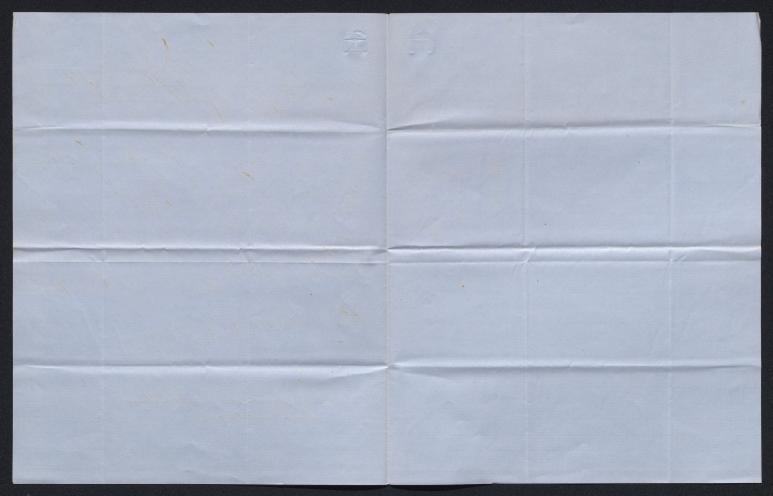
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Hon. S. A. Douglass Suly Sterry Co. Illians, Orashington HG. Dashi Thile gon de me The favor to send me the following list of boosly. Patent Office seports, agrentlem, Michanies, Coast Rurveys. Islifornia surveys & Queh Other norses as y may are fit to bestone Upon one who has always been a name and yealing friend the Democracy, with much respect I remain buffrely the Obe, Set le, Al Burgliss, Please adding Dr. A. S. Bay Orgetul Sure M. Ding Co Sent Mechanical L'agricultural, Sent lais speech

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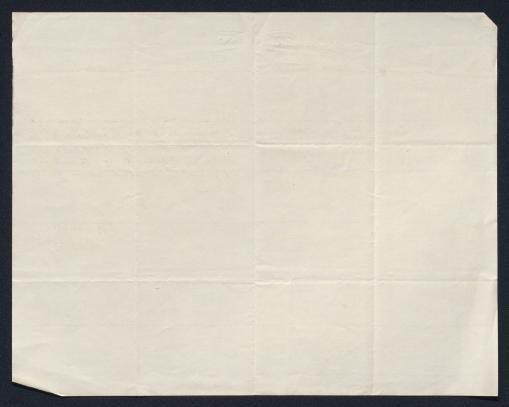
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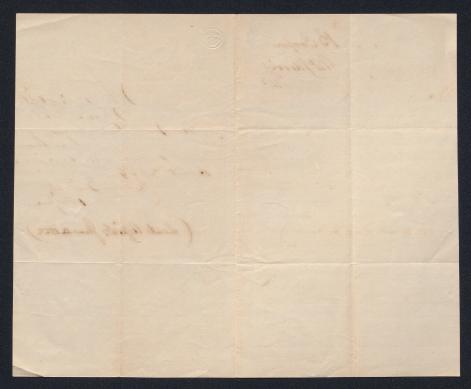
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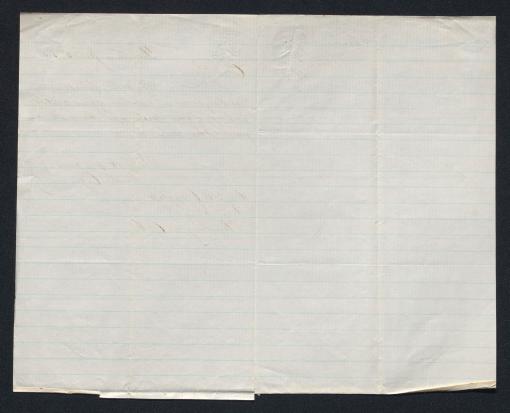
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. B. Cooper M. Morris Hes JAMMoring Copes And mr Mrs agricultud report of the Berton ( Lent ligned June 4 1858, )



Eliha Dyes Panduce Julio 5th 1858 The mail of this morning, has brought me an expression of your counter, in a copy of your Speech upon Mausas and for which I haw much obliged. Very Hesky Jours, Elisha Dyer Ha La Ponglap a. I. Stuate. Machington. Q. 6.



Washington City June 5, 1858. Hon. S. A. Douglas Dr. Si - I am auxious to obtain a copy of your great Kansas speech, delivered the night before the vote was taken in the Senate, for a friend and myself, for preservation. I have called at Towers, but he has none left; and I therefore apply to you, in the hope that ever if you have but a few, you can spare me two or three.

address me throw the city, P.O., and oblige,

H. Tingsinger

A Frysinger Warlington City

Ok Incan New Yorks

19 Wall St.

Der für. I wish

to forman the appoint ment of Commispioner for Ill, formy friend William Ro Ward of This Cif- Ida is a gutteman to a business man + a good friend of yours; the your may not know him - He is in the office with me to I shall consider it apreson al former, of the Gon of All is a friend of yours, of you will ask him to make the appointment - It is an office of neither, honor, buston

profits, but one of commence only- If your relations with the Got, we not such as to sender in any way annoying to your, I shall Estima it a personal former tome if your will comply with my wishy by har find Chynun How S. a. Dauglop MAA

5918

Mr Douglass Sir please to send me the mechanical and Agricultureal Proposts and Oblige a friend Miron L Lee Direct to Dearhorn Sistofia Me Henry be fill June this 1858 ( Lout Meals June 11. 1858)

Miron See Dearborn Hes,



NEW YORK, SATURDAY, JUNE 5, 1858.

Groups N. Sannes.—We learn withpleasace, from good athority, that the appointment of our popular fallow eithers, the Gerrye N. Sander, as Navy Agent of this poor, will east with very trifling opposition in the Senate, and that if will be confirmed by that body early in the nituding week.

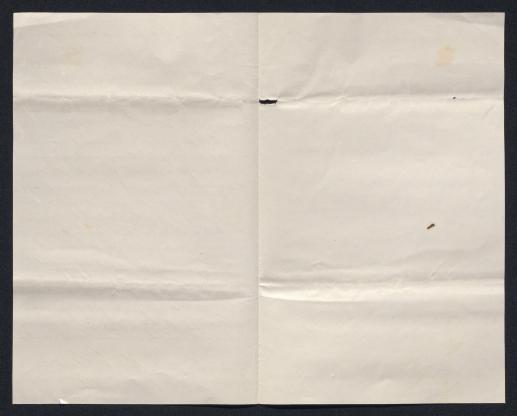
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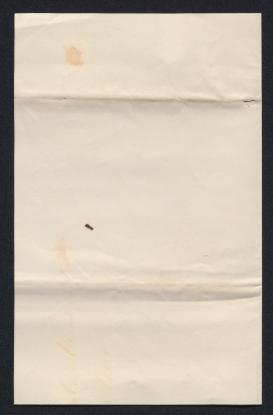
Hambury Ashly Co Arts June 1885 Hont S. A. Douglas Thank you for any copies of your species made deceny the present of Dession of Cong. louching the Houses Tuestion and also for alter Joecen ments containing information on that subject. Respectfully your most of: Poly Smuss

Hamburg. arks Hind H. Douglas Washington O.C.



Machington Same 5, 1838 I take the letaly of enclosing the bill autodiced into the Senate by Mithen Mir. Kennedy - also a letter addinis to the For Office Commetter, which is to Ime Callet aplanating of the Same The Bill frinds for a line of Ocean Mend Steamers which if Established, well canfer equal benefits upon the both South. and A empaces the Complete Ocean Mail ferry to hurope placing our dond mails at the best portal points of the Continent, free from Mithit Chaunel regulations + at a line rate for the through service than has bethut been paid by Givenment. Sworld respectfully request your Cample Education of the Bill & if consistent with give Views as a Sounts, I shall be much gratified by your support of a measure which is diemid so important to the Country Vi Susta Douglas Mom OH Tent Chupne Minipun





Washington, May 20, 1858.

Sir: The importance of the subject embraced in my memorial, relative to steam communication between this country and Europe, must be my apology for laying before you the following reasons for action at this session, in order that the establishment of the requisite mail facilities may be secured. The United States at this time have no regular mail service to Europe. The government is dependent upon the occasional employment of transient vessels to take out the made up mails, and even British steamers have been employed for the service.

This is of serious inconvenience to the mercantile community, is deemed a discredit by the people, and will prove injurious to our national commerce, if not remedied without further delay. There was a time when Americans could boast of marine supremacy. Our ships were better, and possessed of more speed, than those of any other nation. Steam introduced a new element in advance of us upon the ocean. We entered into competition, again triumphed, but for want

of equal government aid have retrograded.

Our wooden steamers have decayed and are rotting at their wharves. Our former competitor is now our superior and without a rival. Her iron steamers are performing our freighting trade. Her mail steamers carrying our letters. She is again assuming the supremacy of the sea by asserting the right to board and search our merchantmen.

It is proposed to remove promptly these mortifying circumstances by placing iron mail steamers, superior in safety, speed, and quality, upon the Atlantic service, not to confine them to one port, but to distribute them fairly, that the south and west and north may participate

equally in their benefits.

The offer is to perform the mail service at a fair compensation-less than has hitherto been paid by the government. To depart from each port on days to be determined by the Postmaster General, and to sail with such regularity as shall secure to the steamers confidence at

home and abroad.

Hitherto the sailing days of our steamers have not been reliable. Owing to this, letters from the south and west could not be forwarded with certainty for them, and generally they were sent in the English mails, losing several days of time, and placing the citizens of those sections at a disadvantage. A division of the line to the south

remedies this, and gives a proportionate equality.

So uncertain were the departures from Europe, that Americans, as well as Europeans, adopted the custom of marking their letters "per British steamer," and hence not more than one-half of our due proportion of the regular correspondence has been carried by the American lines, yet this portion yielded about two-thirds of the subsidy allowed by government. Had the steamers run with regularity throughout the year, it is fair to infer that they would have doubled the revenue, and the Post Office Department would have derived a profit annually from their services.

The Collins, the Havre, and the Bremen lines, made in the aggregate but fifty trips in the year, at a compensation of \$1,208,000.

The present proposal is to perform fifty-two trips in the year, in a superior class of steamers, for \$1,200,000.

If the two additional trips are rated at the payment required by the Collins line, it will make \$64,000, to which is to be added the excess of \$8,000 of the old payment; and it will be seen that the proposed service is \$72,000 less than the former rate, while the service will be greater and better performed for the good of the whole people, and more justly distributed to the chief duty-paying cities of the

The plan proposed for establishing the line calls for no immediate appropriation of money; hence the present condition of the treasury cannot be urged as a reason for delaying the establishment of this mail line. That condition has arisen from a stagnation of commerce, and whatever restores commerce will tend also to replenish the treasury. Nothing will sooner do this than the active co-operation of government to reopen the rapid means of healthful trade, which the experience of Great Britain has found to exist mainly in her ocean

steam facilities.

I am informed that a proposal has been placed before your committee to establish a rate of ocean mail service at two dollars per mile. Such rate is inadequate, and could only be urged by parties ignorant of the cost, or of the requisites of such service. It could only be accepted by those who would place inferior steamers upon the lines, and the country would be forced to witness the repetition of such calamities as that of the "Central America." The fearful loss of human life, springing from a mistaken notion of economy, would be a disgrace

to the nation, and would not be tolerated by the people.

The advertising of ocean mail contracts, and giving them to the lowest bidder, will not answer until steamers are as plentiful and as reliable upon the ocean as carriages are upon the land. England tried the experiment—her low bidders failed—her steam service thus organized was a tax. She changed the system, paid liberally to competent parties, and it has become self-supporting. France tried it with the same result. Belgium established a line on like principles. It has disappeared. Shall a country whose distinctive characteristics have been its keen foresight and progressiveness begin behind the failure of others merely to fail in that which should be its leading support—its commerce?

The national line of steamers proposed will not be a tax or burden upon the treasury. The aid required is only the credit of the government. The interest upon this is paid by the steamers. The principal is returned in annual payments, in less than half the time of its full maturity. If interest were duly credited upon this the government would, financially, be even a gainer in the transaction. The payments are made certain by deducting them from the mail appropriaments are made certain by deducting them from the mail appropria

tion monthly. The security is made ample, both for principal and interest, by a pledge of property worth fifty per cent. more than the advance, with collateral policies of insurance. The regularity of the line will secure mail receipts equal, if not superior, to the disbursements. The line will therefore be self-sustaining. The ships will at all times be available to the government for transport or other naval service. Their distribution along the Atlantic seaboard, and their educated officers, engineers, and trained crews, will make them effective guards of the coast, in case of trouble, while their constant cocupation will open new sources of peaceful commerce to the country.

I trust the merits of the proposal will cause its adoption by your committee as the basis of steam service, and that a common effort will place the steamers upon the route at the earliest possible moment, and thus relieve the country from the humiliating position of dependence upon England, in which it now stands.

I have the honor to be your obedient servant,

AMBROSE W. THOMPSON.

## IN THE SENATE OF THE UNITED STATES,

June 3, 1858.

Mr. Kennedy asked and, by unanimous consent, obtained leave to bring in the following bill; which was read twice and referred to the Committee on Post Offices and Post Roads, and ordered to be printed.

## A BILL

To establish a line of mail steamships between certain ports of the United States and Great Britain.

- 1 Be it enacted by the Senate and House of Representatives
- 2 of the United States of America in Congress assembled,
- 3 That a line of mail steamships be, and the same is hereby,
- 4 established between the ports of New York, Philadelphia,
- 5 Baltimore, Norfolk, Charleston, Savannah, and New Orleans,
- 6 in the United States, and Southampton, in England, and
- 7 thence in auxiliary steamers, carrying the closed United States
- 8 mails for the continent to the ports of Havre, in France, and
- 9 to Antwerp, in Belgium. The departures shall be four times
- 10 in each month from the United States, in alternate weeks,
- 11 from the ports aforesaid, and four times in each month from
- 12 England; the days of departure to be fixed and determined by
- 13 such schedule as the Postmaster General may adopt; and the

6 Postmaster General shall deduct, in each month, the pro rata 5 made to the Post Office Department. From this amount the 4 as aforesaid, which shall be paid from the general appropriations 3 statute mile of distance for each complete voyage out and back, 2 for the service of said steamers shall be three dollars for each SEC. 4. And be it further enacted, That the mail pay iron steamers, and continuing until the whole amount is repaid. 18 mencing at the end of the second year of the service of said 12 to the treasury in annual payments of ten per centum, com-11 Navy and Postmaster General. This advance to be returned 10 party as may be appointed therefor by the Secretary of the 9 shall progress, under the inspection and supervision of such 8 said advance to be made, from time to time, as the construction T two-thirds of the whole cost of the said six steamships; the 6 struction and equipment of said steamships, to the amount of 5 and the principal payable in twenty years, towards the con-A States, bearing five per centum coupons, payable semi-annually, 8 wance, under the terms of the contract, the bonds of the United 2 tary of the Treasury is hereby authorized and directed to ad-SEC. 3. And be it further enacted, That the Secre-28 the said steamers, 27 may be consistent with their positions, and be paid entirely by 26 service in which they are engaged, performing such duties as 25 Navy Department, but be subject to the rules of the steam 24 their term of service they shall derive no payment from the

14 steamers, in their voyages to and from New Orleans, shall touch at Havana, Cuba, and Bordeaux, in France. Sec. 2. And be it further enacted, That the Postmaster General is hereby authorized and directed to contract with 3 Ambrose W. Thompson for the establishment of the said line, which shall consist of six iron steamers of not exceeding three thousand tons measurement each, and two auxiliary steamers of not exceeding six hundred tons each; and each steamer shall be constructed with not less than six water-tight compartments below the berth deck, and three separate compartments above the said deck, except the two auxiliary steamers 10 which shall have not less than three compartments below deck. The engines, boilers, and coal-bunkers shall be in one separate 12 and distinct compartment, disconnected from all others except 13 in the extension of the pump, and so arranged that, in case of accident to any other portion of the vessel, the fires could not 15 be extinguished thereby, or the machinery or pumps be prevented from working. The vessels to be constructed in such manner as to make them available for transport ships, and capable of carrying moderate batteries. Each steamer, at the option 18 19 of the Secretary of the Navy, shall carry not less than two midshipmen, four engineer apprentices, eight apprentice sea-21 men, and one assistant surgeon of the United States navy, who shall be taken on board and carried for the purpose of educating

23 them in marine steamship knowledge and tactics; and during

strmed and equipped for such purposes as the government may 18 parties cannot agree; and when so employed, they may be 17 terms to be decided by arbitrators, mutually chosen, if the 16 to purchase or employ any or all the said vessels, upon 15 for; and the government shall have the privilege, at any time, 14 Department, upon reasonable compensation being made there-

20 require.

g

13 the said steamers shall be subject to the orders of the Navy

12 departure exact; and when not employed, either or both of

18T SESSION. S.

II tingent want, to keep the service regular, and the days of 10 and one in the United States, to supply any accidental or con-One spare steamer shall be kept in readiness in England 8 finished and upon the line. 7 temporary service shall continue until the iron steamers are  $\mathbf{6}$  steamships to be employed therefor; and in such case the said 5 master General, be entered upon within the said term in tract, but temporary service may, at the option of the Postshall commence in twelve months from the date of the con-2 for mail service shall be for ten years, and the regular service Sec. 6. And be it further enacted, That the contract 6 retary of the Treasury. 5 the amount of said advance shall be deposited with the Secshall be insured in good insurance companies, and policies to gage lien shall be executed to the government; the steamers 2 of securing the government for the amount advanced, a mort-Sec. 5. And be it further enacted, That, for the purpose I4 treasury of the United States. 13 struction until the amount of said advance is fully repaid to the 12 ten per centum in each year of the amount advanced for con-11 after the end of the second year's service of said steamers, 10 of the coupons upon said bonds. And he shall also retain, 9 be paid into the treasury of the United States for the purpose 8 towards the construction of said ships, which amount shall  $\tau$  proportion of the interest maturing upon the bonds advanced

35TH CONGRESS, 1ST SESSION.

S. 430.

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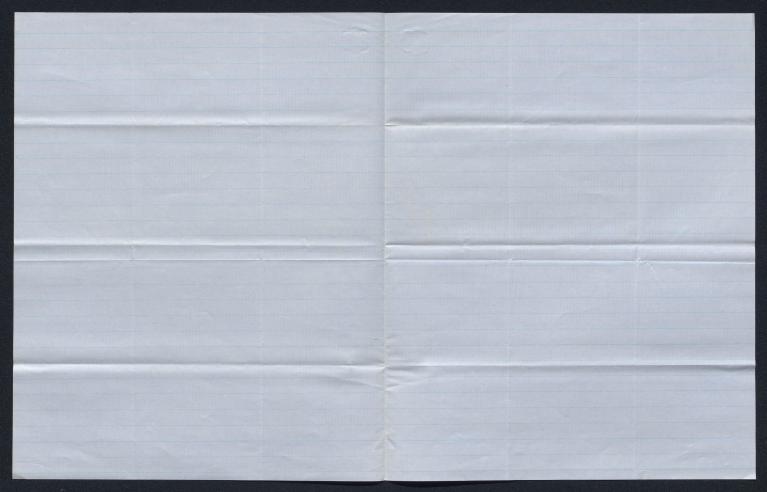
To establish a line of mail steamships be certain ports of the United States and Britain. d Great

Stegmers Mr Hound Pile The brose to Thompson Jane 5.758.



Sie Moten, Mall. June 5 58 e copy of your speech delivered lately in the Senate on the recent outrays on american shipping in the fully your William R. Whitaker Non, Stephen a, Douglash IJ. Nachington s. C.

Um 12 Whitaken Boston Maps,



(Bento boly pac RHE.) June 16/58) Smicher Logan county Illians June 3th 18, 5. Dear Sir - For the newy Speches Copies Imean, delivered Coursely tathers in the present Very Hankful, and ain moking appropriate use of them - He are hope his ofthe Right Reine of Aspers in the county one at Mula Home lone - But of this Mune when I shall have the pleasure of Meeting Ditte (6) of a work Entitle er "Therations for a Rail Road Route Pacifi! and Jan So lighty place with it that I viry much 33 pleaser are the other volumes -I Can you send them to me If. you will be so River as I Level The the mater Other one Ibone 8 g O mean the remaining volumes Or I olive toke it as a great fourand Hull in Some many Encleaner to reciprocate the four when I my he able odo so fly Mace

Well Myatte Suicolin His wo