

Duplicate

Richmond Fredt & Potomac Rail Road
Office Richmond 8th March 1847 }

Now Cave Johnson

Post Master General

Sir

Proposals being invited for the transportation of the Mail on the various routes through Virginia after the 1st July 1847. I have the honor to make to you the following proposals for the route between Washington and Richmond (Nos 2401 & 2427).

That the Rail-Road and Steam Boat Companies both being now under the control of the same Board of Directors will transport the Mail in the time and agreeably to the Schedules proposed by the Department, for four years from the 1st July next (including the delivery of the mail at the Richmond and Petersburg Depot in Richmond and at the rail-road Depot in Washington as well as at the Post Offices in those Cities and the local offices on the route) for the sum of thirty six thousand five hundred dollars.

The above offer is somewhat higher than that at which the rail-road and Steam Boat Companies proposed to contract for the mail for four years at the last mail letting in 1843. On the other hand it will be seen on a comparison of Schedules proposed by the Department, that the time allowed in the present Schedules is shorter than was then proposed and that the Schedules are particularly disadvantageous to the Steam Boat portion of the route, the way travel of which will necessarily suffer greatly by the night Schedule coming South in Winter and in insuring connections by the short Schedules proposed in summer.

I might add to these considerations, that both the rail-road and Steam Boat Companies having spared and being determined to spare no expense, whether in their ice boats or otherwise in order to insure the speediest and most effective transportation of the Mail at all seasons of the year and never to allow a failure of it when it can be avoided, trust they may rely on the disposition of the Department to award a fair compensation for the same.

They hope under these considerations that the above proposition may be satisfactory to the Department.

Respectfully

Your O^bt Servant

Signed M Robinson Pres^t

Statement in connection with the above

From Baltimore to Cumberland, to carry the mail in Stages or Mail Carts 138 Miles at an average of 6 miles per hour,	23 hours
including stoppages, would require	

The Rail Road 180 Miles long, requires	11 do
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Saving to the Department by use of Rail Road	12 hours
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From Washington to Richmond to carry the mail in Stages or Mail Carts 130 Miles at an average of 5 miles per hour	}
which in view of the bad condition of the road between those points is a larger average throughout the year, than	
6 on the Maryland Turnpike, would require	

The Rail Road <u>and</u> Steam Boat line requires	2 do
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Saving to the Department by use of Rail Road	17 hours
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The mail pay on the Baltimore & Ohio Rail Road at \$25 ⁰⁰ / ₁₀₀ per mile for 180 Miles is	\$ 42.50
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To carry it in Stages 138 Miles at \$200 per mile would cost	27.500
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Sum paid for 12 hours saving of time to Balt & Ohio Rail Road	\$ 15.150
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The Richmond Fred ^d & P. Rail Road <u>and</u> ^{Steam} Boat Companies offer is	35.500
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To carry the mail in Stages 130 Miles at \$200 would cost	26.000
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Asked for 17 hours saving of time by R F & P R R & Comp ^y	\$ 10.500
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