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UNIVERSITY OF LOUISVILLE

POSTAL COMMUNICATION IN THE SOUTH-WEST

1789 - 1813

A Dissertation

Submitted to the Faculty

Of the Graduate School of Arts and Sciences

In Partial Fulfillment of the

Requirements for the Degree

Of Master of Arts

Department of History

By

Mary Angela Sweeney

1928

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THE MAIL IN COLONIAL DAYS

In every civilization of which any record has been preserved, there is known to have been some organized plan for maintaining communication by couriers, who were either post runners or riders mounted. The relaying of these couriers was an obvious expedient for securing greater speed. The term post is derived from positus of the verb, pono. The place where the relay was effected was marked by a "post." Hence post road, post office. (1)

The colonists brought to America no ideas of postal service from England. The General Post Office of Great Britain was not established until 1657 and the service was not extensively developed until after the close of the seventeenth century. The colonists were separated by vast distances, and also by political and religious differences. There was scant desire for communication among them. For many years the only postal development took the form of crude arrangements for handling "ship letters" and for sending and receiving official letters.

(2)

In 1661 the Virginia assembly required that all letters, "Superscribed for the service of His Majesty or publique shall be immediately con-

veyed from plantation to plantation to the plan and person they are directed to, and a penalty of three hundred and fifty pounds of tobacco to each defaulter." This made every plantation a post office and forced every land owner to supply a mail courier at least as far as the next plantation. (3)

The first step toward a domestic post for connecting the several colonies was taken in 1672, when Governor Lovelace of New York decreed that a post should "goe monthly between New York and Boston." This was the first post route officially established in America. "The maile," writes Governor Lovelace, "has divers bags, according to the towns the letters are designed to, which are all sealed up till their arrivement with the seal of the secretaries' office, whose care it is on Saturday night to seale them up. Only by-letters are in an open bag to dispense by the wayes." (4)

The real beginnings of postal service in America dates from February 17, 1691, when William and Mary granted, "full power and authority to erect, settle, and establish

within the chief parts of their Majesty's colonies and plantations in America, an office or offices for receiving and dispatching of letters and packets, and to receive, send, and deliver the same under such rates and sums of money as the planters shall agree to give, and to hold and enjoy the same for the term of twenty-one years." Thomas Neale the grantee of the American Post was a court favorite and a man eminent for enterprise and speculative affairs. He was master of the mint and was connected in some way with state and private lotteries. Neale remained in England but nominated as Postmaster general for America, Andrew Hamilton. In 1698 Neale offered his patent to the government, and as the consideration demanded by him was refused assigned his rights to Andrew Hamilton and to Mr. West an Englishman to both of whom he was heavily indebted.

In 1698 Postmaster-general Hamilton in partnership with Mr. West took over the ownership of the American posts. The service which he had established between the colonies was as complete and satisfactory as any then existing in Europe under similar conditions. The postage rates

although prescribed separately by the legislature of each colony, were in effect, uniform. That the amounts varied was due to the fact that there were no common standard of money among the colonies. However, Hamilton maintained the post office finances on a sound money basis by requiring postage to be paid in penny weights and grains of silver. Such a postal policy promoted better highways. When the Intercolonial Postal Union started in 1693 every post road had to be made through a wilderness, but by 1698, these routes had become the accustomed way for travelers, and were traversed with much less difficulty by the post riders. Up to the time of Hamilton's death, the post office had not made a profit but had proved a great public convenience. He was succeeded by his son John H. who operated the system from 1703 til 1707 when the British government paid him one thousand six hundred and sixty four pounds, and took over the colonial postal service.

John Hamilton was continued by the Crown as postmaster general for all the American colonies and given a salary of two hundred pounds annually. (5)

In 1737 Franklin was appointed postmaster at Philadelphia and later he entered upon duties which he described as acting for the postmaster general "as his comptroller in regulating several offices and bringing officers to account." Thus he seems to have been the first post office inspector. (6)

In 1753 the British possessions were divided for the purpose of administration into Northern and Southern postal districts. The Southern district included the Carolinas, Georgia, Florida and the Bahamas, while the Northern district began with Virginia and extended to Canada. The Southern post office was at Charlestown South Carolina. The officers were to receive three hundred and fifty pounds yearly and an additional hundred and fifty for a secretary. (7)

In the northern district Benjamin Franklin served until removed in 1774 by the British Crown. Referring to his dismissal Franklin wrote: " Before I was displac^d by a freak of the ministers we had brought it (the post office) to yield three times as much clear revenue to the Crown as the post office in Ireland.

Since that impudent transaction they have received from it not one farthing." (8)

At the beginning of the struggle for independence there were in America two rival postal systems - the British or parliamentary post offices and the "constitutional" post-office. The latter was the outgrowth of the need for independent and secret means of communication among the leaders in the agitation against British control. Paul Revere, for example was a post rider as early as 1773 and his celebrated ride April 18, 1775 was taken in the performance of his postal duties. (9)

In July 1775 the Congress established the Constitutional Post Office with Franklin as Postmaster General. The discontinuance of the British postal system in America on December 25, 1775:

" Communication of intelligence with frequency and dispatch from one part to another of this extensive continent, is essentially requisite to its safety " reads a resolution of the Continental Congress in 1775. Franklin

was exhorted to take the most stringent measures to insure the fidelity and dispatch of post riders. Legislation was passed exempting the deputies in charge of post offices from military and court duty. The keepers of ferries were required to serve the post riders without delay and without charge. (10)

The Articles of Confederation contained a clause designed to establish a federal post office, but the activities of the post office were limited to interstate mails; it was to have nothing to do with municipal mails or with any postal service beginning and ending within the same state.

Under this restricted authority, and in the disordered condition of the country, little improvement was made in postal facilities before the adoption of the Constitution. The revenues did not respond to the expenditure made, for the reason that degradation on the mails and defalcation of postal officers could not be punished without the permission and cooperation of the state legislatures. (11)

ESTABLISHMENT OF THE POST OFFICES AND POST
ROADS.

FORMATION OF TERRITORIES AND STATES

September 22, 1789 temporary provision was made for the postal establishment under the Constitution, by authorizing the continuance of the ^dconditions, existing under the Continental Congress. This authority enabled President Washington to appoint Samuel Osgood of Massachusetts as the first Postmaster -General under the constitution of the United States in 1789. Osgood had served as a delegate from his state in the continental congress and appears to have had considerable ability for organization and management. In 1789 there were in all the thirteen states, only seventy five postmasters. The mails were carried on less than two thousand miles of post roads, consisting of one long route parallel to the Atlantic coast with a few cross posts to serve important inland towns. (12)

The postmaster general was not a member of the Cabinet and his reports were submitted to the Secretary of the Treasury. In Osgood's report January 20, 1790 he said that the postal service was in an impoverished and disorganized condition. The small revenue was derived almost entirely from postage paid on ship letters. Rates of postage were computed in fractional amounts that could not be " made out in any pieces of coin current in

the United States." Embezzlement of funds and mail deprivations were common occurrences and went unpunished. Contractors consulted their own pleasure as to the days and hours of arrival and departure of the post riders. Letters and packets were entrusted to travelers, in preference to the mails. Six chief difficulties with the post office are enumerated in this report. Mr. Osgood wrote: "As to the revenue of the post office, it may be observed,

1. That there may be so few letters that under the best regulations, it would not amount to anything considerable, and the manner of settling the country may operate powerfully against the productiveness of the post office.
2. The franking of letters may have been extended too far.
3. Ship letters may not have been properly attended to.
4. The rate of postage may have been too high in some instances, and too low in others.
5. Stage drivers and private post riders may have been the carriers of many letters which ought to have gone in the mail.

6. The postmasters may have consulted their own interests in preference to that of the public." (13)

Washington's first annual address, January 8, 1790 urged the expediency of facilitating the intercourse between the distant parts of our country by a due attention to the post office and post roads. (14)

Again, in 1791 to the second Congress, Washington referred to the posts, pointing out their instrumentality in diffusing a knowledge of the laws and proceedings of the government. (15)

In 1792 the important legislation enacted by the Continental Congress regarding the establishment and operation of the postal service was reenacted by the United States Congress with but few alterations. The establishment of a system of posts throughout the country was authorized even extending to Hawkins court house in the territory south of the river Ohio and to Danville in Kentucky. The postmaster-general was to appoint postmasters, post riders and messengers and to make the necessary contracts for transportation. Postmasters were to receive commissions limited to

twenty per cent of the money arising from postage in their respective departments. The secrecy and inviolability of the mail were declared. Postal employees were required to take an oath of office. The theft of valuable letters by sworn employees was punishable by death. Postal rates expressed in the money of the federal government were prescribed although there was practically no essential change in the amount of the rates. Newspapers, the carrying of which had formerly been a perquisite of the deputies and post riders were admitted to the mails, and charges of one cent for every newspaper carried not more than one hundred miles, and of one and a half cent for every newspaper carried a greater distance, were authorized to be collected from subscribers; the editors were given the frank for their exchanges so that there might be no limitation on the free interchange between different states and localities. (16)

This act of 1792 provided for carrying the mail by horses or stage as might be deemed expedient.

The field to which we shall now confine our attention, in regard to extension of the post roads is the South West. Since the territory South of the river Ohio was organized in 1790,

and Kentucky admitted as a state in 1792, they came in for consideration in the early legislation. The plan to extend post roads into these regions was a necessary means of binding them to the federal union. (17)

In 1794 provision was made to extend the post roads in Kentucky from Danville to Frankfort and Lexington and thence to Washington. It is interesting to note that connection was provided with "Bairdstown" before it was with Louisville to Nashville in the territory South of the Ohio, in 1795. (18)

Since Tennessee was admitted as a state in 1796, it was therefore to be expected that the following year Congress would enact legislation to extend the post roads to the parts of the region where there were settlements and to encourage them: From Knoxville by South West point (Kingston) and Fort Blount to Nashville. (19)

In 1797 Congress provided that the mail of George Washington should be carried free. (20)

In 1799 Congress changed the penalty for depredation of the mail from the death

sentence to flogging, (thirty lashes) or imprisonment. Postmaster-general, Habersham on whose recommendation the penalty was changed, says:

"The punishment is so contrary to the present humane regulations and mild policy of the laws of the separate states and so shocking to the humane sentiments, generally prevalent in this country that it is hoped the substitute may be adopted. The law, in fact, from the severity of the punishment has become useless; and villians, relying on the public humanity, violate it with impunity. It is therefore to be wished that a severe punishment, and one that will not at the same time, much outrage the prevailing sentiments of justice or tempt those to whom the execution of the laws is entrusted, or the people at large to favor escapes, may be provided. Such a one is the substitute supposed to be. To prevent crimes so easily committed, and so injurious to the public interest, as those under consideration, no punishment promises to be so efficient as the one proposed. Those who have hitherto violated this part of the law, have been young men having some education and respectable connections, to whom the punishment proposed would be more terrible in its consequences than death; and from which they would have no hope

of escape through the humanity of those entrusted with the execution of the laws; and from thence, it is believed it would have a much more powerful effect in preventing the commission of those crimes, which is the object of the law." (21)

Before the close of Washington's second administration the number of post offices, the miles of post roads and amount of postal revenue had all increased more than five times. (22)

The Mississippi territory had been organized in 1798 and it was imperative that communication be effected with the settlements there. (23) The Natchez trace crossed the Tennessee river not far from Muscle Shoals, near what is now Florence Alabama, and led to the Chickasaw country. Beyond this point, it followed the water shed between the Yazoo and the Big Black on the one hand, and the Pearl and Tombigee on the other. (24) Sargent the governor of the Mississippi territory wrote to Timothy Pickering the Postmaster General April 20, 1799 the following:

" With regard to continuing the mail from this country, from Nashville; as far as I

have been able to inform myself, it will cost thirteen hundred dollars per year to receive the same monthly. The way proposed would be from Natchez through Mocksaby, a Choctaw town and the residence of Mitchell, the Indian agent to Nashville, a distance of about six hundred miles. Same distance by the Big town of the Chickosaws. By the Tellingo Blockhouse or Nashville there would be little difference, and the way most certain at present, on account of obtaining boats from the white people or Indians to pass the Tennessee. It is generally believed that the road would be shortened and communication facilitated by marking the same directly between the Yazoo and Pearl rivers to the Chickasaw Big town to Tellingo Blockhouse or Knoxville through a part of the Cherokee country - of course their consent must be had thereto. Perhaps the most certain ^{and} least expensive way of transporting the mail would be by fixing an agent with the Chickasaws beyond the Big Town and at or near the Tennessee to carry the same from Natchez to the said agent monthly by contract, and to use the Indians thence to Nashville, Tellingo Blockhouse or Knoxville. We want an agent with the

Chicasaw, Mitchell whom I think ill of, and who was appointed by Colonel Hawkins has declined it, and the great path to the settlements leads through the Chickasaw nation - a Mr. Stuart comes forward for the appointment; employed him to retake Cox in the Nation and found him trusty. He believes the office may be supported altogether from emoluments of a ferry over the Tennessee if it might be granted him - 'twould perhaps be economy, Sir, to establish it - provided the Indians shall not object. He has judgment enough to employ in discretion runners with the mail from the Tennessee to Tellico blockhouse or Knoxville. (25)

See Map other page

1794

- 1 - Abington, Virginia
- 2 - Danville, Kentucky
- 3 - Lexington
- 4 - Frankfort
- 5 - Washington

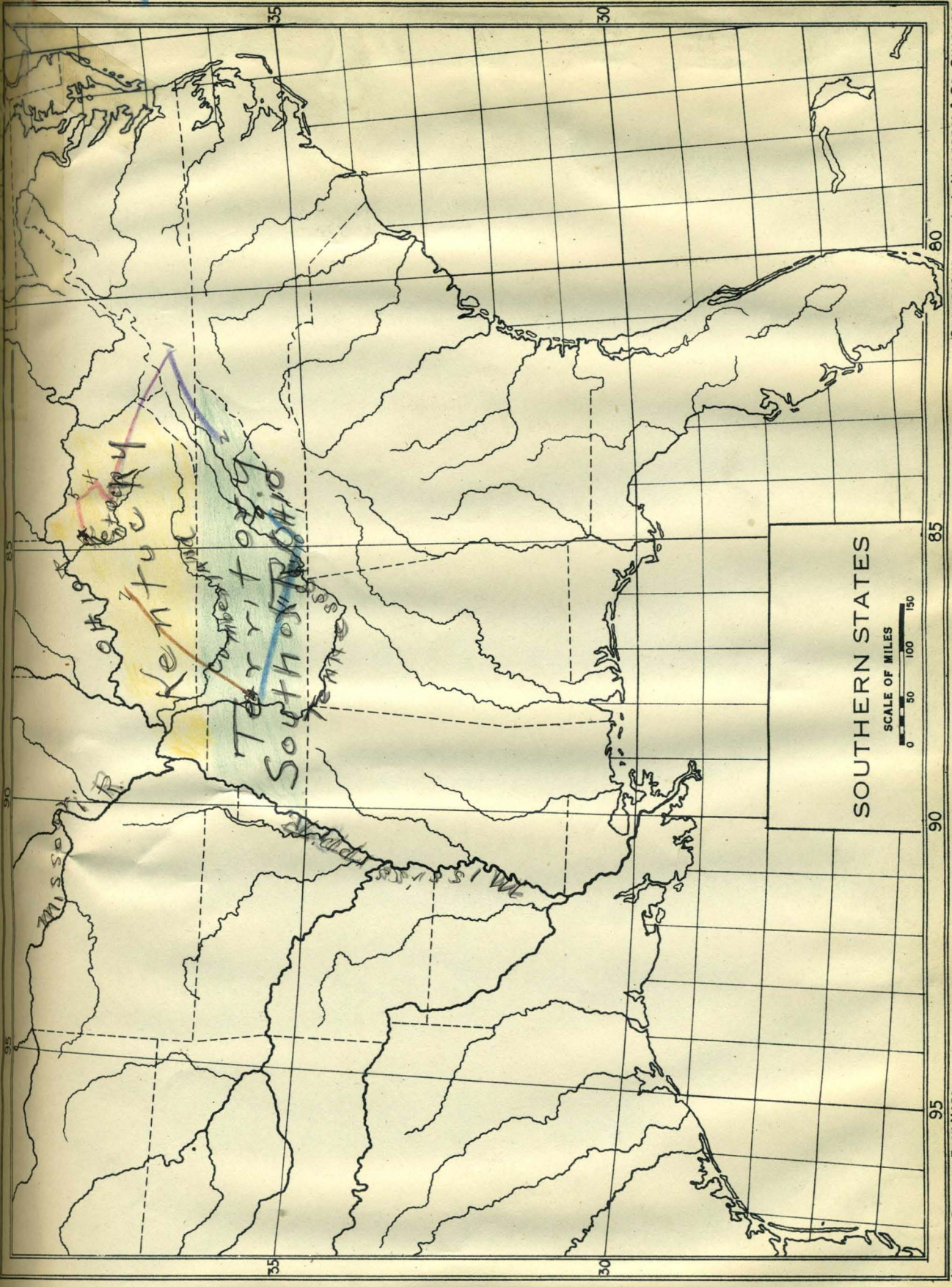
1795

- 7 - Bairdstown, Kentucky
- 8 - Nashville , Tennessee

1797

- 9 - Knoxville
- 10 - Kingston
- 11 - Fort Blount
- 8 - Nashville

1794
1795
1797
In Tenn
after
1796



SOUTHERN STATES

SCALE OF MILES
0 50 100 150

ESTABLISHMENT OF POST ROADS INTO THESE
REGIONS

There were few newspapers West of the Allegheny Mountains before 1800, and in this respect the growth of the western press corresponds closely to the growth of the postal service in the same area. At the opening of 1800 the postal establishment of the West consisted of but two important post roads: one from Wheeling passing over Zane's road to Maysville, Kentucky. The other descended the Shenandoah valley in Virginia and passed through Knoxville to Nashville, Tennessee. (26)

The year 1800 brought quite an extension of post roads into the South West. In Tennessee from Knoxville to Maysville (about 20 miles south west) From Sullivan court house (Blountville) by Hawkin's court house (Rogersville) and Orr's tavern to Knoxville. From Nashville by Robertson's court house and Montgomery court house Palmyra. From Nashville to Natchez in the Mississippi territory.

Such an act merely indicated the points between which the mails were to be carried and

left to the Postmaster General the choice of route and the duty of finding ways and means of effecting the carriage.

The post road which now passes from Abingdon in Virginia to Knoxville in Tennessee shall hereafter pass by Sullivan court house, Jonsborough, Greenville, Cheeka cross roads and Jefferson court house (Danbridge)

Kentucky: From Frankfort by Versailles and Richmond to Orr's tavern Tennessee.

From Danville by Standford to Lancaster: From Frankfort by Clark Court house (Winchester) Montgomery court house (Mt. Sterling) and Fleming court house (Flemingsburg) to Washington court house (Maysville):

From Frankfort by Scott court house (Georgetown) Harrison court house (Cynthiana) Pendleton court house (Falmouth) and Campbell court house to Cincinnati, North Western territory. From Frankfort by Shelbyville, "Bairdstown," Hardin court house (Elizabethtown," and Logan court house (Russelville) to Robertson court house (Springfield) in Tennessee. The post road from Washington in

Cincinnati shall pass by Bracken court house
(Brooksville).

The post road from Bairdstown to
Louisville shall pass through Shepherdsville.
From Logan court house (Russelville) by
Christian court house (Hopkinsville), Livingstone
court house, (Smithland) Henderson court house
(Henderson) to Muhlenberg court house (Greenville)
and from Logan court house by Warren court house
(Bowling Green) and Barren court house (Glasgow)
to Green Court house (Greensburg). (27)

In 1800 Sargent governor of the Mississippi
territory wrote from Natchez:

" The agent or agents of the United States
who are in the Chickasaw Nation of Indians are speciall
requested to afford unto the post riders of Mr. Abijah
Hunt (who has contracted to carry the mail from
Natchez to Knoxville) all the aid and protection
in their power consistent with their general duty
and instruction." (28)

The first contract provided for the
carriage of the mail once a month on the new post
road and this modest service could not be main-
tained with regularity. The distances, the

unbridged water courses, the absence of accomodation for horse and rider while passing through the Indian country were unanswerable occasions of delay.

In 1801 Congress provided for carrying the mail of John Adams free, also that in Tennessee the post road be extended from Knoxville by Sevierville, Newport and the Warm Springs to Buncombe court house. From Newport by Cheeks creek to Orrsville.

In the Mississippi territory from Natchez to the Southern boundary of the United States. (29) In the spring of 1801 a new contract for a fortnightly mail between Nashville and Natchez was made with Walter Lynn Postmaster General Habersham refers to Lynn as pretty active.

The Postmaster General appealed to the Secretary of War, Henry Dearborn to employ the troops stationed in the Southwest in cleaning a wagon road, bridging the streams, and causewaying the swamps between Nashville and Natchez.

Habersham emphasized the fact that the badness of the road and the difficulty of the return overland was a serious hindrance to trade in the Southwest.

The federal government was granted the right to construct a wagon road through the Indian country to the lower Mississippi by treaties with the Chickasaw and Choctaw Indians in 1801 - provided ferries to be the property of the Chickasaw nation. (30) The troops of the United States were soon engaged in cleaning a way through the wooded districts, throwing rough bridges across the streams, and constructing cause ways of timbers laid crosswise and covered with earth. In the summer of 1802 the road was approaching completion and Michaux asserts that it will be one of the finest in the United States on account of its breadth and the solidity of the bridges - to which advantage it will unite that of being shorter by a hundred miles. (31)

In 1802 Congress provided for the following post roads in Tennessee - From Jonesborough To Carter court house (Grayson). From Knoxville to Burville. In Kentucky from Shelbyville to Louisville.

From Danville by Pulaski court house
(Somerset) to Wayne court house (Monticello).
This same year Congress stipulated that the mail
should be carried by a free white person only
either as a post rider or driver of a carriage
and that should any contractor fail to see to
this he should forfeit the sum of fifty
dollars. (32)

So extensive were the additions to the
post roads that the Postmaster General described the
situation in these words:

" The cross roads are now established so extensive-
ly that there is scarcely a village court house or
public place of any consequence but is accomodated
with the mail."

(See Map other page)

1800

- | | |
|---------------------------|--------------------|
| 1 - Knoxville Tennessee | 21. - Winchester |
| 2 - Maysville " | 22. -Fort Stirling |
| 3 - Blountville " | 23.- Flemingsburh |
| 4 - Rogersville " | 24 -Maysville |
| 5 - Jonesboro Tennessee | 25 - Georgetown |
| 6 - Nashville | 26 - Cynthiana |
| 7 - Springfield | 27 - Falmouth |
| 8 - Clarksville | 29 - Shelbyville |
| 9 - Palymra | 30 - Bairdstown |
| 10 - Franklin | 31 - Elizabethtown |
| 12 - Columbia | 32 - Russelville |
| 13 - Natchez, Mississippi | 34 - Louisville |
| 13 a - Greenville | 35 - Shelbyville |
| 14 - Clarks Crossroads | 36 - Hopkinsville |
| 15 - Danuridge | 38 - Henderson |
| * - Frankfort, Kentucky | 39 - Greenville |
| 16 -Versailles | 40 - Bowling Green |
| 17 - Richmond | 41 - Glasgow |
| 18 - Danville | 42 - Greensburg |
| 19 - Stanford | 43 - Houston, Miss |
| 20 - Lancaster | |

(See Map - other page)

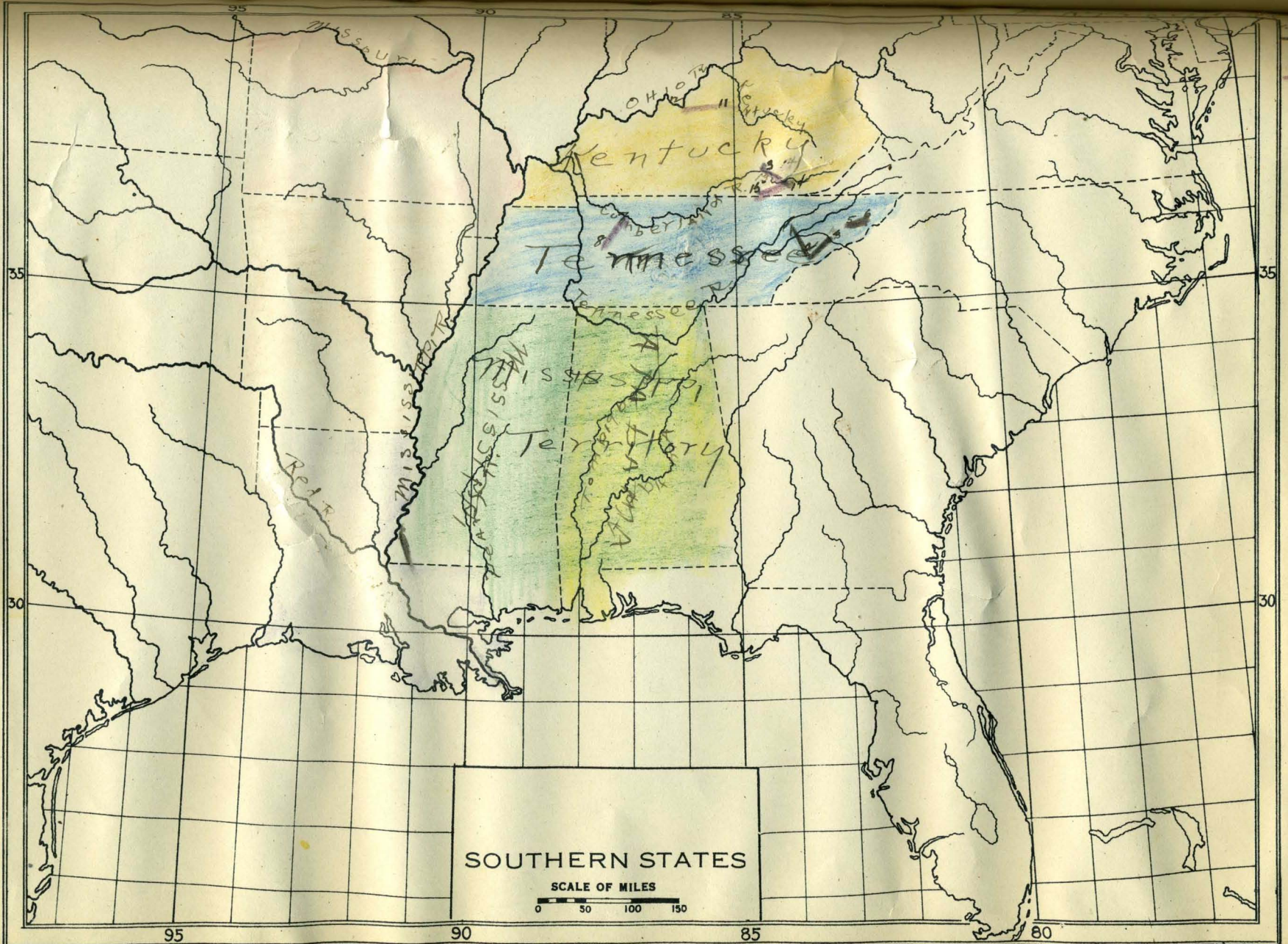
1801

- 1 - Knoxville
- 2 - Sevierville
- 3 - Newport

1802

- 5 - Jonesboro
- 6 - Elizabeth - Carter's Court-house
- 7 - Nashville
- 8 - Franklin
- 9 - Burville
- 11 - Shelbyville
- 12 - Louisville
- 13 - Danville
- 14 - Somerset
- 15 - Monticello

1802



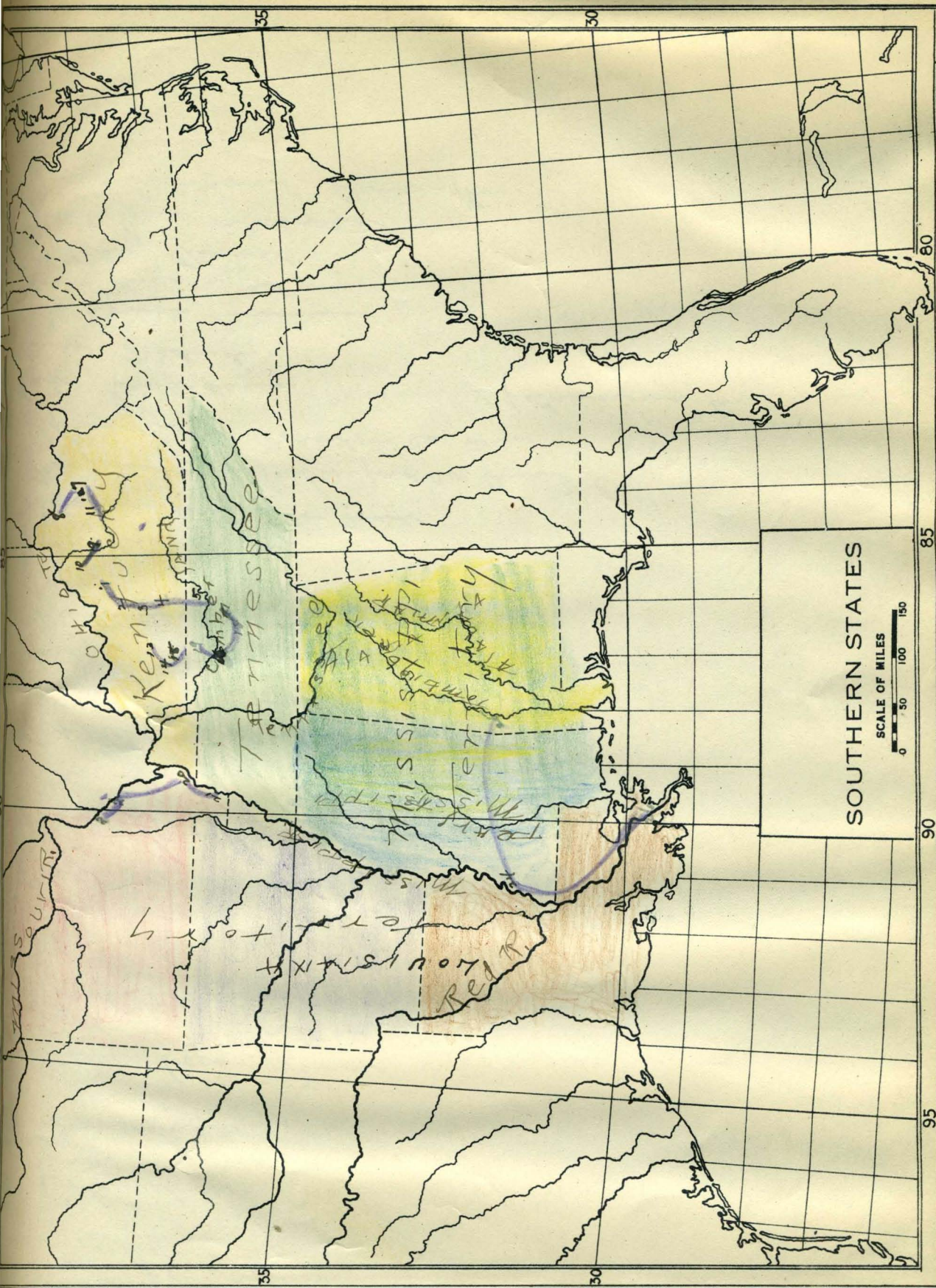
SOUTHERN STATES

SCALE OF MILES
0 50 100 150

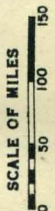
(see Map)

1804

- 1 - Springfield, Kentucky
- 2 - Greensburg
- 3 - Columbia
- 4 - Burkesville
- 5 - Gainsboro, Tennessee
- 6 - Rowland, Kentucky
- 7 - Washington, Kentucky
- 8 - Augusta
- 9 - Frankfort
- 10 - Newcastle
- 11 - Mt. Stirling
- 12 - Flemingsburg
- 13 - Hartford
- 14 - Greenville
- 15 - Russelville



SOUTHERN STATES



PURCHASE OF LOUISIANA TERRITORY

The acquisition of the Louisiana territory 1803 made possible the long desired postal communication with New Orleans. A weekly mail between Natchez and New Orleans was provided and the service on the entire route Washington, Knoxville, Natchez and New Orleans made steady improvement. (33) Newspapers were carried in constantly larger numbers and the increasing volume of commercial and social correspondence with New Orleans bears witness to the already considerable importance of that city in the economic life of the Mississippi valley. (34)

The press may safely be assumed to contribute to national sentiment. This assumption goes far to explain the policy of the government to disregard the deficits since the postal service met the needs of the people and contributed to the development of a sense of unity. (35)

In 1804 Congress recommended that the following post roads be discontinued:

In Kentucky from Hartford by Vienna to Muhlenburg court house (Greenville)

That the following post roads be established: In Kentucky from Springfield by Green court house (Greensburg) Adair court house (Columbia) and Cumberland court house (Burkesville) to Jackson court house (Gainsboro) in Tennessee and from thence to Blackburn Springs from John Wood's near the Hazle Patch to Lincoln court house (Rowland) from the town of Washington to Augusta. From Frankfort to Henry court house (New Castle): that the post road from Montgomery court house (Mt. Sterling) to Fleming court house (Flemingsburg) shall pass by State Iron Works and the Upper Blue Licks and the post road from Hartford to Russellville shall pass by Muhlenburg court house (Greenville)

In Tennessee: From Dixon's Springs by Lebanon and Rutherford court house to Nashville: and that the post road from Nashville to Springfield shall pass by Mawsker Lick.

In Louisiana: From Massacon the Ohio river to Cape Girardeau in Louisiana territory from thence to New Madrid: from the said Cape Girardeau by St. Genevieve to Kaskaskia in the Indiana territory and from Cahokia to St. Louis in Louisiana territory; from Natchez to New Orleans. (36)

The same act provided that all letters, returns, and other papers on public service sent by mail or from the offices of Inspector and Paymaster of the army shall be received and conveyed free of postage. Further: - that whenever it shall be made to appear to the satisfaction of the Postmaster General that any road established by this or any former act, as a post road is obstructed by fences, gates or bars other than those lawfully used on turn pike roads to collect their toll and are not kept in good repair with proper bridges and ferries where the same may be necessary it shall be the duty of the postmaster general to report the same to Congress to establish some other road instead in the same main direction.

In April eighteen hundred and four Gideon Granger wrote to Claiborne for information as to the proper places to locate post offices on the new post road between Loftus Heights and New Orleans, and also about whom to appoint post masters. Claiborne suggested that they be chosen from the Spanish inhabitants of West Florida as the appointment might serve two ends: it would be a conciliatory measure on the part of the government but

at the same time it would be the establishing of national authority of the United States. (37)

In June Claiborne wrote that he had received formal notice from Governor Folch of Pensacola that the exercise of any authority on the part of the United States in West Florida would be considered an outrage against the rights of the king.

In September he wrote to the Secretary of State setting forth the complaints which he received in regard to delay of the post which he says is due to the difficulties of the Wilderness road between the Mississippi territory and Tennessee. The rider was frequently delayed by indisposition, high water or the loss of his horse and until the road can be settled the inconvenience cannot be guarded against. He mentioned that a fever resembling the yellow fever proved particularly fatal to strangers in the district. (38)

In June, Claiborne wrote to suggest that the post was not at this time a safe conveyance for official dispatches, and to advise that duplicates of important dispatches be forwarded by water. (39)

The following is a letter to the post-master general, written from New Orleans June 7, 1805.

Sir,

Your letter of the 15th of March was not received by me until a few days ago. Mr. Abraham arrived in this city when I was absent on a visit to Some of the Distant Countries, but I hope that on that account the Public Service has not sustained injury. Previous to my departure I had written to the Marquis of Casa Calvo and to Governor Folch relative to the passage of the Mail through that part of Louisiana called West Florida. The answer from the Marquis was satisfactory and the governor's reply will probably be equally so. The gentleman who was the Bearer of my communication to Governor Folch was one ship-wrecked in the Lake and proceeded a second time on his passage to Pensacola but was pursued and driven back by a British Privateer. He however has at length I hope made a safe voyage and his return is duly expected.

Mr. Abraham communicated to Mr. Cenas and to my private Secretary the arrangements

he thought necessary for the safe and speedy conveyance of the mail and he seemed to think that the establishment of a Ferry across the Lake was the only measure wherein he required my assistance and on this point I have made the proper inquiries and given the necessary instructions. The lake will for the present be crossed at a Point recommended by Mr. Abraham and other persons possessing a knowledge of the country, and a Mr. Lafon has agreed to convey the mail in a Safe Boat, and with all possible expedition. Mr. Cenas will however in a few days visit the Lake in order to ascertain more particularly the advantages of the crossing place at present and to make some permanent arrangements. The Post Office money in my hands will be paid to your order, but I will submit to you whether the expense of sending by express my late Letter to Governor Folch upon the Subject of the Post through Florida should be paid from the post office money or whether it should be made an Item in the Contingent Expenses of the Territory.

Have you any late News from Mr. Monroe and when may we hope to receive possession of the Floridas? Until the Limits of the Territory

are known things here will never be in that tranquil and prosperous state which I so ardently wish.

I am Dear Sir with great Respect and Esteem

Wm. C. Claiborne. (40)

Another letter was written by Claiborne also to the postmaster general from New Orleans June 17, 1805.

Sir:

The map which I have now the honor to enclose was made by a Mr. Lafon from an actual survey of the country which it delineates, and ought of consequence be very accurate. If it is so no difficulty will be experienced in the Transportation of the Mail on the Route marked out by red lines along the Canal of Carondelet, the Bayou of Gentile, the Chemin au Chef Menteur to the river of that name, as the road is so far well opened. From thence for the present at least, the transportation must be by water through the Bayou and Lake Catherine across the Rigolets and then either up one of the branches of the Pearl river to the residence of Mr. Favre or along another one to a place marked on the map Boisdure or perhaps it would be better to terminate the water carriage a little to the west of this at a place marked(0)

where once stood the village Marangoin and from whence there is an old Indian Road leading through the Pine Woods in a Northern direction. Mr. Lafon tells me it is according to his maps about one hundred and thirty miles to Fort Stoddert. Should the transportation of the mail by water along the Bayou Catherine etc. be objected to, as more tedious and expensive than a Level Carriage, it is the belief of Mr. Lafon that the government may open a road from the River Chef Menteur in the direction pointed out by the red lines through the Ile aux Pins and the Island at the mouth of the Marangoin to Boisdore for three thousand five hundred dollars. The difficulties he says are not great though it would be necessary to throw up small Levees in some places, as the high winds from the Southwest occasionally force the waters of the Gulph over the Banks at particular places. Until this can be done my own impression is that the Route by the Bayou Catherine ought to be followed. I shall therefore recommend it to the Post Master here to send his Mail in that way until your directions are received.

I am Sir, with great Respect and Esteem

Wm. C. Claiborne (41)

In July, Claiborne reported Captain Commack of the United States detained by Spanish authorities. He also reported the loss of dispatches. The governor of Pensacola Governor Folch offered no objection to the post route and promised protection to the post riders along the new route which he reported still unsafe.

Mr. Abraham the rider represented the road from Fort Stoddert as difficult because of high waters.

In August Claiborne again assured the postmaster general of the protection assured the carriers of the mail, and that there were no impediments to the running of the mails from thence to Fort Stoddert.

However in October Claiborne wrote to report the delays from New Orleans to Fort Stoddert, the jealousy of the Spanish neighbors, the murder of one of the riders and the attempted murder of another. (42)

President Jefferson was very glad to accept the proffered services of Isaac Briggs a surveyor general of the United States to report the possibilities of a road to New Orleans. Briggs

was furnished a sextant for his observations and Thomas Robertson was allowed to be his assistant. (43) He wrote from Colonel Hawkins establishment about two miles south of the Tallapoosa river, five miles east of the bend of the river, End of the 10th month, 1804 that it was a matter of surprise that they proceeded so slowly: that there could be no adequate idea of the difficulties, dangers, fatigues that beset them; that it was a proof of their patriotism that they were able to say "Vive la republique" and press forward. At the Flint river Colonel Hawkins furnished the party with a pack horse, provisions and a guide. Horses swam the Chattahoochee river and six creeks. Four months passed in surveying the way from New Orleans to Georgia - General Merriwether is referred to as authority for part of the road. A survey of the whole is advised but a survey from the mouth of the Alabama to New Orleans is regarded as indispensable. The country of Washington is laid out from an actual survey. All the others from maps and documents attainable. He recommends that Congress allow at least eight dollars a mile for the survey. He reports expenses more than three hundred dollars.

Post routes between Athens, Georgia and New Orleans:

Difficulties: From shoals of Appalachy to ~~Coweta~~ one hundred thirty miles, path uncleared. Path to be four feet wide. Twenty one creeks, all narrow so as to enable post rider to take mails over on his back and to swim his horse on the lower side of a fallen tree.

2nd: From Corveta to Fort Stoddert, two hundred fifty miles. Road, little obstructed.

3rd: Fort Stoddert to New Orleans two hundred twenty miles. Difficulties: From Fort Stoddert to Dog river, twenty-five miles. Forty feet wide, too deep to ride. Two logs may be laid so as to enable the rider to cross with mail on his back and swim his horse along side. Swamp, a quarter of a mile.

And from Dog river to Pascagula river, two fifty yards wide, thirty five miles. A family lives here and keeps a canal in which the rider with the mail is crossed, the horse swimming along side. Swamp, five miles wide which must be cause-wayed.

3rd From Pascagula to Lucer river, nineteen miles. This river thirty yards wide. No swamp. Canoe must be kept for rider and mail.

4th: From Lucer river to Houma ten miles.

- thirty yards wide, must be crossed in a canoe.
No swamp.

5th: Houma river to St. Peter's creek, twenty miles. Creek five yards wide but has high banks and is often too deep to ride. A log ought to be thrown across the creek.

6th: St. Peters creek to Hammock river, fifteen miles. Thirty yards wide, generally fordable. Logs ought to be thrown across to enable rider to cross at high water.

7th: Hammock to Log creek eight miles. Land is very low and is overflowed for nearly a mile in time of freshets.

8th: Log creek to Wolf river, twelve miles. River is ten yards wide and very rapid, banks high. Nearly one third of the distance - between Log creek and Wolf river is swampy.

9th: Wolf river to Catahola river twelve miles, twenty five yards wide, canoe necessary.

farm - land all low

Nearly one half swamp and requires
cause waying.

*perch, two thousand one hundred sixty. Cause-way-
ing seven and one fourth miles when land is subject
to over flow one dollar twenty five cents a perch,
two thousand nine hundred dollars. Throwing logs
across stream, forty dollars. Remainder, two
hundred dollars.

Total one thousand one hundred eighty two miles:
six thousand four hundred dollars. Thirty miles
may be saved by surveying.

To recapitulate: from Athens Georgia to
the Chattahoochee, the way was found to be extreme-
ly difficult. The well known Indian and trading
path along a fine high level sandy ridge from the
Chattahoochee river to the Tombigee settlements
about Mobile presented no difficulties, but from
Mobile to New Orleans the overland journey was
attended with the greatest hardships due to numerous
streams and impassable and boggy drains. Yet
evidently Briggs regarded the route as practicable.

November fourteenth eighteen hundred five,
a treaty granted the United States the right to a
horse path through the Creek country from the

* a measure of length equals $5\frac{1}{2}$ yards.

1-40th of a rood.

Ocmulgee to the Mobile, - and to clear out same and lay logs over the creeks. (44) The Indians were to provide boats at the several rivers for conveyance of men and houses, and also houses of entertainment for the accommodation of travelers: for these accommodations the prices should be regulated by the present agent, Colonel Hawkins, or by his successor in office. April twenty first eighteen hundred six appropriations were made for the opening of two roads; six thousand dollars for the one from Nashville to Natchez and six thousand four hundred dollars from the frontier of Georgia on the route to New Orleans to the intersections with the thirty first parallel. (45)

EXTENSION OF POST ROADS AND APPROPRIATIONS

In April eighteen hundred and six, Congress caused the following post roads to be discontinued.

In Tennessee - From Dixon's Springs to Lebanon.

The following post roads to be established in Kentucky.

From New Castle or Henry court house by Gallatin court house and Boone court house to Lawrenceburg in the Indiana territory and the post road from Henderson to Eddyville shall pass by Livingstone court house.

In Tennessee: From Mount Granger to Carthage by Cavenaugh to Lebanon. From Nashville to Charlotte. From Burville by Walnut Cave thence along the turn pike road by way of Chitwood to Pulaski in Kentucky and from Palmyra to Stuart court house and thence to Eddyville.

In Orleans territory: From Rapides settlement to Opelousas. (46)

This same act appropriated a sum not exceeding two hundred fifty dollars and the same is hereby appropriated out of any moneys in the

treasury not otherwise appropriated to enable the postmaster general to defray the expenses which already or hereafter may be incurred in providing for the accommodation of Joseph H. Webb who in August last was wounded by some person unknown, while he was employed in carrying the mail of the United States and who is now under the care of the Commandant at Fort Stoddert. (47)

In 1807, Congress provided for the following post roads from New Orleans to Balize, and from New Orleans by the mouth of the Fouche, mouth of the canal at Attakapas, Lake Veret, the ferry of Lake Veret, the mouth of the Teache, the church of Attakapas, and the church of Appelousas to Rapides. And the postmaster general he and is hereby authorized to allow and pay to the postmaster that may be appointed at the Bal^{ize}zi, in addition to the legal fees of office such sum as he may judge reasonable not exceeding four hundred dollars per annum as a compensation for his services. Further: that the President of the United States is hereby authorized to cause to be opened a road from the thirty first degree of north latitude to New Orleans on the route from Athens to

New Orleans under such regulations as may be agreed upon for that purpose between the Executive of the United States and the Spanish government. And he is hereby authorized to expend in opening the same any part of the money heretofore appropriated for opening a road on the said route from the frontier of Georgia to the thirty first degree of north latitude which remains unchanged. (48)

The Council of Upper Louisiana, consisting of the governor and three judges passed an act to have a road laid from St. Louis to St. Geneviève and New Madrid. November 6, 1809 the Secretary of the Treasury retained a plat of the road ordered. This was the first legally authorized road west of the Mississippi. (49)

In 1809 Congress made a second appropriation to extend the post roads. This Congress made provision to continue the policy of carrying the mail of the president Thomas Jefferson after his term of office had expired. (50)

In April 1810, Congress provided for the following post roads in the Louisiana territory:

From St. Genevieve by Mineau Burton and St. Louis to St. Charles. From Kaskaskia (Indiana territory) by St. Genevieve and Cape Girardiau to New Madrid.

In Kentucky : From Maysville by Washington, Millersburg, Paris, Lexington, Frankfort, Springfield, Greensburg, Glasgow, and Bowling Green to Russellville. (51)

In 1810 a revision of the postal laws is planned. The bill suggested the appointment of two assistants to the postmaster general. It amended the rule to fine a ferryman if he delayed the mail half hour, to read a ten dollar fine if he delayed the mail ten minutes. It exacts a penalty upon any person who carries the mail between such places as have regularly established communication. For depredations and defalcations on the mail the law enjoins whipping as a necessary part of the punishment but the bill omits whipping as within the last eight years this part of the law has not been executed. To retain it is a favor to the offender by lessening the duration of his confinement as the courts are bound to consider whipping a part of the punishment. Attention is called to the fact that a resident in one district cannot be compelled to attend court in another district to give evidence. (51 a)

* In 1811 Peggy Dow passed over the road from Natchez to Georgia. She was enthusiastic as to its improvement and her added comfort in travel. (52)

In 1811 Claiborne wrote from St. Francisville to the Postmaster general recommending additional post offices between New Orleans and Pinchneyville in the Mississippi territory, a distance of one hundred and ninety miles through a rich and populous district. He reported the regular Post office near Donaldson sixty five miles from New Orleans and suggested Baton Rouge, St. Francisville and the plantation of John H. Johnson as suitable locations. He recommended Mr. Henry Gurly a young lawyer for postmaster. He commented on the time the young man had to attend to these duties and the fact that the profits accruing would be of service to him. Mr. Johnson the owner of the plantation is recommended for postmaster there. (53)

In December Claiborne wrote to suggest the establishment of two post offices between Blanchardville and New Orleans. One at Butler's place, another at Godberry's tavern. He recommended Mr. Samuel McCutcheon a native of great integrity and respecta-

* Wife of Missionary and traveler - Lorenzo Dow.

bility of character as postmaster for Butlers, and Mr. James Godberry as honest and capable for postmaster at Godberry's tavern. He again called attention to the desirability of Johnson's place for a post office. (54)

May 1812 Congress enacted that the following post roads be established.

In Kentucky: From Washington by Flemingsburg to Mt. Sterling. From Grayson (Leitchfield) to Butler court house (Morgantown). From Russellville to Isbellville in Christian court house. From Nicholasville by the mouth of Hickman and Bellisses to Danville, Kentucky.

Tennessee: From Carthage to New Glasgow in Kentucky. From Hopkinsville in Kentucky to Clarksville in Tennessee and from thence by Dickson court house (Charlotte) and McAllister is cross roads to Columbia in Tennessee.

Mississippi territory: From Fort Stoddert by Anite court house - to Lake Pontchartrain.

At this time (1812) mail service was in operation over more than fifty thousand miles of post

roads. Postal officers took special pride in the coach service which was very much to be preferred to the mail riders and sulkies by which the service was maintained in the outlying and sparsely settled section of the country. It was the policy, as rapidly as the volume of mail increased or whenever there was sufficient passenger traffic, to establish stage coach laws under contract. (56)

By 1813 the steam boat had become an important means of transporting mail. In that year all steam ship lines were declared to be post roads. Congress provided that contracts were not to be let for a longer period than four years, and that the pay for such service should not be at a greater rate, taking into consideration distance, expedition and frequency than was paid for carrying the mail on the post road or roads adjacent to the course of of such steam boats and that such contracts secured regular transportation of the mail throughout each year. (57)

The subject carrying of the mail is so linked with the question of roads that the story of the post office is the story of post road

extension, and the development of the service is the outstanding example of our government's efficiency.

SEE MAP

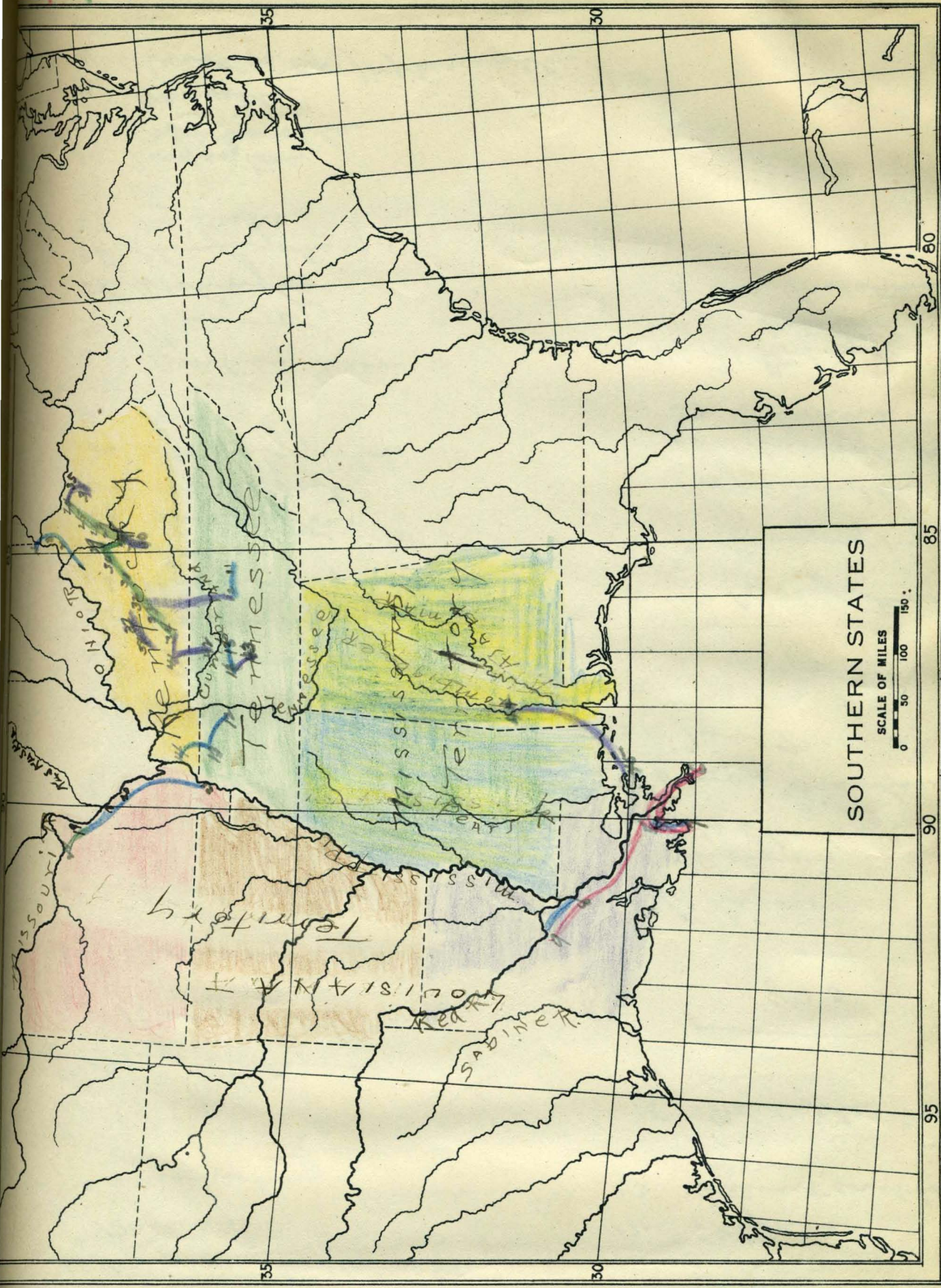
1810

- 17 - St. Genevieve
- 18 - St. Louis
- 22 - St Charles
- 20 - Cape Girardeau
- 21 - New Madrid
- 24 - Maysville, Kentucky
- 25 - Washington
- 26 - Millersburg
- 27 - Paris
- 28 - Lexington
- 29 - Frankfort
- 30 - Springfield
- 31 - Greensburg
- 32 - Glasgow
- 33 - Bowling Green
- 34 - Russelville

1812

- 25 - Washington
- 35 - Flemingsburg
- 36 - Mt. Stirling
- 37 - Leitchfield
- 38 - Morgantown
- 39 - Nicholasville
- 40 - Danville
- 41 - Hopkinsville
- 10 - Carthage, Tennessee
- 32 - Glasgow, Kentucky
- 41 - Hopkinsville
- 42 - Clarksville, Tennessee
- 43 - Columbia, Tennessee
- 44 - Fort Stoddert, Miss.
- 45 - Lake Pontchartrain
(Orleans, La.)

1807
1810
1812



SOUTHERN STATES

SCALE OF MILES
0 50 100 150

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JOHNSTON SERIES OF DESK MAPS

POST OFFICES. POSTMASTERS. DATES

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
1. Adair C.H.	John Field	April 1, 1806
2. Allen C.H. or Scottsville	Daniel M. Jones	October 1, 1816
3. Augusta or Bracken C.H.	William Brooks	January 1, 1801
	William Buckner	April 1, 1801
	Nathaniel Patterson	January 10, 1808
4. Bairdstown	Benjamin Grayson	October 1, 1794
	James Chambers	April 1, 1797
	Joseph Lewis	July 1, 1797
	James E. Winn	July 1, 1797
	Frederick W.S. Grayson	July 1, 1800
	Andrew Hynes	October 1, 1802
	Peter W. Grayson	July 1, 1810
5. Barbourville	Richard Hender	April 1, 1804
	Green B. Taylor	April 1, 1806
	Andrew Craig	April 1, 1807
	John Logan	July 1, 1808
6. Berrys Lick	John Mc.Reynolds	January 1, 1810
	James Ratliff	April 1, 1810
	Richard B. Dallam	July 1, 1811

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
7. Boon C.H.	John Love	July 1, 1807
8. Bourbontown or Paris	Thomas Eades	January 1, 1795
	William Patton	July 1, 1800
9. Bowling Green	George Moore	April 1, 1802
	James Brown Jr.	January 1, 1803
	John Phelps Jr.	October 1, 1805
	William Gatewood	October 1, 1806
	David H. Robinson	July 1, 1811
	Adolphus F. Hubbard	January 1, 1811
10. Breckenridge C.H. or Hardinburg	H. Beardsly	January 1, 1803
	James H. Mc. Carty	July 1, 1807
11. Burkeville or Cumberland C.H.	Christopher Brooks	January 1, 1807
12. Christian C.H. or Hopkinsville	George Brown	October 1, 1804
	Thomas Ulbury	July 1, 1806
13. Cinthiana	James Coleman	April 1, 1801
	Caleb Kemper	July 1, 1802
	Christian Mc. Conner	April 1, 1804
	James Finley	April 1, 1806

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
14. Cumberland C.H. or Burkesville	Christopher Brooks	January 1, 1807
15. Danville	Thomas Barbes	March 20, 1793
	Walter E. Strong	July 1, 1795
	Thomas Barbee	January 1, 1796
	Ephrain McDowell	July 1, 1799
	Joseph Hertick	October 1, 1801
	John Y. Hiter	July 1, 1805
	James Birney	July 1, 1808
16. Davisburg	Samuel Davis	October 1, 1802
	Joshua Vail	October 1, 1810
17. Eddy Grove	Elisha Prince	October 1, 1803
	Elijah G. Galusha	January 1, 1812
18. Eddyville	Charles Stuart	April 1, 1801
	George Caldwell	October 1, 1801
	Matthew Lyon	July 1, 1802
	Elijah G. Galusha	January 1, 1803
	Chitten Lyon	October 1, 1805

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
19. Edgefield	Daniel Doughty	January 1, 1809
20. Ellisville	William Williams	October 1, 1809
	Joseph Ellerbeck	January 1, 1811
21. Falmouth C.H. or Pendleton C.H.	James Lanier	April 1, 1801
	William Clarks	April 1, 1803
	Presley G. Kennett	January 1, 1805
	Dixon H. Kennett	July 1, 1806
	William C. Kennett	July 1, 1808
	Joseph Wingate	January 1, 1812
22. Fleming C.H.	John Paris	July 1, 1801
	William Robinson	January 1, 1802
	Appleton C. Ballard	April 1, 1808
23. Frankfort	Daniel Weisiger	October 1, 1794
	Isaac E. Gano	July 1, 1795
	Richard M. Gano	July 1, 1797
	Daniel Bradford	July 1, 1800
	Charles Springer	July 1, 1804
24. Georgetown	Thomas Lewis	January 1, 1801
	Thomas Martin	July 1, 1802
	John Holroyd	April 1, 1808
	George W. Miller	October 1, 1809

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
25. Glasgow	John Gorin	July 1, 1803
	Thomas Dickinson	January 1, 1804
	Thomas Mayfield	April 1, 1806
26. Gants Lick	Samuel Bryan	January 1, 1806
	John J. Flournoy	January 1, 1810
	John Mc. Laughlin	January 1, 1812
27. Great Crossings	Mareen Duvall	July 1, 1811
28. Greensburg or Green C.H.	John Barrett	January 1, 1811
	William H. King	April 1, 1809
29.. Greenup C.H.	Joshua Bartlett	July 1, 1811
30. Greenville	Samuel Russell	April 1, 1801
	Parmenos Redman	October 1, 1809
31. Harden C.H.	George Helm	January 1, 1801
	Nathaniel Wickliff	July 1, 1804
	Robert Bleakley	July 1, 1805
	Daniel Waide	January 1, 1811

KENTUCKY

<u>POST OFFICE</u>	<u>POSTMASTER</u>	<u>FIRST RETURN</u>
32. Hardenburg or Breckenridge	H. Beardsly	January 1, 1803
	James H. Mc. Carty	July 1, 1807
33. Harrodsburg	Philip Bush	January 1, 1795
	Henry Palmer	October 1, 1797
	William Timberlake	January 1, 1799
	George Marr	October 1, 1799
	Thomas Essex	April 1, 1802
	John Eccles	October 1, 1806
	William McBride	October 1, 1807
34. Hartford	Wesley Pigman	April 1, 1805
	Martin S. Wickliff	April 1, 1804
	Samuel Handley	January 1, 1806
	Warner Crow	July 1, 1807
35. Hazlepatch or Rice's	James Rice	July 1, 1805
36. Henderson	George Halloway	October 1, 1801
	John Husband	October 1, 1802
37. Highland Lick	Philemon Richards	July 1, 1806
38. Hopkins C.H.	Joshua Barnes	October 1, 1809

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTERS</u>	<u>FIRST RETURN</u>
39. Lancaster C.H.	James G. Whelaw	January 1, 1801
	Peter Bainbridge	July 1, 1801
	Stephen Perkins	April 1, 1802
	Benjamin H. Perkins	October 1, 1802
	Samuel McKee	October 1, 1803
	Arabia J. Brown	April 1, 1804
	Alexander Wright	January 1, 1805
	William M. Phelps	January 1, 1806
	Moses Nowell	April 1, 1809
	Joseph C. Keane	October 1, 1810
	Joseph P. Letcher	July 1, 1811
40. Lewis C.H.	Rowland T. Parker	July 1, 1811
41. Lewisburg	James Weir	January 1, 1805
	John Fisher	October 1, 1812
42. Lexington	Innes S. Brent	October 1, 1794
	John W. Hunt	April 1, 1799
	John Jourdon Jr.	July 1, 1802
43. Limestone changes to Maysville	George Mitchell	October 1, 1811
	Eleazer May	September 30, 1795

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
44. Little Sandy Salt Works	Amos Kebbs	October 1, 1811
45. Louisville	Michael Lacassagne	January 1, 1795
	Warden Pope	October 1, 1797
	John Eastin	April 1, 1799
	Thomas M. Winn	January 1, 1807
	Joshua Vail	October 1, 1805
	Thomas M. Winn	January 1, 1807
	John T. Gray	July 1, 1807
46. Lower Blue Lick or Ellisville	William Williams	October 1, 1809
	Joseph Ellerback	January 1, 1811
47. Madisonville late Hopkins C.H.	Joshua Barnes	October 1, 1809
48. Mahonville	William Mahon	April 1, 1809
49. Mays Lick	James Morris	July 1, 1806
	John Morris	April 1, 1808
	John Shotwell	January 1, 1811
50. Maysville or Limestone	George Mitchell	July 1, 1799
	Stanford Carroll	January 1, 1800
	John Brown	October 1, 1800
	Moses Daulton	October 1, 1801
	John Roe	April 1, 1812

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
51. Middleburg Dis. 1818 - Bloomfield est.	Hardin Edwards	July 1, 1803
	John Berniss	January 1, 1807
	Edmund Guthrie	July 1, 1810
52. Middletown	M. Bringman	January 1, 1804
	William White	July 1, 1809
53. Millersburg	George Selden	October 1, 1804
	Lewis Vimont	October 1, 1807
54. Montgomery C. H. changed to Mt. Sterling	Joseph Simpson	October 1, 1801
	James Espy	April 1, 1806
55. Monticell or Wayne C.H.	Roger Gates	January 1, 1803
	Temple Postoon	January 1, 1806
56. Mt. Sterling	James Espy	January 1, 1807
	George Howard	July 1, 1809
57. Mt. Zion	James Latham	July 1, 1811
58. New Castle or Henry C.H.	Dennis Abbott	April 1, 1805
	William Webb	July 1, 1807
	Samuel Stubbins	January 1, 1809

KENTUCKY

POST OFFICE	POST MASTER	FIRST RETURN
59. Newport or Campbell C.H.	Daniel Mayo	January 1, 1801
60. Nicholasville	Benjamin Netherland	July 1, 1806
61. Paris or Bourbontown	Thomas Eades	January 1, 1795
	William Patton	July 1, 1800
62. Pendleton C.H. or Falmouth	James Lanier	April 1, 1801
	William Clarke	April 1, 1803
	Presley G. Kennett	July 1, 1805
	Dixon H. Kennett	July 1, 1807
	William C. Kennett	July 1, 1808
	Joseph Wingate	January 1, 1812
63. Port William	Robert Plummer	January 1, 1807
	Zedeiah South	October 1, 1808
	Henry Winslow	July 1, 1810
64. Pructs Knob	Henry Haley	January 1, 1808

KENTUCKY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
65. Pulika C.H. or Pulaski or Somerset	Archibald M. Sublette	January 1, 1803
	Phillip A. Sublette	April 1, 1807
	William J. Laller	January 1, 1810
66. Richmond	William Miller	July 1, 1802
	Robert Miller Appointed	August 20, 1806
		June 30, 1807
67. Rocky Ridge	John Mc. Gaughan	July 1, 1810
68. Russelville	Armestead Morehead	April 1, 1801
	John Gray	October 1, 1801
	Joseph Ficklin	April 1, 1802
69. Salem	Jermiah Walker	January 1, 1807
	William Fecklin	April 1, 1808
	Samuel C. Harkins	October 1, 1811
70. Shelbyville	James Wardlaw	April 1, 1801
	Samuel Mc. Gaughy	January 1, 1802
	John Mc. Gaughy	January 1, 1804
	Wingfield Bullock	July 1, 1804
71. Shepherdsville	Thomas T. Grayson	January 1, 1806
	George Sanders	July 1, 1808
	James Porter	October 1, 1809
	John W. Beckwith	October 1, 1811

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
4. Slate Creek Iron Works	Peter Davis	January 1, 1807
	Andrew Bryson	July 1, 1811
5. Smithland	Isaac Bullard	October 1, 1802
	Joseph Woods	October 1, 1806
6. Somerset C. H. or Pulaski (see 65)	Archibald M. Sublette	January 1, 1803
	Phillip A. Sublette	April 1, 1807
	William J. Laller	January 1, 1810
7. Springfield	William Head	July 1, 1803
	Reuben Berry	December 31, 1804
	William Head	January 1, 1808
	John Calhoun	July 1, 1810
8. Stamford	Joseph Welsh	April 1, 1798
	Thomas Welsh	January 1, 1799
	John Mc. Kinley	October 1, 1799
	Daniel Simpson	January 1, 1807
	Clayton Montgomery	January 1, 1807
	John Anderson	April 1, 1808
	Herbert King	April 1, 1809
	William A. Lucky	July 1, 1809
	Benjamin Monroe	January 1, 1812

KENTUCKY

<u>POST OFFICE</u>	<u>POSTMASTER</u>	<u>FIRST RETURN</u>
77. Stockdens Valley	Robert Poadge	July 1, 1811
78. Touseytown	Van Nickler Tousey	Aprill, 1810
79. Upper Blue Lick	John Finley	October 1, 1805
80. Versailles	Stewart Wilkins	October 1, 1802
	William Eastland	January 1, 1804
	Thomas Eastland	April 1, 1804
	Charles Buck	December 31, 1806
	Peter C. Buck	July 1, 1810
	Edmund F. Vawter	April 1, 1811
81. Washington	Thomas Stoo	October 1, 1794
	Edward Harris	July 1, 1799
	William Murphy	October 1, 1802
82. Wayne C. H. or Monticello	Roger Gates	January 1, 1803
	Temple Postoon	July 1, 1803
83. Winchester	Edmund Callaway	January 1, 1803
	Moedecai Gist	July 1, 1803
84. Yellow Banks	James Meed	July 1, 1806
	John Lemon Jr.	October 1, 1807

TENNESSEE

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
1. Beans Station	Ethelred Williams	October 1, 1807
2. Blackburn Springs	Benjamin Blackburn	January 1, 1804
	Simeon Bevens	October 1, 1809
	William McDonald	January 1, 1811
	Benjamin Blackburn	April 1, 1811
3. Blesdoe C.H.	Samuel Terry	July 1, 1801
4. Blountsville or Sullivan C. H.	James Rhea	January 1, 1801
5. Boat Yard or Rossville	John Lynn	July 1, 1810
6. Burrville or Clinton	Arthur Crozier	July 1, 1803 or 1805
7. Campbells Station	Charles McAllister	October 1, 1805
	David Campbell	April 1, 1809
8. Carthage	Benjamin Risley	April 1, 1807
	Thomas McNutt	April 1, 1808
9. Charlotte	Melton Dickson	January 1, 1807
	John Reed	July 1, 1808
10. Cheeks Cross Roads	William Conway	July 1, 1800
	David Wendell	April 1, 1804

TENNESSEEPOST OFFICEPOST MASTERFIRST RETURN

1.	Clarksville	James Elder	January 1, 1801
2.	Clinton or Burville	Arthur Crozier	July 1, 1803
3.	Columbia or Maay C.H.	Isaac Roberts	April 1, 1807
		L. B. Estis	April 1, 1811
4.	Craig Font or Cairo	William Cage	October 1, 1798
		James Winchester	January 1, 1801
5.	Cumberland Gap	Charles McAllister	July 1, 1803
		John Wallin	October 1, 1804
		John Dougherty	July 1, 1807
6.	Dandridge	Hugh Martin	July 1, 1800
7.	Dixon's Springs	Tilman Dixon	April 1, 1801
		David Cochran	October 1, 1811
8.	Dover or Stewart C.H.	Jesse Dawson	July 1, 1807
		James H. Russell	April 1, 1809

TENNESSEEPOST OFFICEPOST MASTERFIRST RETURN

19. Elizabethtown or Carter C.H.	John Greer	January 1, 1803
	Alfred McCarter	October 1, 1809
	William B. Carter	July 1, 1811
20. Elkton	John Hawkins	October 1, 1811
21. Fayetteville	John P. McConnell	April 1, 1811
22. Fort Blownt or Williamsburg	Sampson Williams	January 1, 1801
23. Franklin	Thomas Masterson	October 1, 1801
24. Gallatin	James Desha	October 1, 1803
	Thomas Paisley	January 1, 1804
	Josephus H. Conn	August 20, 1804
25. Greenville	William Dickson	July 1, 1797
26. Hartsville	Andrew Allison	July 1, 1807
27. Hawkins C.H. or Rogersville	Joseph Rogers	March 20, 1793
	Edmund Sherman	January 1, 1801
	Hugh Campbell	January 1, 1802
	Francis Dalzel	January 1, 1805

TENNESSEE

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
28. Hendersonville	William Henderson Bennett H. Henderson Littleton Henderson	July 1, 1801 July 1, 1807 July 1, 1811
29. Hickman C.H.	William Easley	July 1, 1811
30. Humphrey C.H.	Robert German Henry Mahon	April 1, 1811 July 1, 1811
31. Jackson C.H.	John Bowen	January 1, 1806
32. Jefferson	Joseph Horndon	January 1, 1805
33. Jonesborough	John Waddell	April 1, 1799
34. Kavenaugh	Daniel Alexander Charles Kavenaugh	October 1, 1807 April 1, 1808
35. Kingston	Samuel Martin	April 1, 1807
36. Lebanon	Joseph Johnson Jonathan Pickett James T. Rawlings	July 1, 1808 January 1, 1810 October 1, 1811
37. Leepers Fork	Jesse White	July 1, 1810
38. Liberty	Adam Dale	July 1, 1808
39. McMinnville or Warren C.H.	Joseph Colville	October 1, 1811

<u>POST OFFICE</u>	<u>TENNESSEE</u> <u>POST MASTER</u>	<u>FIRST RETURN</u>
40. Marysville	John Montgomery	January 1, 1801
41. Massingales	Alexander Porter	July 1, 1803
42. Middletown	Samuel Markey	October 1, 1809
43. Nashville	John Gordon	April 1, 1796
	William Shothart	October 1, 1797
	Robert Shothard	July 1, 1802
	Robert B. Currey	November 20, 1811
44. Newport	Baldwin Hearste	April 1, 1802
	Augustine Jenkins	October 1, 1803
45. Orrsville	James Orr	January 1, 1801
46. Overton C.H. or Monroe	John Kennedy	October 1, 1811
47. Palmyra	Morgan Brown	October 1, 1801
	Samuel Thornton	April 1, 1805
	Samuel Vance	October 1, 1808
48. Port Royal	John Baker Jr.	January 1, 1804
	Jonathan Stephenson	April 1, 1805
	Joseph Woodfolk	October 1, 1808

TENNESSEE

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
49. Powells Valley	Salathiel Martin	October 1, 1799
50. Pulaski	Gabriel Bimpass	October 1, 1811
51. Readyville	Charles Ready	July 1, 1811
52. Rhea or Washington	Daniel Rawlings	July 1, 1811
53. Roan's Creek	Henry Hammond	January 1, 1812
54. Rossville	William Vannerson	January 1, 1801
	James Hopkins	October 1, 1802
	Thomas Hopkins	March 31, 1804
55. Rutledge	John F. Jack	October 1, 1803
	Lewis Harmon	January 1, 1804
	Samuel D. Carrick	July 1, 1805
	William Baker	January 1, 1808
	William Keith	January 1, 1810
56. Sevierville or Sevier C.H.	William Porter	July 1, 1802
	Isaac Love	June 30, 1807
57. Shelbyville	John Stone	July 1, 1811
58. Sinking Springs	Joseph H. Windel	October 1, 1807
59. South West Point	Thomas N. Clark	April 1, 1802

TENNESSEE

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
60. Springfield	Thomas Johnson	January 1, 1801
	Archer Cheatham	April 1, 1804
	Thomas Figures	April 1, 1808
	John Hutchinson	October 1, 1810
61. Stewart C.H. or Dover	Jesse Dawson	July 1, 1807
	James H. Russell	April 1, 1809
62. Sullivan C. H. or Blountsville	James Rhea	January 1, 1801
63. Taswell	James Graham	January 1, 1804
	William Graham	July 1, 1807
	Hugh Graham	July 1, 1810
64. Walnut Cove	Sampson David	January 1, 1807
65. Warrensburg	Hugh D. Hall	October 1, 1808
66. White C.H.	Edward Harrison	July 1, 1811
67. White Plains	Daniel Alexander	July 1, 1809
	William Quarles	April 1, 1811

MISSISSIPPI TERRITORY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
1. Chickesaw Agency	James McIntosh	January 1, 1806
	James Allen	April 1, 1809
	Samuel Mitchel	January 1, 1804
	Thomas Wright	November 10, 1806
	James Neely	July 1, 1810
2. Chocktaw Agency	Silas Dinsmore	January 1, 1808
3. Clinton Hill	John Messinger	July 1, 1809
4. Eatopatchy River	Laughlin McKay	October 1, 1811
5. Fort Stevens	Joseph Chambers	July 1, 1805
	Harry Toulmin	July 1, 1806
	George S. Gaines	July 1, 1809
6. Fort Stoddart	Edmund P. Gaines	April 1, 1805
	Harry Toulmin	July 1, 1810
7. Greenville	John Shaw	September 10, 1803
	John G.T. Prince	July 1, 1811
8. Grindstone Ford	Daniel Burnett	July 1, 1804
9. Herculanum	Charles A. Austin	October 1, 1811
10. Huntsville	John Perkins	July 1, 1811

MISSISSIPPI TERRITORY

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
11. Loftus Heights or Fort Adams	John J. Carmichael	January 1, 1804
	Nathaniel Evans	March 30, 1805
	William H. Ruffin	January 1, 1810
12. Natchez	Abijah Hunt	July 1, 1800
	Benjamin Leaman	October 1, 1804
	John Henderson	July 1, 1805
	Noah Fletcher	July 1, 1810
13. New Madrid	Andrew Woods	April 1, 1805
	Joseph Michel	July 1, 1808
	Peter A. Laferge	January 1, 1811
14. Pinkneyville	Edward Randolph	July 1, 1806
15. Port Gibson	William B. Elam	April 1, 1805
	Joseph Moore	April 1, 1806
	Samuel Frye	October 1, 1809
	James Wood	January 1, 1811
16. Raison River or Frenchtown	Moses Morse	April 1, 1808
	John Anderson	October 1, 1808
17. Tensaw	John Pierce	April 1, 1808

MISSISSIPPI TERRITORY

68.

POST OFFICE

POST MASTER

FIRST RETURN

- | | | | |
|-----|-----------------------------------|-------------------|-------------------|
| 18. | Red Bluff or
Smith's Old Stand | Joseph McRaven | April 1, 1811 |
| 19. | Washington | Joseph Briggs | January 1, 1804 |
| | | Richard Claiborne | April 1, 1804 |
| | | Samuel L. Winston | November 30, 1805 |

LOUISIANA

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
1 . Batize	William M. or C.T. Johnson	October 1, 1807
	George Stackpoole	April 25, 1810
2. Baton Rouge	James Chauveau	January 1, 1812
	Ezekiel Alexander	July 1, 1816
3. Carlin Settlement or Franklin (chgd. 1817)	Robert H. Nicholls	April 1, 1811
4. Campbell C.H. or Newport	Daniel Mayo	January 1, 1801
5. Cattlesburg	Horatio Catlett	April 1, 1811
6. Centreville or Salem	Jeremiah Walker	January 1, 1807
	William Fecklin	April 1, 1808
	Samuel C. Hurkins	October 1, 1811
7. Genevieve or St Genevieve	James Austin	January 1, 1805
	Charles Elliott	July 1, 1808
	Elias A. Elliott	October 1, 1811
8. Girardeau or Cape Girardeau	Robert Hall	July 1, 1806
	Joseph Mc Ferron	January 1, 1807

LOUISIANA

<u>POST OFFICE</u>	<u>POST MASTER</u>	<u>FIRST RETURN</u>
9. La Forche	Isadore Blanchard	April 1, 1810
10. Mine AuBurton	Moses Austin	October 1, 1811
11. Natchitoches	Edward D. Turner	July 1, 1806
	David Case	January 1, 1808
12. New Orleans	Bloise Cenas	October 1, 1804
	Thomas B. Johnson	April 1, 1810
13. Opelousas	William Shields	January 1, 1809
	David L. Todd	January 1, 1811
14. St. Francisville or Webbsville	Amos Webb	April 1, 1812
15. St. Martinsville or New Iberia or Attakapas	Nathan Morse	April 1, 1809
	Robert H. Nicholls	July 1, 1810
16. St. Charles	John Harvey	October 1, 1806
	Machy Wherry	July 1, 1807
17. St. Louis	Rufus Easton	January 1, 1805

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