

Post off. Deptt.

23rd March 1830.

✓ Hon Geo. Grinnell for
A. of Reps.

I have the honour to State in reply to the enclosed communication that a contract was forwarded on the 27th ult. for Mr. Ballou to execute for the transportation of the mail from Monroe to Greenfield Mass. and that Mr. Ballou has been written to, and notified of the course it would be necessary for him to adopt in order to entitle him to pay for any services he may have performed when Mr. Ballou shall have returned his contract properly executed, his claim will be settled - It is but justice to Mr. Maxwell to say, that the Department has no evidence of a disposition, on his part, to interfere with the rights of Mr. Ballou.

O.P.B.

✓ Hon Wiley Thompson

A. of Reps.

23rd

After a careful examination of the claim of P. J. Murray for pay for carrying the mail between Gainesville & Roris Post office in Ga., it appears that there is a balance due for such transportation of twenty eight dollars and four cents from the 1st of July to the 31st Decr. 1826 estimating the distance between Gainesville and Roris at fourteen miles and paying in the ratio allowed the contractor of Mr. Miller on the Route from Gainesville to Carnesville - It would also appear that Mr. Murray performed this service, but as the contract for the Route from Gainesville to Carnesville was made with Mr. John Collins it will be necessary for Mr. Murray to produce an order from Collins before the Department would be justified in paying over to him the balance due on Mr. Collins contract, as the payment to Murray would not otherwise bar the claim of Collins for the same service.

O.P.B.

Post off. Deptt.

24th March 1830.

✓ Hon J. H. Crane

A. of Reps.

Your letter enclosing Sunday certificates from individuals, relative to additional compensation to be allowed Mr. Marshall of Ohio, for carrying the mail on Route No. 78, has met with due consideration from the Deptt.

In reply I have the honour to State that the contract executed by Mr. Marshall was for carrying the mail from Piqua to Defiance, for which service he was to receive the sum \$249.00. - This contract was made upwards of two Years ago under the former Post master Genl.; Mr. Marshall's claim for an increase of pay, was not then allowed, and to allow it now, would reflect upon the preceding Post master Genl.

The law too prohibits any additional allowance to Mr. Marshall. It expressly declares "that no additional allowance shall be made, by the Postmaster Genl. to the contractor or carriers of any mail on any Route, over, or beyond the amount stipulated in the contract entered into, for the transportation of the mail on such Route, unless additional service shall be required" - that is unless extra services shall be required, which were not mentioned in the contract.

Mr. Marshall's contract was for carrying the mail from Piqua to Defiance, and the Department must adhere to the law.

O.P.B.

✓ Hon P. Stephens

A. of Reps.

24th

The petition referred by you to the Deptt. has met with due consideration. It prays for the establishment of a line of stages, to run six times a week from Pottsville in Schuylkill Co. Pa. through Danville, to Pennsylvania Lycoming Co. Pa.

The Post Master Genl. requests me to say, that the exhausted state of the funds of the Department compells him reluctantly, to postpone for the present the adoption of the proposed improvement.

O.P.B.

Post off. Dept.
24th March 1830.

Hon A. Gaither
H. of Reps.

The Dept has received yours of the 19th inst^d enclosing a petition from the citizens of Cumberland Coⁿ Ry which prays for the establishment of a line of mail stages from Sparta, &c thro Monroe, Banksville, Ky & Columbia to Greensburgh.

The Post master Genl. requests me to say that the exhausted state of the funds of the Dept makes it inexpedient to establish the route petitioned for at present.

Hon Wm M. Gray
House of Reps.

In reply to yours of the 9th inst^d I have the honor to state, that there is a Route proposed in the Bill which will be reported by the Committee, from Broiland Roads Pa by Fairview and Wallville to New Lisbon in Ohio.

Hon Robt McConnell
H. of Reps.

The P.M. Genl. has under consideration a petition from the counties of Cortland and Chenango, N.Y. praying that the mail be transported twice weekly between Norwich Village instead of but twice weekly as at present and that the Route from Columbia to Cortland Village extends only from Norwich Village to Plymouth. The contractor for those Routes Mr Benjamin Davis of Pitcher N.Y. has been written to on the subject of the Petition and told that if he will carry the mail once a week between Norwich Village and Cortland Village the sum now paid him on both these Routes viz two hundred and fifty dollars will be still allowed him — the abbreviating of the one Route to be the consideration for the transportation of the additional or other weekly mail between Norwich and Cortland Village. It is to be hoped that the contractor will accede to this proposition as the Dept can not incur any additional expences for Mail improvements not absolutely necessary to the public interest until its revenue is improved.

O.B.B.

24th

O.B.B.

24th

Post off. Dept.
24th March 1830.

Hon Wm G. Angel
H. of Reps.

The P.M. Genl. has had under consideration a petition from the counties of Tompkins and Cortland N.Y. praying that the mail may be transported three times a week between Sherburne & Shaca so that in conjunction with the line from Albany via Utica &c to give Shaca a daily mail. He regrets that the state of the finances of the Dept will not authorize him to incur the additional expence incident to the adoption of the contemplated improvement. and this anxious to extend mail facilities to every section of the union, he finds himself constrained to suspend all applications for mail improvements involving additional expenditures which are not absolutely necessary to the public interest.

O.B.B.

Hon C. Lyon
H. of Reps.

25th

In reply to your letter of the 24th inst^d in favor of the proposition of Mr. Gray to run a 4-horse stage from Nashville to Hopkintonville and to pass through Eddyville to Smithland three times a week through in one day.

I have to remark that the P.M. Genl. is reluctantly compelled to withhold his sanction to the measure at present in consequence of the very reduced state of the funds of the Dept. and the unprecedented number of applications for mail accommodation throughout the country.

O.B.B.

Hon J. F. Foster
H. of Reps.

27th

Enclosed you have a letter for the contractor to Route No 262.

O.B.B.

B.P.B.

Post office Dept.
25th March 1830.

Mr. Am. S. Blairs
A. of Reps.

The subject of a daily mail between Cheraw and Charleston has been duly considered.

The Petition does not sufficiently designate the point through which the mail would pass, to enable me in the Department to determine with certainty all the Post offices now in operation which it would supply. It proposes that it shall run through Sumter District; if so I suppose it would not go to Kingstree, the seat of justice of a Williamsburgh, though that would seem to be the most direct road between Darlington and Charleston. No do I suppose it would go to Sumterville that place being far to the west, so that it would not supersede any route which is now run except that part of the route from Cheraw via Society Hill to Godfrey's Ferry which lies between Cheraw and Darlington c. H. - In any way, it would increase the distance 15 to 24 miles between Fayetteville and Charleston beyond what it is by way of Marion Godfrey's Ferry and Georgetown. The country through which it would run, is more interesting than that through which it now runs except that Georgetown itself is more important than any office on the proposed route. But the main object of the daily mail is to connect Charleston and Savannah by a daily and expeditious intercourse with the commercial cities of the Northern States; and, in any case, as a daily mail is deemed important for Georgetown, it would be more economical as well as more expeditious to continue the present route. -- If the Deptt. were in a situation at present to give a daily mail between Cheraw and Charleston, it could be done more economically, I should suppose, by so changing the route from Cheraw to Godfrey's Ferry, as to run from Cheraw by Society Hill and Darlington c. H. to Marion c. H. where it would connect with the Charleston mail, which would shorten that Route from 69. to 56 miles. and thus save 13. miles and then make it a daily mail. But as the Deptt. has not the means of adding any great expense for improvements, the P. M. Govt. will feel himself reluctantly compelled to suspend it for the present, in the hope that a more favorable moment will ere long arrive, when it will give him pleasure to consider the request.

87313.

Mr. A. B. M. Johnson
A. of Reps.

In answer to your enquiries relative to the claim of Geo. Bowen of South C. for additional compensation, I have the honor to state:

That in October 1826. Geo. Bowen gave proposals to this Deptt. for carrying the mail on Sunday Routes in South C. and that his bids were accepted for the following numbers, at the prices set against them respectively. N. 210. at \$190. per annum. N. 212 at 420. N. 215. at \$700. N. 216 at 264\$. N. 218. at \$550. N. 219. at \$156. amounting together to \$2280. -- The letter of acceptance is among the accompanying documents. The contract with Mr. Bowen was at the same time filled, and sent to him for execution, to take effect on the 1st of January 1827. and continue till Decr. 31st 1830. In making the contract, the numbers and prices were set down in figures, as is customary, at the head of the contract in the following manner. --

N. 211. -- \$190.	N. 215. \$700	N. 218. \$550
" 212 " 420	" 216 " 264	" 219 " 156
		\$666

See margin

-- thus making N. 218. only \$500 instead of \$550\$. and the contract was executed accordingly. Mr. Bowen alleges that he did not observe the error of entering N. 218 at \$500. instead of \$550, but took it granted that the Department had filled the contract correctly, and therefore he signed it, without examination. -- It is evident that the entry in the contract is a mistake that the \$500. for N. 218 was at first entered on the contract \$600. and altered with the pen to \$500, but ought to have been altered to \$550. that Mr. Bowen was promised in his letter of acceptance \$550, and is equally entitled to it. But the Law prohibits the P. M. Govt. from adding to the contract price without increased service; and the contract having been executed by the predecessor of the present P. M. Govt. and under a date prior to the administration of the present P. M. Govt. he does not conceive himself legally authorised to cancel it and make a new one having a retrospective operation. No does the P. M. Govt. conceive himself invested with Chancery powers in the case, or he would unhesitatingly allow to Mr. Bowen the additional \$50. for Year during his contract, to which it is confidently believed he is equitably entitled. --

J. B. M.

Post-off Dept.

25th March 1830.

s Hon Geo: M. Bibb

Senate

I have the honour to transmit here with, in
obedience to a call from the Committee on Post Offices & Post
Roads¹ of the 24th inst., the following papers in relation to
the contract of Thomas Rhodes & Jeremiah Autill for
the transportation of the mail between Mobile and
New Orleans, viz -

No. 1. The advertisement for the conveyance of the mail
between New Orleans & Mobile under which
Rhodes & Autill became the contractors in
1828. (their proposal is now on file in the Treasury
Department) -

No. 2. A copy of the letter of acceptance.

No. 3. A copy of the contract.

No. 4. A copy of a letter showing their batch to
be forfeited.

No. 5. A copy of a letter to one of the contractors
showing that the Dept. could not be responsi-
ble for any expense attending the opening of a road
between Mobile and Pascagoula.

The Department is not in possession of any facts rela-
tive to the time of commencing or the expense attending
the opening and construction of the road between Mobile
and Pascagoula - (The road is now partially used for trans-
porting the mail).

W. T. Barry

27th

s Hon R. M. Johnson

H. of Reps.

From letters and certificates forwarded
by Mr. Pratt & others relative to Mr. E. P. Johnson's Route in
Indiana no doubt is entertained, that many false statements
and misrepresentations were made with regard to reported
failures and irregularities. The Department has every con-
fidence in Mr. Johnson's efficiency and punctuality.

(Letter of Mr. James Johnson returned)

O.P.B.

Post Office Department,

27th March 1830

s Hon John Tuck

H. of Reps.

The claim of Mr. West for transporting the
mail in 1803 & 1804, as an offset against his account as late P.
Master, cannot be admitted. More than 25 years have elapsed since

the service is alleged to have been performed, and the
books of this office do not exhibit a trace of evidence, that any
such claim ever existed.

= (See Deorum's letter, returned)

O.P.B.

s Hon James Tad

H. of Reps.

27th

I will thank You after perusing the
Enclosed letter from Mr. Duffy, to return it, with such rem-
arks as You may deem proper, or if convenient, I would prefer
having an interview with You, on the subject.

O.P.B.

s Hon John Campbell

& Edmund Debony,

27th

H. of Reps.

In answer to Your letter of Yesterday
I have the honour to enclose to You the copy of a letter to the Hon
Mr. Blair, which it is presumed will be satisfactory. Mr. Blair did
not recommend the change which was proposed, but as the petition
for it was transmitted to the Dept. through him, the answer was
made to him. If the reasons in favour of the change
had been even so strong, it would not have been made without
first conferring with You as the Representatives of the districts
interested. But in inquiring the subject it was obvious to me
that the change ought not to be made, and the P.M. Govt.
concurred in the opinion.

O.P.B.

Post Off. Dept.

29th March 1830.

S. Am. Wm. Hendricks

Senate,

The enclosed letter which purports to be an original from this dept. is sent to you for the purpose of possible of unravelling a mystery which attends it - The hand writing is not that of any person employed in this office, nor is the signature mine. I wrote such a letter, verbally on the 13th February last & enclosed it to you, to be forwarded to Mr. Johnson which letter ought to have been mailed here, but this letter appears to have been mailed at Leavenworth! You will please to return the letter with such information as you may possess.

P.B.B.

S. Hon. Joseph Hawkins

29th

H. of Reps.

I have the honour to enclose for your consideration a letter to the contractor, Mr. Garley relative to the supplying of the offices of Woodville and Henderson Ky. on his route between Sackets Harbour and Williamsburg and will thank you to forward it under cover to the Post master of Woodville Ky. -

P.B.B.

31st

S. Hon. Charles G. Devitt

H. of Reps.

I have the honour to state in reply to the enclosed communication to your address, that measures have been adopted to secure to the citizens of Lexington all the mail facilities for Steam Boat which they enjoyed the past season, and which by contract they are entitled to -

P.B.Brown

Post Off. Dept.

30th March 1830

S. Hon. Payor Yea,

H. of Reps.

The distance from Buffalo N.Y. via Avon, Painted Post N.Y. Williamsport, Northumberland, Ham-
burgh, York Pa. Baltimore Md. Washington D.C., Richmond
Petersburgh Va. Raleigh, Fayetteville N.C. Camden, Columbia
S.C. Augusta, Milledgeville Ga. Fort Mitchell, Montgomery, and
Mobile Ala. to New Orleans. La. which is the most direct, and
expeditious route, is 1704 miles - ,

The mail is carried daily on 713 miles
of this route. six times a week on 487 miles - .

And three times a week on 584 miles - .

The different sums paid for the service, amt.
by estimation, to \$146,560 pr. annum. making an average
of \$86 pr mile - .

The exact sum can not be ascertained,
because some of the contracts included other routes, but the
exact amount can not vary materially from the estimate.

It is impossible to conjecture with any thing
like certainty what would be the expence of the contemplated
road were made. Much would depend upon the character
of the road. If the hills were reduced to an easy ascent,
the streams all bridged, and the whole road, made solid,
by hard gravel or being M. Ad. among, it is believed that the
mail could be transported on it the whole distance for one
half the present expence. especially if it passed through the
populous towns which it now passes, and which would of course
so increase the number of passengers, as to reduce, in a very con-
siderable degree the expence of transportation.

Wm T. Barry
— II —

Post off. Dept 4

1st April 1830.

Attn Geo. W. Duffie

A. of Reps.

The contractor for the mail transportation on the Route from Augusta to Greenville via Abbeville, C.H. & has been instructed to supply the Post office of Wilmington with the mail regularly on said Route unless obstacles should exist to his doing so, of a nature not readily to be overcome, and of which the Department has no knowledge.

D.B.B.

1st

Hon Adam King

A. of Reps.

I have the honour to inform you, that the contractor from Berlin to Pittsburgh has been, agreeably to your request directed to extend his route to Abbottstown, and the contractor on the Route from Harrisburgh to Gettysburgh has been directed to call at Franklin, unless it will subject his stage to his great inconvenience, in which event he is required to give the Department immediate information --

D.B.Brown

--" --

1st

Attn John W Taylor

A. of Reps.

The Postmaster of Albany N.Y. has been apprised of the mutilated condition in which the Albany Argus is received in the City, and requested to adopt some suitable means of correcting the evil

D.B.Brown

--" --

S Hon A H. Scott

A. of Reps.

Post Office Dept

2nd April 1830.

I have the honour to inform you that owing to Mr. Rivers failing to carry the mail on Route No. 247 & 248; his contract was forfeited. The P.M. at the mouth of Cache, was directed by letter of the 9th Feby. to contact with some responsible person for carrying the mail on said Routes. An answer has not been received -

D.B.Brown
--" --

1st Aply

Attn Wm Russell

A. of Reps.

The P.M. Genl has decided in favour of the application for a stage route to carry the mail between Ripley in Brown County, and Hillsboro in Highland Co. Ohio. The P.M. at Rappellville is authorized to make immediate arrangements with Mr. Bradft for carrying it into effect. It was suspended for a time, on account of the unseasonableness of the winter, to commence the operation and the necessity of deferring an injury of 4 pence; but as the spring is now opening, it gives him great pleasure to accede to the wishes of so respectable a number of citizens on whose behalf you have also taken so favourable an intioch

D.B.Brown
--" --

5th

Attn Lewis Williams

A. of Reps.

I have the honour to submit to your consideration a letter from Mr. Jarrett relative to Route No. 152. You will please examine the arrangements proposed by Mr. J. and inform the department, whether they can be substituted for those which were proposed by yourself; if they can not, he will be directed to obey his former instructions --

D.B.Brown
--" --

Post Off. Dept.
5th April 1830-

s Hon Tom Smith,
Senate,

In reference to Mr. Harrison's letter, I have the honor to state, that no additional services can be required of the contractor without allowing him a proportional increase of pay; all that he is expected to do, is to supply the offices on his route, agreeable to his contracts.

It is not thought expedient to make the change in his route, which the letter referred by you to the Deptt. suggests, unless the contractor will consent to do so without any additional charge; and then it will be necessary for him to leave no office un supplied - he has been written to on the subject -

Mr. Harrison's letter
Enclosed & sent to Mr. Smith,

O.B. Brown

" "

5/4

s Hon Calvin Wiley
Senate

The petition you refer to in your communication of the 3d Inst, as having been forwarded from Boston, &c has not been rec'd at this Deptt; it will be transmitted you as soon as received.

O.B. Brown

" "

Post Off. Dept.
5th April 1830

s Hon Philip P. Barbour
4th of Reps.

In reply to the enclosed letter, I observe that the Post masters of Taylorsville and Pottsville were required on the 13th ulto to ascertain and report to the Deptt. for what annual compensation the mail could be transported twice weekly between Hanover C.H. and Pottsville, Va. by the way of Taylorsville, Verdun, Rebound Mills and Thompson's Sta - on the receipt of the desired information measures will be adopted to put the route in operation and which it appears will meet the views of Your correspondent, and of the citizens generally of that section of country.

O.B. Brown

5/5

" "

s Hon James Ford

4th of Reps.

In reply to Mr. King's letter submitted by you to the consideration of the Deptt. remark that the arrangement for the mail to go by the way of Jacob Tombi to Chasemans is but temporary and Mr. Daffy the contractor has been directed whenever the waters are so high as to render it impracticable to go that way, that he can pursue the old route. There is a route now before Congress, which if established will render the present arrangement unnecessary and the contractor will resume his old route.

The Department will regret if the contractor has been subject to any inconvenience by the arrangement which was intended to benefit the citizens in the neighborhood of Pine Creek. If Mr. Daffy's travel has been increased, by that order from the Department let him paid in proportion to the rest of the service. Upon pronouncing the certificates of the P. on a route, on the route as to the actual increased distance.

The sole object in making this arrangement was to give the people in the neighborhood of Pine Creek, the advantages of Post Office.

(Mr. King's letter returned)

O.B. B.

S. Hon James Standifer
H. of Reps.

Post off. Deptt
6th April 1831.

I have the honour to inform you that,
the following letter was written to the Post Master at Clinton, D. C.,
on the 10th ulto.

"From statements made to the Deptt it appears
that Mr. Hough was in readiness to take charge of the mail
on Route No. 123 from Clinton to Burkville, on the 2^d Inst,
and that as he was not there on the 1st you employed some
person to take the mail which agreeably to contract should
not have left your office, until the 7th. If you have employed
any person under these circumstances, it is expected that
you will pay him on your individual account, as the Deptt
will not sanction such a transaction. (P.S.) It is stated
that you continued another person in the employment of
carrying that mail two or three weeks after Mr. Hough's Agt.
was there, for the purpose of performing it, if so it will be
at your own expence". -"

The Post Master at Clinton has not yet
acknowledged the receipt of this letter.

Prior to the 1st of Jan'y, and the commencement
of the new contracts, the Post Masters at the beginning, and
end of each route were written to, and directed to employ
some person to carry the mail on that route, in case of the failure
of the new contractor; but no power was given them to make a
new contract without specific direction from the Department.

"The letter of Mr. Hough
returned to the Hon W. Standifer

B. B. Brown

684

Hon Mark Alexander
H. of Reps.

I have the honour to refer to you, for
consideration, the enclosed letter, from the contractor on Route
No. 124, from Percival's by Lewisville &c to Percival's.

B. B. Brown
- 11 -

Hon Wm Calhoun
H. of Reps.

Post off. Deptt
6th April 1831.

In reply to the enclosed letter from Mr.
W. Houghton to your address, I observe that the proposition of
Mr. Houghton for the blending of Routes Nos 488. and 489.
so as to make one continuous route from Haen hill to Derby
is acceded to by the Department, and that the other matters
referred to by Mr. H. will have due consideration. A new
contract will be forwarded Mr. Houghton to execute as
agreed to by him

Hon David Crockett
H. of Reps.

B. B. Brown
684 - " -

The Post office established at Mr. Lindsey's
Obion County, Tn. is 15 miles from Dresden, the end of the
Route from Clarksville. It would cost the Deptt at least \$60.
to supply that place with a mail. The last return from the
office was but \$1.25 — pr. 20.

If Mr. Lindsey can procure some one to supply his office
with a mail, for the profits accruing from it, he is at liberty
to do so, if he cannot the office will be discontinued.

Hon Jas Campbell
H. of Reps.

684

In reply to yours of the 2^d inst, enclosing
petitions from the citizens of Society Hill and Darlington for a
daily mail, I have the honour to state that owing to the
present defaced state of the funds of the department, it is
thought imprudent to grant to the citizens of those places
the mail facilities they desire, at this time.

B. B. Brown
- 11 -

Post off. Dept.)
6th Ap[ri]l 1830.

S: Hon Willey Thompson
A. of Reps 3

I have the honour to enclose to you the letter of P. J. Murray Esq[ue]r on the subject of his claim for transporting the mail between Gainesville and River's Ga, together with statements of the accounts of the contractors on the Route from Gainesville to Camerelle Ga, - which you request to be furnished with in your letter of the 1st Inst -

The P. M. Genl has decided to allow Mr. Murray Fifty dollars per annum from July 1826 for carrying the mail between Gainesville and River's Post office and to continue the allowance for that service for the present year, when the contracts in the South-ern States expire -

O. B. Brown

-" -

6th

S: Hon John Campbell
A. of Reps 3

The petition of the citizens of Marlborough district S. C. for an alteration in the mail stage route from Fayetteville to Chauvin, so, as to pass by Ben-nettville, has received due consideration from the Deptt. It would afford me the Postmaster Genl much pleasure to accommodate the citizens of Marlborough distt; but the interest of the community in general requires that the Mail Stage Route North & South should be as short and travelled as expeditiously as possible - on this account it is thought inexpedient to make the alteration desired

O. B. Brown

-" -

Post off. Dept.)
6th Ap[ri]l 1830

S: Hon John Davis
of Mass. A. of Reps 3

The Postmaster Genl has had under consideration your communications on the subject of extending the mail Route from Boston to Holden to Oakham, via New-Brunswick, and instructs me to say that the contractor on the Route from Worcester to Northampton is bound to supply the Post-office at Oakham twice weekly with the mail and that he has been now positively instructed to do so.

This order will give to Oakham all the facilities contemplated by the extension of the Route from Boston to Holden and will it is hoped be satisfactory to the citizens of Oakham -- This arrangement will not subject the Department to additional expense, which is the reason for its adoption --

O. B. Brown

6th

-" -

S: Hon John Mayee
A. of Reps.

Frommore Vermillionville to Perry's Bridge, on the Vermillion River in Louisiana, is a route which ought to be established by Law. I have examined it very carefully and am satisfied that no new route is more important. Col Johnson directed me to place it on the bill repeated when I confided with him upon the subject, but by accident it was overlooked. I will thank you to correct my error and add it to the bill which you intend reporting

O. B. B.

-" -

Post off Dept
6th Apr. 1830

S Hon Robt Potter
A. of Rept.

The contractor on the Route from Raleigh to Oxford N.C. has been required to visit the Post office at Winston regularly with the mail, and to supply all the offices between Raleigh & Oxford on said Route heretofore supplied by his Predecessor W. Arundel. A failure strictly and promptly to carry this requisition into effect will forfeit his contract, and he is so informed.

S Hon James L. Hodges
A. of Rept.

R.B. Brown
6th —

The contractor on the Route from Boston to Newport via Stoughton &c. has been required to pass alternately by the Post office at Stoughton and by his former or old Route, which he has abandoned in consequence of the change in the site of the Post offices at Stoughton

S Hon Joseph Duncan
A. of Rept.

R.B. Brown
8th

I have the honor to state in reply to Mr. Wilbanks' communication forwarded to us by You, and is herewith returned that a contract has been forwarded to Mr. Morison for execution to convey the mail from Shawneetown, via Moores Prairie to Carlisle and back, which contract requires him (Morison) to leave Shawneetown on Sunday at 2 P.M., which it is presumed will afford the citizens of Moores Prairie the facilities they desire. -- The finances of the Deptt. will not permit us at present to establish the mail stage routes desired.

R.B. Brown
—

S Hon David Crockett
A. of Rept.

Post Office Dept.
8th Apr. 1830

A Petition has been received from sundry inhabitants of the Counties of Weakley, Carroll, & Henry Tn, praying that a Post Route be established from Huntington directly to Hickman or that the route from Huntington proceed immediately to Dresden, Smithing Paris & several other offices on the Route as it now runs. -- It is thought inexpedient to make the alterations desired, on account of the additional expence which the Deptt. would incur by making the proposed changes, --

You will please inform the Petitioners of these facts. The following signatures are attached to the Petition.

Post Master at Monroeville -

Henry P. Gaines -

Elijah Morris -

Jacob Delany -

II Robt B. Payne Jr.

R.B. Brown
—

S Hon George Johnson
A. of Rept.

8th

In reply to Yours of the 3^d Inst. I have the honour to state, that the contractors on Route No 156 from Nashville to Jackson, have as much as 18 hours allowed them to reach Reynoldsburgh before night, and cross the river by day light - the distance is about 75 miles, and the time is thought by the Department amply sufficient for the purpose.

If the alteration desired by the contractors shall be made, the mails from Memphis ~~will~~, and those directed for Memphis, ~~will~~ be detained some time in Nashville which would be a serious inconvenience; on this account it is thought undesirable to make any change in the schedules.

The letter of Enquiry is herewith returned

R.B. Brown
—