5909

Fullers Point Colombo Ill
June 5/58

S. A. Douglas

Dear Sir

Many thanks for Documents
— very glad to see you stand, as on a
Rock of Adamant, on the grand
principal of popular Sovereignty
They are principles that a man
can both live and die by —
trouble & be to troublesome
in requesting a copy of Patent
Office Report — on Mechanics
Dear Sir

Yours very respectfully
William Bowen

Wm Bowen
(Mechl Engr)

Wm Bowen
Fullers Point
H.C.S.

5910

Crystal Lake
Mc Henry Co. Illinois
July 8th 1858

Hon. S. A. Douglass
Washington D.C.

Dr Sir

Will you do me the favor to send me the following list of books. Patent Office reports, Agriculture, Mechanics, Coast Surveys, California surveys & such other works as you may see fit to bestow upon one who has always been a warm and zealous friend to Democracy, with much respect I remain Very Truly

Your Obt. Serv't E. A. Berry M.D.

Please address Dr E. A. Berry
Crystal Lake
Mc Henry Co
Ill

Sent Mechanical & agricultural,
Sent last speech

Dr E. A. Beers.
Crystal Lake
McHenry Co. Ills.
June 5. 1858.

Pants documents

5911

N Bird
Cincinnati Ohio

Cincinnati Jan 5. 1858

Hon S A Douglas

Respected Sir

I will be very much obliged if you will send a copy of your speeches on the Kansas question delivered at the present session of Congress

Your Most Obt Servant
N Bird

address
N Bird
Box 1319
Cincinnati O

5912

J. P. Connell
Easton, Pa

Easton, June 5. 1858

Dear Sir:— Several years ago, I received of Mr. Brodhead, the first volume of Gibbons' Amazon Reports. I would be thankful if you would send me the first volume.

Yours, &c

J. P. Connell
Easton, Pa

5913

B Cooper
Mt Morris
Ills

Ill.
J W Morris Esq. Co
Dec 5th 58

Hon J A Douglas
Please
Send me the Agricultural
Report of 57
Yours Respectfully
B Cooper

(Sent Agrid. June 14 1858.)

5948

Elisha Dyer
Providence
R.I.

Providence June 5th 1858

Dear Sir

The mail of this morning has brought me an expression of your courtesy in a copy of your Speech upon Kansas, and for which, I am much obliged.

Very Truly Yours
Elisha Dyer

Hon S A Douglas
U. S. Senate
Washington D. C.

5916

Washington City, June 5, 1858.

Hon. S. A. Douglas

Dr. Sir:— I am anxious 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 even if you have but a few, you can spare me two or three.

Address me thro' the City, P.O., and oblige,

Your Obdt. Servt,

H. Tryslinger

H. Heyseinger
Washington City

C K Graves
New York

19 Wall St
N.Y. June 5.

Dear Sir.

I wish to recommend the appointment of Commissioner for Ill, for my friend William R. Ward of this City. He is a gentleman & a business man & a good friend of yours, tho you may not know him. He is in the office with me & I shall consider it a personal favour, if the Gov of Ill is a friend of yours, if you will ask him to make the appointment. It is an office of neither, honor, trust or

profits, but one of convenience only—

If your relations with the Gov. are not such as to render in any way annoying to you, I shall esteem it a personal favour to me if you will comply with my wishes

My truly
Friend

C. K. Green

Hon S. A. Douglas,
M.C.

5928

Mr Douglas Sir please to
send me the mechanical
and Agricultural Reports
and Oblige a friend
Marion L Lee
Direct to Dearborn Postoffice
Mc Henry Co Ill

June the 5th 1858

(Sent Mch. June 11. 1858)

Miron L Lee
Dearborn
Ills,

5919

THE JOURNAL OF COMMERCE

JUNIOR

NEW YORK, SATURDAY, JUNE 5, 1858.

GEORGE N. SANDERS.—We learn with pleasure, from good authority, that the appointment of our popular fellow citizen, George N. Sanders, as Navy Agent of this port, will meet with very trifling opposition in the Senate, and that it will be confirmed by that body early in the ensuing week.

Geo M Sanders
New York.

June 5.

5920

Hamburg Ashley Co Ark. Jan 5th 1858

Hon. S. A. Douglas

Dr. Sir.

I would thank you for any copies of your speeches made during the present Session of Cong. touching the "Kansas Question" and also for other Documents containing information on that subject.

Respectfully your most obt.

R. J. Jones

B F Smart
Hamburg, Ark.

Hon S. A. Douglas
U. S. S.
Washington
D. C.

HAMBURG
ARK

5920-1

Washington June 5, 1858

Sir

I take the liberty of enclosing the bill introduced into the Senate by Mr. Kennedy – Also a letter addressed to the Post Office Committee, which is to some extent a explanatory of the Same

The Bill provides for a line of Ocean Mail Steamers which if Established, will confer equal benefits upon the North South. and it embraces the Complete Ocean Mail Service to Europe placing our Mail mails at the best postal points of the Continent, free from British Channel regulations & at a lower rate for the through Service than has hitherto been paid by Government.

I would respectfully request your careful Examination of the Bill & if consistent with your views as a Senator, I shall be much gratified by your Support of a measure which is deemed so important to the Country

I am Very Resp'y
Your Ob't Serv't

Ambrose W Thompson

To Senator Douglas

[Ambrose W. Thompson]

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 through-

out 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 country.

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 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 occupation 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.

35TH CONGRESS,
1ST SESSION.

S. 430.

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.

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

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 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 which shall have not less than three compartments below deck. The engines, boilers, and coal-bunkers shall be in one separate and distinct compartment, disconnected from all others except 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 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 of the Secretary of the Navy, shall carry not less than two midshipmen, four engineer apprentices, eight apprentice seamen, and one assistant surgeon of the United States navy, who shall be taken on board and carried for the purpose of educating them in marine steamship knowledge and tactics; and during

their term of service they shall derive no payment from the Navy Department, but be subject to the rules of the steam service in which they are engaged, performing such duties as may be consistent with their positions, and be paid entirely by the said steamers.

SEC. 3. *And be it further enacted*, That the Secretary of the Treasury is hereby authorized and directed to advance, under the terms of the contract, the bonds of the United States, bearing five per centum coupons, payable semi-annually, and the principal payable in twenty years, towards the construction and equipment of said steamships, to the amount of two-thirds of the whole cost of the said six steamships; the said advance to be made, from time to time, as the construction shall progress, under the inspection and supervision of such party as may be appointed therefor by the Secretary of the Navy and Postmaster General. This advance to be returned to the treasury in annual payments of ten per centum, commencing at the end of the second year of the service of said iron steamers, and continuing until the whole amount is repaid.

SEC. 4. *And be it further enacted*, That the mail pay for the service of said steamers shall be three dollars for each statute mile of distance for each complete voyage out and back, as aforesaid, which shall be paid from the general appropriations made to the Post Office Department. From this amount the Postmaster General shall deduct, in each month, the pro rata

35TH CONGRESS, 1ST SESSION. **S. 430.**

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proportion of the interest maturing upon the bonds advanced towards the construction of said ships, which amount shall be paid into the treasury of the United States for the purpose of the coupons upon said bonds. And he shall also retain, after the end of the second year's service of said steamers, ten per centum in each year of the amount advanced for construction until the amount of said advance is fully repaid to the treasury of the United States.

SEC. 5. *And be it further enacted,* That, for the purpose of securing the government for the amount advanced, a mortgage lien shall be executed to the government; the steamers shall be insured in good insurance companies, and policies to the amount of said advance shall be deposited with the Secretary of the Treasury.

SEC. 6. *And be it further enacted,* That the contract for mail service shall be for ten years, and the regular service shall commence in twelve months from the date of the contract, but temporary service may, at the option of the Postmaster General, be entered upon within the said term in steamships to be employed therefor; and in such case the said temporary service shall continue until the iron steamers are finished and upon the line.

One spare steamer shall be kept in readiness in England and one in the United States, to supply any accidental or contingent want, to keep the service regular, and the days of

departure exact; and when not employed, either or both of the said steamers shall be subject to the orders of the Navy Department, upon reasonable compensation being made therefor; and the government shall have the privilege, at any time, to purchase or employ any or all the said vessels, upon terms to be decided by arbitrators, mutually chosen, if the parties cannot agree; and when so employed, they may be armed and equipped for such purposes as the government may require.

35TH CONGRESS, 1ST SESSION. } S. 430.

A BILL

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

1858—June 3.—Read twice, referred to the Committee on Post Offices and Post Roads, and ordered to be printed.

5920-4

Ocean Mail
Steamers
For Mr Kennedy's
Bill

Ambrose W Thompson
June 5/58.

Ans & a Deposition
W. S. Thompson

5921

Boston, Mass. June 5 '58

Sir,

You will confer a favor by enclosing to my address a copy of your speech delivered lately in the Senate on the recent outrages on american shipping in the Gulf.

Very Respectfully Yours

William R. Whitaker

Hon. Stephen A. Douglas U.S.

Washington

D.C.

Wm R Whitaker
Boston Mass.

6024

(Bent Vol. 7 Pac. R.R.S.) June 16/58

Lincoln Logan county Illinois
June 5th 1858.

Hon S. A. Douglas
Dear Sir—

For the many speeches (copies I mean) delivered by yourself & others in the present Congress, sent me by you, I feel very thankful, and am making appropriate use of them— We are preparing for a hard fight here & have two of the Right Kind of popes in the county— One at Atlanta & one here— But of this more when I shall have the pleasure of meeting you—

Shaw sent me volume sixth (6th) of a work entitle a "Explorations for a Rail Road Route from the Mississippi River to the Pacific"— and I am so highly pleased with it that I very much desire all the other volumes— Can you send them to me? If you will do so kind as to send me the Mates to the one I have— I mean the remaining volumes I shall take it as a great favor— and shall in some way endeavor to reciprocate the favor when it may be able to do so—

In haste &c W. D. Wyatt

P.S. We are delighted to hear that you are a popular candidate for President. Your friends here intend giving you a unanimous vote in this county— Yours W. D. W.

Yours Respectfully W. D. W.

W. H. Wyatt
Lincoln, Ills

40