Fullers Point, Colenso, N.A.
June 8/58

Sirs,

Many thanks for documenting

very pleased to see you hand up on a

Rock of Adamant, on the grand,

principal of popular Sovereignty

They are principles, that a man

can both live and die by

I would be to trouble you

in requesting a copy of patent

Office Reports on Mechanics

Thank you,

Yours very respectfully,

William Baring

[Note: The bottom portion of the letter is damaged.]
Crystal Cave
McHenry Co. Illinois

July 5th 1856

Dear Mr. S. J. Douglas,
Washington D.C.

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

The O. S. D. A. Information

Please address Mr. H. B. Bay
Crystal Cave
McHenry Co.

Sent the Mechanics and Agricultural
sent last saturday.
Mr. E. W. Bocca.
Crystal Lake
Mt. Vernon Co. Ill.
June 5, 1858.

Yours truly, document.
N. Reid

Cincinnati, Ohio

Cincinnati, June 5, 1838

Mr. S. Taylas

Respected Sir,

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

You must not forget

N. Reid

Address

N. Reid

Oct 13, 1839

Cincinnati, O.
Dear Sir: Several years ago, I received of Mr. Brodhead, the first volume of Gibbon’s Amazon Report. I would be thankful if you would send me the first volume.

Yours, etc.

J. R. Connell
Easton, Pa.
B Cooper

At Morris' Res

Mr. W. A. Douglass

And Mrs. Mrs. Douglass

Report of 94

Wm. Enfield

Cooper

Sent to Gen'l. June 14, 1838
Providence, R.I.

Rividence June 5th, 1838

Dear Sir,

The order of this morning has brought me an expression of your courtesy in a copy of your speech at the Kansas and for which I am much obliged.

Very truly yours,
Elisha Cooper

Mr. J. A. Douglass
U. S. Senate
Washington, D.C.
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 Obliged,

[Signature]

[Name]
H. S. S. Lenox
Washington City
19 Wall St.  
N.Y. June 5.

Dear Sir,

I wish to introduce the appointment of Commissioner for all, for my friend William R. H. Ward of this City. He is a gentleman of business, of a good friend of yours, the you may not know him. He is in the office with me and I shall introduce it a personal favour. If the you of the he is a friend of yours, if you will ask him to make the appointment. It is an office of neither, honor, trust in...
...but one ofennie 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 favor to me if you will comply with my wishes.

My dear Mr. [Signature]

C.H. Green

[Signature]

Your [Signature]
Mr. Douglass Sir, please to send me the mechanical and agricultural proposals and oblige a friend.

Henry A. Lee

Direct to Dearborn Postpo

The Henry Lee Jr.

June the 5th, 1855

(Rate receipt June 11, 1858)
Mount Lee
Dearborn Falls
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.
Hamburg, Ashley Co. Oct. 13, 1858

H. S. A. Douglas

Dr. Sir,

It would be most grateful of you to forward any copies of your speeches made during the present Session of Cong. touching the Kansas Question, and also any other documents containing information on that subject.

Respectfully yours,

[Signature]
B T Smart
Hamburg, Feb 8

Hon R. A. Douglas
W S T
Washington, D.C.
Washington, June 5, 1858

Sir,

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

The bill provides for a line of Ocean Mail Steamer, which, if established, will confer equal benefits upon the North and South, and embraces the complete Ocean Mail service to Europe, placing our Ocean Mails at the most pivotal points of the Continent, free from British Channel regulations that at a considerable cost through Service Lines has hitherto been paid by Government.

I would respectfully request your careful examination of the bill in concert 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.

Yours very respectfully,

[Signature]

Ambrose W. Thompson

[Address: Senator Douglas, House of Sen.]
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 $1,206,000.

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 $84,000, 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 the 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 fall 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-

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.
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 of the United States of America in Congress assembled,

2. 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
14. steamers, in their voyages to and from New Orleans, shall
touch at Havre, Cuba, and Bordeaux, in France.

Sec. 2. And be it further enacted, That the Postmaster
General is hereby authorized and directed to contract with
Andrew 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 com-
partments below the forecastle, and three separate compart-
mants above the mid-deck, except the two auxiliary steamers
which shall have not less than three compartments below deck.
The engines, boilers, and coal-basins shall be in 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 pre-
vented from working. The tanks to be constructed in such
manner as to make them available for transport ships, and capa-
bile 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 ser-
geants, and one assistant surgeon of the United States Navy, who
shall be taken on board and carried for the purpose of educating
them in various seamanship knowledge and tactics; and during
A BILL

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

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

Embrose W. Thompson
June 5, 1858.

This is
Andrea

Marriage
Boston, Mass. June 5th 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 E. Whitaker

Hon. Stephen A. Douglas

Washington D.C.
Société Logan County Illinois
June 5th 1858

Rev. T. A. Douglass

Dear Sir,

For the many speeches copies I mean, delivered by yourself, return in the present Congress sent me by you, I feel very thankful, and am making appropriate use of them. I am now proposing for a local right here to have two of the Right of Way copies in the county—two at Oilston

stone lone. But of this more when I have the pleasure of meeting you—shown sent me Volume 20th (20) of a work entitled as

"Explorations for a Rail Road Route from the Mississippi River & the Pacific Ocean" and I highly

please write it that I may procure divine all the other volumes—

Can you send them to me? If you will be 20 Pines and deliver me the make others. I will phone

I mean the remaining volumes. I please take it as a great favor

and there in some way endeavor to reciprocate the favor when I may be able to do so.

In haste or
date

D. H. A. Allen