the mail which breaks down your horses, and requires the employment of a two horse stage, never weighs more than 35 pounds & averages not more than 20. It is therefore apparent that you propose to carry the mail of the U.S. on a horse that could not carry a bushel of good corn to mill what would become of the Dept' if all its agents were so unfortunate. In other quarters of the Union until the mails exceed seventy pounds, no application & no allowance is made for a second horse upon the whole you are advised, that if you fail in the regular transportation of this light mail your contract will be forfeited, and it is hoped you will do your duty and earn your compensation by honest exertions to serve the public, instead of making complaints that are calculated to expose you to censure. Your going & not the mail breaks down your poor horses J. M.C.L  
M. Childers Esq. Richmond Va

247  
Post Office Dept. Feb 17<sup>th</sup> 1826

The act of the 3<sup>rd</sup> of March 1825, authorizing the P. M. Gent. to provide for the transportation of a mail by water between N. Orleans and Mobile, does constitute that tract, line, way, or surface, a mail route. But all the conditions expressed by the General P.O. Law, do not apply to it until a contract for the transportation of the mail, or the passage of a steam boat, between these places, carries it into operation. Until contracts are formed therfore, unless a Steam Boat does ply on this route, it is probable that no addition to the usual Maritime postage of six cents for each letter, delivered under the 15<sup>th</sup> section into the Post Office, can be made. By making a contract with one vessel you immediately subject all the others in the river, to the prohibitions and penalties of the 19<sup>th</sup> section; and if a Steam Boat plys, they are all, under that liability, and cannot convey letters except by contract, other than such as relate to some part of the cargo.

You will of course infer from this statement, that the modification of the contract insisted on by the masters of these vessels, and proposed to be accepted to by you, would lead to a violation of the law, & cannot be sanctioned. If many refuse, it will be the interest of one to enter into contract — and that completes your contract of the subject, even of the fact of Steam Boat Navigation on that water does not already do so. In respect to the clause "except such as relate to some part of the cargo," it is to be interpreted rather by the application of good sense to each case, than by any general explanation. The letters must relate bona fide to a part of the cargo — that is to that portion of the Lading of the Vessel that pays freight. A note attached to a paper of pins, or other small parcel, would be subjected to postage. They must also be addressed to the owner or consignee or consignee, as the case may be, that is to some person having the disposition of the cargo to which they relate. The water of the Mississippi from the Belize to N. Orleans, being navigated by S. Boats, is a post route, and by your agent at the former place & your presence at the latter. You would seem to have complete command of it. The fact of its being a post route also removes all ambiguity in the law as applied to it — & compels steam boats to deliver letters and prohibits packets & other vessels from doing so, on certain conditions and under certain penalties. Foreign