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### In Senate of the United States.

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IN SENATE OF THE UNITED STATES.

APRIL 3, 1832.

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Mr. HENDRICKS, from the Committee on Roads and Canals, to whom was referred the "bill for the improvement of the mail road between Louisville and St. Louis," S. 161, reported the same without amendment; and laid upon the table the following documents, which were ordered to be printed.

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*A memorial of the General Assembly of the State of Indiana, relative to the Louisville and St. Louis mail route.*

*To the Senate and House of Representatives of the United States in Congress assembled:*

The General Assembly of the State of Indiana,

RESPECTFULLY REPRESENTS:

That the road from Louisville, Kentucky, to St. Louis, Missouri, *via* Paoli, Mount Pleasant, Washington, and Vincennes, in Indiana, passes through a tract of country in Indiana and Illinois only sparsely populated; that the great and increasing travel renders it extremely difficult to keep the road in tolerable repair; that the expense which would be necessary to improve this road in such manner as the necessities of the Post Office Department, a just attention to the interest of the increasing population west of the Mississippi, and those facilities which are due from the nation to those who may travel on one of its great thoroughfares, is beyond the means of a new State: and that, also, the importance of this road to the Post Office Department, to the commercial interest located at Louisville, Vincennes, and St. Louis, and to the citizens of several States in the west, would seem to bring an appropriation by Congress for its improvement, within the limits prescribed by the Constitution for the exercise of the federal power in relation to internal improvements.

Wherefore, your memorialists respectfully request an appropriation of lands or money for the improvement of said road.

*Resolved,* That the Governor be requested to transmit a copy of the foregoing memorial to each of our Senators and Representatives in Congress.

H. H. MOORE,

*Speaker of the House of Representatives.*

DAVID WALLACE.

*President of the Senate.*

N. NOBLE.

Approved, *January 20th, 1832.*

## RESOLUTIONS OF ILLINOIS.

*Resolved by the Senate and House of Representatives, That our Senators in Congress be instructed, and our Representatives requested, to use their best exertions to procure the passage of a law by Congress, granting to this State seventy-five thousand dollars of scrip, receivable in any of the land offices in this State in payment for public lands; said scrip to be appropriated exclusively to the repairing the State road from Vincennes to St. Louis, and such other roads as have been, or may be, declared by the Legislature State roads, and upon which the United States' mail now is, or may be, carried in stages.*

*Resolved, That a copy of the foregoing resolution, signed by the Speaker of the Senate and House of Representatives, be certified by the Secretary of the Senate and Clerk of the House of Representatives, and forwarded to each of our members in Congress.*

WILLIAM KINNY,  
*Speaker of the Senate.*

J. McLEAN,  
*Speaker of the House of Representatives.*

Attest:

EMANUEL J. WEST, *Secretary of the Senate.*  
WM. LEE D. EWING, *Clerk House of Reps.*

GENERAL POST OFFICE DEPARTMENT,  
*Office of Mail Contracts, Jan. 18, 1830.*

SIR: In answer to your inquiries relative to the mail road between Louisville, in Kentucky, and St. Louis, in Missouri, referred to me by the Postmaster General, I have the honor to state:

It is one of the most important mail roads in all the western States, being the principal line of connexion between the fertile and flourishing States of Missouri and Illinois, and all the other northwestern States, and indeed all the old Atlantic States. It must, for many years, be the channel of communication through which the Government shall transmit, and receive, all its intelligence relative to the mines in the region of Galena and Prairie du Chien, the military posts of the Upper Mississippi, Missouri, and their tributary streams, and the whole northwestern Indian frontier.

The mail is now transported on this route, from Louisville to Vincennes, in Indiana, 124 miles, in 34 hours. It is detained two hours at Vincennes for distribution, whence it is transported to St. Louis, an estimated distance of 170 miles, in 47 hours: making the whole period, from the time of its departure from Louisville to the time of its arrival at St. Louis, three days and ten hours. This increased celerity, which commenced on the 1st of the present month, is given to that mail in consideration of its great importance.

In relation to the quality of the road, no special report has been made to the Department of a late date. The general reports represent it as a road greatly inferior to what most of the roads on our leading stage routes are. The complaints, during the present season, have been almost constant of the very bad state of the roads generally; but especially between Louisville and

Vincennes. It may be expected that the complaints will be still louder now that the time for performing the whole trip is 36 hours less each way than was allowed prior to the first of the present month.

The repair of the roads would, unquestionably, be highly beneficial to the public interest, and very gratifying to this department; but in what way it should be done, whether by the authorities of the States or of the General Government, is a question which the Postmaster General does not consider himself competent to decide, nor would he feel himself justifiable in giving an official opinion.

I am, very respectfully,  
Your obedient servant,  
O. B. BROWN.

Hon. WILLIAM HENDRICKS,  
*United States' Senate.*

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GENERAL POST OFFICE DEPARTMENT,  
*26th March, 1832.*

SIR: In answer to your letter of the 22d inst., requesting the communication of any facts in the possession of this department in relation to the obstructions to a speedy and safe transportation of the mail on the post road from Louisville, Kentucky, through Vincennes, Indiana, to St. Louis, Missouri, I have to observe that that road, *especially* during the winter and spring, is generally so deep, and so obstructed by the water courses which traverse it, as very materially and injuriously to retard the passage of the mail, and that not unfrequently the delays amount to a state of non-intercourse for weeks together.

To the States of Missouri, Illinois, and Indiana, this route is the main channel of communication with the other western States, the seat of the National Government, and the Atlantic States. Of consequence, the improvement of the road in question, would necessarily facilitate the operations of the department, and advance the interests of those States particularly, and of the western country generally, in the ratio of its extent and character.

I have the honor to be,  
Very respectfully,  
Your obedient servant,  
W. T. BARRY.

Hon. JOHN TIFTON, and WILLIAM HENDRICKS,  
*Senate of the United States.*

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WASHINGTON, *April 3d, 1832.*

SIR: The road which is the present mail route between Vincennes and St. Louis, a distance of one hundred and fifty miles, passes through a country of two-thirds or three-fourths prairie, and the balance timbered land. The settlements on or near the road are sparse and scattered, and the settlers wholly

unable, notwithstanding the repeated and liberal appropriations of the State and counties, to put and keep the road in order. Great inconvenience arises in the transportation of the mail on this route, and, not unfrequently, it is found entirely impracticable, in consequence of the wide and almost impassable bottoms of the Embarras, Little Wabash, Kaskaskia, and Mississippi rivers, and for the want of bridges over other and smaller streams. More than nine-tenths of the lands on this road, are yet held by the General Government. This road is the grand thoroughfare for emigrants to the States of Illinois and Missouri. On the road, there is an abundance of materials for its improvement and support.

Yours, with much respect,

C. M. ROBINSON.  
E. K. KANE.

Hon. WM. HENDRICKS,

*Chairman of the Committee*

*on Roads and Canals in Senate.*