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Jemison and Williamson.

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JEMISON AND WILLIAMSON.

[To accompany bill H. R. No. 851.]

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JUNE 27, 1838.  
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Mr. CALHOON, of Kentucky, from the Committee on the Post Office and Post Roads, made the following

**REPORT:**

*The Committee on the Post Office and Post Roads have had under consideration the petition of Jemison and Williamson, and make the following report thereon :*

The petitioners state that they were the contractors for carrying the mail on route No. 2656, between Montgomery, in the State of Alabama, and Tuscaloosa, via Selma, Greensborough, &c., from the 20th day of May, 1836, until the close of the year 1837; that during a part of which time, to wit, eight weeks, in consequence of the disturbances in the Creek nation of Indians, mails were forced upon them for the carrying of which they had never contracted, whereby they were not only prevented from carrying their usual number of passengers, but were compelled to employ additional stock, and incur additional expenses. They state that the entire mail belonging properly to route No. 2694, from Selma to Elyton, was carried by them for twenty-six weeks, and they pray that an allowance be made them for the services which they have rendered not embraced in the understanding of the parties at the time their contract was made.

The Postmaster General states that no orders were ever given by the Department to increase the mail matter on the route of the petitioners; that the mail matter which had usually been transmitted by the route suspended by the Indian hostilities, was ordered to be carried on other routes; and for the carrying of which other contractors have claims against the Department. It is very clear, from the proof in this case, that the mail matter thrown upon the route of the petitioners by the Indian hostilities in the Creek nation, was very great—far exceeding what it would have been if no such hostilities had occurred; and, for the transportation of which, the committee are of opinion compensation ought to be made: but, as they are unable from the proof to ascertain the precise amount which ought to be allowed, the committee report a bill authorizing the Postmaster General to settle the accounts of the petitioners, and make them such compensation as the equity of their case may require.

TUSCALOOSA, *January 22, 1838.*

DEAR SIR: Subjoined we hand you a memorial to the Congress of the United States, to which we would respectfully ask your attention. Upon the subject of the claims for which we here ask an allowance, our Mr. Williamson had the honor of having a conversation with you while in Washington last fall, when you had the politeness to offer us your attention thereto. Colonel W. also spoke with Governor Clay and others of our delegation in Congress, to whom you will be pleased to mention the subject of the claim. We deem it unnecessary to write them.

We have the honor to be, very respectfully, your obedient servants,  
JEMISON & WILLIAMSON.

HON. REUBEN CHAPMAN.

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

Your petitioners, Robert Jemison, jun., and Benjamin Williamson, respectfully show: That they carried the mail of the United States on route No. 2656, between Montgomery, in the State of Alabama, and Tuscaloosa, via Selma, Greensboro', &c. from the 20th day of May, 1836, until the close of the year 1837; during a part of which time, to wit, eight weeks, in consequence of the disturbances in the Creek nation of Indians, mails were forced upon them, for the carrying of which they had never contracted; whereby they were not only prevented from carrying their usual number of passengers, but were compelled to employ additional stock and incur additional expenses. Your petitioners further represent that the entire mail belonging properly to route No. 2694, from Selma to Elyton, was carried by them on their route for twenty-six weeks. For the better understanding of the character and extent of their services, as above, and the proofs of its faithful performance, your petitioners would respectfully refer your honorable body to documents now on file in the Post Office Department: and for an allowance of their claim as by said documents shown, they, as in duty bound, will ever pray, &c.

JEMISON & WILLIAMSON.

TUSCALOOSA, *August 17, 1836.*

SIR: Since we received yours informing us of our driver leaving some paper bags at Montgomery, and also of our being fined for the same, I have been to Montgomery, and have gotten the postmaster of that place to state the case to you as it occurred. There have been two paper bags left at Selma since the former offence. I have also gotten the certificate of the postmaster at Selma, and enclose them both to you, which I hope will be satisfactory to you. Since the commencement of the Creek war there have been large mails put on us, which have deprived us from carrying passengers, (mails which we never contracted to carry.) This we do not state with an expectation of getting the fine remitted, as we have charged the Department thirty dollars per trip for carrying extra mails. You

will perceive by Mr. Canute's certificate that we are still carrying the mail from Selma to Perry court-house and Tuscaloosa, which belongs to the Elyton line, by way of Montevallo, there being no contractor on that line. We also expect to be paid by the Department, for carrying that mail, twenty dollars per trip. The mail on our route from Montgomery to Tuscaloosa has increased to such a size that it is impossible for us to accommodate but few passengers. We understand the agent of the Department is at Augusta, Georgia, at this time; we would be pleased if you would send him on our line, as he might see the size of the mails, and the necessity for a change.

Respectfully, yours,

JEMISON & WILLIAMSON.

Col. S. R. Hobbie.

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POST OFFICE, TUSCALOOSA, ALA.,

October 25, 1836.

DEAR SIR: At the request of Major Benjamin Williamson, one of the contractors on route No. 2656, from this place to Montgomery, I cheerfully state, that in consequence of the stopping of the mails by the Creek Indians, between Montgomery and Columbus, last spring and summer, the quantity of mail matter hauled along route No. 2656, by the said contractors, was very greatly augmented for several weeks, say, six or eight weeks; and on some occasions, during that time, one, two, three, and four additional canvass bags were necessarily used for carrying the mails.

I have the honor to be your most obedient servant,

W. MOODY, *late P. M.*

HON. AMOS KENDALL,

*Postmaster General, Washington.*

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WASHINGTON, March 6, 1837.

SIR: On the 17th August, 1836, in relation to certain fines which had been imposed on us for leaving three mail-bags at Montgomery, and two at Selma, we wrote you a letter, in which we stated that this omission of duty was in consequence of the increase of the mails beyond our contract; the whole mail, which, before the commencement of Creek Indian hostilities had come in a daily line from Columbus, Georgia, to Montgomery, in Alabama, having been thrown upon our tri-weekly line from Montgomery to Tuscaloosa. When this change first took place it was unexpected to us, or our drivers, and it involved a labor which we found it extremely difficult to perform on our tri-weekly route, as it was adding to our contract labors the extraordinary increase of a daily line, and that a very heavy one. Unprepared as we were for this change, it is not to be wondered at that our drivers should, at the commencement, have left the mail-bags, as they looked upon it in the light of a gratuitous imposition on the line. As soon however as we discovered the reasons of

the change, and the necessity of carrying the entire mail, which usually passes by the great Southern route, we made the necessary increase of force, and were afterwards fortunate enough to carry this increased weight of mail without failure, though at very heavy expense. As to carrying of this increased mail, we refer you for proof to the subjoined certificates of the postmasters at Selma and Tuscaloosa; as to the expense, we refer to the fact that the addition of a daily mail to a tri-weekly mail, is, in point of labor, as nine to three, or an increase of two to one; at that rate our additional compensation would be at the rate of eleven thousand dollars a year. We refer you to the stand-keepers' certificates to show you the exorbitant rate of horse-feed; and, as a general remark, we think it will be found that all the expenses of carrying a mail are as heavy in that part of the country as any other portion of the Union. With this general view of expenses, we think we are unusually moderate in charging the Department thirty dollars a trip, or one hundred and eighty dollars a week.

In addition to the above, we refer you also to the certificates of the postmasters at Selma and Tuscaloosa, to prove an extra service in carrying the whole mail from Selma to Perry court-house, which ought to have gone from Selma by way of Montevallo to Elyton, but which was thrown on our line by the failure of Caruthers & Kinkle to carry it direct to Perry court-house, a distance of thirty miles, through a prairie country, from Selma to Elyton. The whole of this mail we carried from Selma over the worst road on our line; a part we were compelled to carry to Tuscaloosa, a distance of ninety miles, and another part we were compelled to carry from Tuscaloosa, by Centreville, to Maplesville, a distance of sixty-five miles, on my other and upper line; being an extra carrying of a part of this mail a hundred and fifty-five miles. We think we are moderate enough in putting down this extra service at a compensation of twenty dollars a trip, or a hundred and twenty dollars a week. These two items of extra service authorize us in making out the following charge against the Department:

To carrying extra mails, from 20th May, 1836, to 18th of July following, say eight weeks, at \$180 per week	-	-	\$1,440 00
To carrying extra mails that ought to have gone on the Elyton line, from 4th July, 1836, to 10th January, 1837, at \$120 per week	-	-	3,120 00
			\$4,560 00

Your earliest attention to and allowance of the above account, will greatly oblige your obedient servants,

JEMISON & WILLIAMSON.

Hon. S. R. HOBBS.

SELMA POST OFFICE, ALABAMA,

Dallas county, Jan. 10, 1837.

This will certify that Messrs. Jemison & Williamson, contractors of the line between Montgomery and Tuscaloosa, have been compelled to carry

the mail from this place to Perry court-house, to intersect a cross-mail from that place to Elyton, which mail formerly went direct from this place, by Pleasant Valley; but in consequence of there being no arrangements by the Department for said route, I found it necessary to send them by way of Perry court-house; to meet which unexpected event they deemed it actually necessary to place on their line two more teams of horses: such has been the case, with the exception of the time I employed Mr. Joseph Faress to carry the same, which was from May the 17th until the 4th day of July, 1836.

JAMES CANUTE, P. M.

*Selma, Alabama.*

From what I know of Mr. Canute, and from what I have learned from other sources, I have no hesitancy in stating that Messrs. Jemison & Williamson did do and perform the extra services above stated, and that it was necessary at the time that it should have been done.

SAMUEL G. FRIERSON, P. M.

*at Tuscaloosa, Alabama.*

We do certify that we are receiving from Messrs. Jemison & Williamson the sums annexed to our names, for keeping their stage-horses on route No. 2656, from Montgomery to Tuscaloosa.

Montgomery,	- - -	\$900 00
Washington,	Isaac Harvey, - - -	1,150 00
Vernon,	- - -	-
Simmons's,	Samuel S. Simmons, - - -	900 00
Minter's,	G. W. Mims, - - -	1,100 00
Selma,	G. W. Mims, - - -	1,800 00
Hamburg,	Stewart George, - - -	1,150 00
Mrs. Browne's,	Jesse Browne, - - -	1,200 00
Greensboro',	Kilrell & Evans, - - -	1,200 00
Havana,	David Campbell, - - -	1,000 00
Carthage,	William Dent, - - -	1,000 00
Tuscaloosa,	M. Duffe, - - -	700 00