in the four years, the duration of the contract, to $55,000.

In his report of April 18, 1832, [Doc. 212, p. 17.] he states that R. C. Stockton and Wm. Neill are contractors to carry the mail on routes Nos. 1,501 and others, including a large number of routes, principally in Ohio, at an annual compensation of 80,000

In his report of March 3, 1834, [Doc. 138, p. 210.] he states that Wm. Neill & Co. are contractors on the same routes at an annual compensation of 50,410

Making a difference in favor of the contractors, per annum, of 20,410

During the contract, of 81,641

In this report of April 18, 1832, [Doc. 212. p. 4.] he states that Reeside & Slaymaker, are contractors for carrying the mail from Philadelphia to Pittsburgh, at an annual compensation of 7,000

From Pittsburgh to Washington, 1,250

Making in the aggregate, 8,250

In his report of March 2, 1834, [Doc 138, p. 199.] he states the contract as from Philadelphia to Pittsburgh, from Pittsburgh to Washington, and from *Washington to Wheeling*, at an annual compensation of 27,070

Making a difference per annum of 19,750

And in four years, of 79,000

The line from Washington to Wheeling is included in the contract of Stockton and Neill, in the report April 1832. [Doc. 138, p. 204.] It is not mentioned as a part of the contract of Reeside and Slaymaker.

In his report [Doc. 212, p. 2.] of the 18th of April, 1832, the Postmaster General states that James Reeside is the contractor for carrying the mail from Philadelphia to New York daily, at an annual compensation of $6,000

In his report [Doc. 188, page 186] of March 3, 1834, he states the same contract as twice a day, and the compensation per annum at 20,500

Making a difference per annum of 14,500

And in four years of 58,000

These are but a few out of a numerous class of cases, many of which will be set out at large in a subsequent part of this report. From them your committee has been constrained to draw conclusions most unfavorable to the general accuracy of the department, and though all or nearly all of the cases which follow have been differently represented in different reports of the department. they are not selected with a special view to that circumstance.—We detail them because they form parts of transactions with individuals, some it is true, of small importance, and others of great magnitude, but altogether, involving almost every conceivable variety of abuse; some of them in direct violation of law, and some subversive of the common principles of justice and fair dealing between man and man.

The first case examined by your committee was a contract with Gen. George House, of Gallipolis, in the State of Ohio, and the following is the transaction somewhat in detail, as it appeared in evidence.

At the lettings [Doc. 117, p. 5.] in October 1830, route No. 1975, from Colesmouth to Gallipolis, was taken by John Black at the yearly compensation of $394, commencing on the 1st of January, 1831, and ending the 31st December, 1834.

On the files of the department is a letter from Geo. House to the Postmaster General, dated at Washington, January 28th 1831, in which he proposes to carry the mail three times a week, in a steamboat from Charleston, Kenhawa, to Gallipolis, at $30 per mile, per annum, to commence as soon as his boat should be ready in the spring; & he adds, that his proposition is made in pursuance of a request or directions of the department made to Judge *Hayward* in December (then) last. The estimated distance is sixty four miles, equal to $1,950 a year.

In a communication from O. B. Brown to the Postmaster General, dated the 11th of February, 1831, he states the offer of George House at $1,050 for carrying the mail twice a week in a steamboat on the same route, and that the steamboat will be ready "say the 1st of April;" he suggest that the contract with Black may be suspended, and asks "shall it be done?" The Postmaster General endorses on the paper "let it be done;" and thereupon Black received orders to discontinue his route from the 1st of April, 1831. No contract appears to have been executed by House, and Black continued to carry the mail on horseback as his *sub contractor*. The effect of the whole transaction was, to shift the contract out of the hands of Black, and place it in the hands of *House*, who is well known as an active and influential political partisan. A letter, written by House to the Postmaster General on the 2d of August, 1831, states that he had not yet got his steamboat prepared, and does not know when he shall; and it seems that he never did, for the mail is still carried on horseback on that route.

At the letting of contracts in October, 1831; route No. 1,588, from Chillicothe to Gallipolis was bid off by A. L. Ross, at $1,100 per annum, the mail to be carried three times a week in four horse post coaches. His bid was accepted, and in the report [Doc. 212, p. 20,] of the 18th of April, 1832, he appears as the contractor.

On the 7th day of October, 1831, a letter was written by O. B. Brown, to Ross, informing him that the acceptance of his bid was suspended, and that the department wished him to give it up, as it was important that the stage line from Chillicothe to Gallipolis, should be connected with the steamboat line from Gallipolis to Charleston: Ross reluctantly yielded to the requisition, and the mail upon that route was carried by House, for some time, but without *any contract* and without any *written and accepted offer*. There was exhibited to your committee a letter from House to O. B. Brown, without date or post mark, in which he says he has carried the mail from Chillicothe to Gallipolis, and from Gallipolis to Colesmouth, *since the 1st of January, 1832, without any contract*; and in this letter was enveloped and filed, a paper, also without date, containing a proposition by General House to carry the mail three times a week in four-horse post coaches from Chillicothe to Gallipolis, and three times a week from Gallipolis to Colesmouth, on horseback, for the yearly compensation of $2,600. On the back of this paper is endorsed in the handwriting of the Postmaster General 'allowed to take place from the 1st of January, 1832;' all these papers, and the filling and entries upon them, are without date, and the officers of the department can give no account of the time of their execution.—Some accidental writing in pencil on one of the papers does, however, lead to the conclusion that they are all of very recent origin, and the contract which was at last executed pursuant to this proposition, appears by the jurat to have been executed on the 27th day of April, A. D. 1833.

Thus were there two contracts transferred from their legal owners, against whom there was no complaint, to Gen. George House, at a clear loss to the department of $1,206 a year, amounting in the four years to $4,824, which sum is in effect, a gift to that individual, made in violation of law, and under a succession of pretences, which had no foundation in fact.

By the act of the 15th day of June, 1832, a mail route was established from Chicago to Green Bay, in the Territory of Michigan; but in the proposals published by the department on the 24th of July following, this route is not included, and no notice whatever was published by order of the department for proposals on that route. O. B. Brown, an officer in the department, who made out the list of proposals, being sworn, stated it as his belief, that the omission happened in consequence of the law establishing the post routes not having been published at the time he made out the advertisement, and that he took it from a copy of the bill which afterwards underwent alterations. It appears, that the law was approved on the 15th day of June 1832; the advertisement was signed by the Postmaster General on the 24th of July following; and it further appears, that this route was upon the bill as it was first introduced into the House, and was never struck out or underwent the slightest alteration during its progress.

John T. Temple, *then a clerk in the department*, made out a bid in the name of Asahel Savery, of Michigan, by which he offered to transport the mail on horseback on that route, once in two weeks, for $3,000, or once a week for $3,500 a year which was accepted. There was afterwards a representation made by Asahel Savery, in the handwriting of *John T. Temple*, stating that the bid was too low and that he would suffer very heavy loss by the contract. The distance is two hundred and fifty miles. The fair value of the service does not exceed $1,200 or $1,500.

The Postmaster General upon this representation, made an additional allowance of $1,000 a year, and the contract was accordingly executed by Savery and assigned to Temple.

In this manner Dr. Temple by means of his situation in the department, obtained a contract giving him $4,500, for carrying the mail 250 miles on horseback weekly, for which service it is believed $1,500 would be a very large compensation, much more indeed than the state of things would justify. The route is an unimportant one, the nett amount of postage received upon it after leaving Chicago to its termination at Green Bay inclusive, falls short of the one-tenth part of the sum given to Temple on this contract, which aggregate sum equals it is believed, the nett proceeds of postages received in the whole Territory of Michigan,

Prior to the lettings in October, 1831, Lindsay and Sharffen were contractors for carrying the mail from *Hagerstown* to McConnellsburg; and at those lettings, they again bid to carry the mail three times a week, in four horse post coaches at $300 or daily at $600, a year. Jas. Reeside bid for the service at $40 or $99 improved. The bid of Reeside was accepted, and he is set down in the report of the *Postmaster General* of the 18th of April, 1832 as the contractor; at $40 a year.

In the report of extra allowances of the 3d of March, 1834, no extra allowances on this contract is noted, but in that part of the same report which gives a statement of the retrenchments ordered, this route is noted thus (in page 253) "1231, Hagerstown to McConnellsburg, James Reeside four weekly trips, reduced $700. Not understanding precisely how $700 could be deducted from $40, without first adding something to the lesser sum, a member of your committee, who happened to discover the discrepancy, gave to their clerk a written paper stating the difficulty and requesting an explanation, and asking also for a copy of some papers, which it was supposed would show the true nature of this and one other transaction. There was much delay and prevarication before any distinct answer was given to the inquiry, & then the Postmaster General declined answering it because it was not signed by the chairman of the committee. This difficulty was removed. The Chairman signed the paper, and some few days after; and after the arrival of James Reeside the contractor, in the city; the Postmaster General sent in his answer on the 15th day of May, 1834, which accompanies this report.

In this he says, that after the contract was adjudged to Reeside on his bid of $40 or $99 improved he was ordered to run daily, instead of tri-weekly, and the amount of compensation for increased service was left unsettled. The report goes on to state that Reeside represented to the Postmaster General that there had been two mistakes in his bid, that he had made it out in pencil marks, and his clerk had blundered in copying it.—That the $40 was intended for $1400, and the $99 which occurred twice, was intended for $1999, and the Postmaster General adds that O. B. Brown reported to him at another time these sayings of Reeside, and stated *that there was no other bid on this route.* Mr. Reeside was therefore allowed to correct his bid making it $1400 and $1900 instead of $40 and $99. The report proceeds to say that *Mr. Brown also was mistaken, that there were in fact several other bids*, and that as soon as this was made known to the Postmaster General, he promptly informed the contractor that his contract should be reduced to the amount at which it would have been fixed had he known the other bids at the time it was arranged. The time at which this discovery was made, and the notice given not being named in the report of the Postmaster General, your committee inquired of him on that subject, and he stated that it took place after he received the before mentioned informal inquiry from a member of the committee.

It is proper to add that other inquiries informal as that when first presented had been therefore amended without objection; and your committee cannot resist the conclusion that the hesitation at first manifested and the refusal at last to answer, was merely for the purpose of gaining time, and waiting the arrival of the contractor (who had been subpœned by your committee) that a better countenance might be put upon than its naked features exhibited.

James Reeside is also contractor for carrying the mail from Baltimore to Chambersburg, 77 miles, daily four horse post coaches, at 1,900 dollars a year, from the first of January, 1832. The schedule was so changed on the 29th December, 1833, as to lessen the time. and consequently, to increase the speed, but the difference was so light as to be wholly unnoticed by a sub-contractor on a part of the route, who was examined by your committee, and on the 18th April, 1832, long after the change of schedule, the contract is reported to Congress (Doc. 212, p. 15) as subsisting at 1,900 dollars. In the report of the 3d of March 1834, which professes to give all the extra allowances, there is none stated on this route, but in that part of that report which gives the curtailment of mail facilities (Doc. 138, p. 253.) the "increased expedition" is reduced at 1,595 dollars yearly; and, on examination of the books of the department, it appears that the contractor did in fact receive on that route 3,495 dollars yearly, instead of 1,900 dollars; to which sum and no more he was entitled by fair and legal contract.

The increased expedition was of importance to the contractor, to enable him to compete with other rapid lines in the transportation of passengers, but it does not appear to have been of any considerable value to the public, and had it been of importance, the increased compensation is much too great for the additional service rendered.

It is stated in the report of the 18th of April, 1832, (Doc. 212, p. 2.) that James Reeside is the contractor for the transportation of the mail on the route from Philadelphia to New York, in four horse post coaches, daily, at an annual compensation of $6,000, for four years from the 1st day of January, 1832.

By the report of the 3d of March, 1834 the contract is stated at twice a day, and the annual compensation (Doc. 138, p. 186.) at $20,500

He was allowed (p. 187,) for extra services, a yearly compensation of 5,125

Increasing the compensation on this route from 6,000, the legal contract, to 25,625

And an express mail was ordered to be run on the same route, at a yearly compensation of 3,150

Making the grand total yearly 28,775

In his report of the 18th of April, 1832 [illegible] 212, p. 2.) he states, that James Clark is the contractor for carrying the mail from Bedford to Blair's Gap, and from Blair's Gap to Cumberland, once a week, on horseback, from the 1st of January, 1832, to the 31st of December, 1835, at a yearly compensation of $275. *In* the report of the 3d of March, 1834, [Doc. 138, p. 198] James Reeside is reported to be the contractor for carrying the mail on these routes, [Nos. 1215 and 1230.] from Cumberland to Blair's Gap, three times a week, in four horse post coaches, at an annual compensation of 4,500 00

And on the 25th of February, 1833, he was directed to run daily between Bedford and Blair's Gap, at an additional compensation of 2,911 78

Thus the legal contract of 275 dollars has arisen to 7,411 78

James Reeside and S. R. Slaymaker were contractors for carrying the mail from Philadelphia to Pittsburgh, for a yearly compensation of 7,000

From Pittsburgh to Washington, Pa. 1,250

Aggregate, 8,250

As by the report of the 18th of April, 1832, [Doc. 212, p. 4 and 11.]

In the report of the 3d of March, 1834 [Doc. 138, p. 199.] they are stated to be contractors for carrying the mail on the same routes, and in addition thereto, from Washington to Wheeling in Virginia, [which is also covered by the contract of Stockton & Neill,] at an annual compensation of 27,000

On the 5th of May, 1833, there was made on this route a yearly extra allowance from April 1, 1832, of 10,000

And there was ordered an express mail on the same route, to be run by James Reeside, from Philadelphia to Pittsburgh, at a yearly allowance of 3,150

Increasing the compensation on this route from $8,250, yearly, to 40,150

The above are but a few out of the many contracts held by James Reeside and others, his partners! The allowances in the above cases, beyond the amount of their open bids and fair and legal contracts, is 62,316 dollars and 78 cents a year; amounting, during the continuance of their contracts, to the enormous sum of 249,267 dollars and 12 cents, given to these contractors by the department, without advertising and without competition.

The amount of those allowances were somewhat reduced on the 1st of December last, in consequence of the insolvency of the department.

It will be noticed in these and many similar cases of favored contractors, that where they are concerned, competition is absolutely put down, and the notice published pursuant to law, inviting competition and the public biddings, are but mere masks to cover their secret transactions. The route is not advertised as it is to be run, and before it is put into operation some improvement, generally comporting with an alternative proposition in the bid, is ordered, and the original contract is merged and lost in the *improvement*.—The compensation agreed to by the legal contract is, in some instances, so insignificant, that it is hardly worth adding in as an item in the aggregate allowance.

But it has not been thought necessary, in all cases, to preserve even the cover of increased services, as an excuse for these extra allowances. The 10,000 dollars yearly allowed to Reeside & Slaymaker, on the route from Philadelphia to Pittsburgh, is wholly without this apology. The allowance was for hardships incurred in the performance of a stipulated service, not for any thing done which their contract did not require of them. The whole hardship, too, as proved by the testimony of Reeside, was this. The mail was so heavy for three of their trips weekly, as to prevent their taking in *a full load of passengers* on those trips; by which it would seem that the department after paying for the transportation of the mail on this route, something more than 30,000 dollars, was also held bound to pay the contractor extra for whatever expense and inconvenience the transportation of the mail might occasion him. Or rather, to give the transaction its true character, this $10,000 a year was a *gift*, out of the funds of the department to these contractors; and there are some further circumstances attending it, which on the most careful inquiry by your committee, are not satisfactorily explained.

The evidence shows that Reeside and Slaymaker represent two companies, which share equally in the profit and loss on this line. The money accruing for transportation, is received by Reeside and Slaymaker, a moity each, and distributed by them to their respective companies. This extra allowance of ten thousand dollars was received by them on the 5th of May 1833, and no part of it has yet been paid over by either of them to their partners, or entered upon any account book of the companies Reeside, on his examination, stated, that they had kept this back, to pay some old debts of the companies which they supposed had been provided for, but which were unexpectedly found to exceed the sum appropriated for their payment; but being specially interrogated, he stated, that this unexpected deficit did not exceed five thousand dollars in the whole, and that it was not discovered to exist until about three months after the first ten thousand dollars of this extra allowance was received by him and Slaymaker—the whole amount so received and so retained by them, on this account appears to have been sixteen thousand, six hundred and sixty-six dollars, sixty-six and two-third cents. The allowance of this money and its application are alike remarkable. There were also certain pecuniary transactions of a private nature between these contractors and some of the officers of the department which came under the notice of your committee, which, in their opinion, merit consideration.

Some time in the year 1832, O. B. Brown applied to Slaymaker for a small loan of money ($800) which Slaymaker accordingly lent him, but took no note, and made no memorandum of the transaction, which took place in the presence of no one but themselves. At another time Mr. Brown asked Slaymaker if he could lend him three thousand dollars, at the usual rate of interest. This also was promised, and some time after, about the first of January, 1833. Mr. Brown renewed his request, and said he had made a purchase of the property of Doctor Temple, on the faith of the promised loan. The witness stated before the committee, that at that time he had not the required sum of money at command but undertook to raise it, & accordingly did raise it by means of drafts. These drafts were two in number, for fifteen hundred dollars each, drawn by *Samuel* R. Slaymaker on O. B. Brown, and endorsed by James Reeside, and payable at ninety days date.—They were negotiated at the Western Bank in Philadelphia, and sent to the Patriotic Bank in Washington City, for collection. They were paid at maturity by the proceeds of a draft drawn by James Reeside, on O. B. Brown, for three thousand dollars, at ninety days. This draft was suffered to pass a day or two beyond its maturity, without payment, but on the 18th of July it was paid out of the proceeds of a draft drawn by Samuel R. Slaymaker, on James Reeside for two thousand dollars, and one thousand dollars in cash paid by *Slaymaker*, and O. B. Brown at the same time, drew on Reeside for two thousand dollars which drafts were sent to the Bank of Maryland for collection. It appears that neither Reeside nor Slaymaker made any charge or kept any memoranda of these transactions; that they have no note or acknowledgement of Brown, showing his liability to them, unless it be the drafts which were taken up, which Slaymaker says he thinks he preserved, but of which he does not profess to be certain. He nevertheless denies absolutely, that it was intended as a douceur or gratuity to Brown. Reeside states that Brown paid him one thousand dollars in part of this loan. But this transaction is the more remarkable when taken in connection with another, testified to by Edwin Porter, which will be found in another part of this report. In that case Brown was, shortly before and shortly after this transaction the lender of very large sums of money to Porter on interest.

It appears that in the spring and summer of 1831, Mr. Barry applied to Reeside, in Philadelphia, to assist him in negotiating an acceptance for $1,000, to raise some money for his (Mr Barry's) individual use. Instead of doing this Reeside advanced him the $1000, and, he stated before the committee, that Mr. Barry paid it by his acceptance at a short date, which he, (Reeside,) negotiated in the Schuylkill Bank. On enquiry of the cashier of the Schuylkill Bank we find that no such acceptance was negotiated there. Your committee having collated the evidence touching these transactions, leave them without comment.

In some of the contracts above examined, and many others that passed under the notice of your committee, very heavy sums of money have been paid by the department, for the eslablishment of a *second*, and sometimes a *third*, daily line on the same route.

When the contracts for a regular daily mail, have been advertised and let out pursuant to law, your committee can look upon these expenditures in no other light than that of enormous waste of the public funds. Take, for example, the case of the contract from Philadelphia to Pittsburgh, and from Pittsburgh to Washington, brought up, as we have already shewn, from $8,250 to $40,150—while a single mail, each way, daily on that line, is all the public service, or the business of the country does require, or ever has required. Additional lines of stages there, are convenient only for the transportation of passengers; and, whenever the business of the country requires them, they spring up of themselves without the aid of Government. And those opposition lines, which are got up by individual enterprise, serve the interest of the travelling public, as well, and perhaps better, than the additional daily lines of coaches, all under the control of the same individuals, which, under the name of additional mails, are sustained by enormous bounties out of the public purse.

The monopoly set up by the establishment of these *additional* daily mails, and *express* mails, is of the most pernicious tendency. They enable the large mail contractors to put down and ruin any man who shall attempt to compete with them in the transportation of passengers; & thus, for want of that wholesome competition which the natural course of things would otherwise create, are travellers delivered over to the mail contractors and their [illegible] to be dealt with, and disposed of, for the time being, according to their good pleasure.

It is not the purpose of your committee, by these remarks, to arraign the conduct of any class of individuals.—These men, like all others, pursue their own individual interests, and many of them labor occasionally for the comfort and accommodation of the public. It is our purpose to mark the general tendency of things, and few travellers can have failed to observe that the comfort and convenience of the passenger in the mail stage is promoted by the existence of an efficient opposition on the same route.

But besides the general effect of these second and third daily mails to put down opposition lines, an agreement, of which that is one of the avowed objects entered into between two large companies of contractors, each running those additional lines, and each in the receipt of very large extra allowances, appears to have been made with the approbation of the department, and filed among its archives, to be safely kept and officially enforced. *In* one clause it binds the contracting parties, under a penalty, to transport no passengers for less than a stipulated price. *It* also binds them to use their efforts to put down an opposition line which appears to be established on one of their routes, and *not to receive any passengers who shall have been carried any part of the route in an opposition coach.*

Your committee have caused a copy of this agreement to be appended to this report, and they unite in the opinion, that as an act, countenanced, encouraged or sanctioned by the department, or any of its officers, it is, in the above mentioned particulars, an unjust invasion of private rights.

[*To be Continued.*]

Balloon Ascension.—The Philadelphia United States Gazette gives the following account of Mr. Mills's ascension in that city on Thursday afternoon the 26th ult.

One of the most beautiful balloon ascensions which we have ever witnessed, was effected yesterday afternoon, by Mr. Mills, a young and enterprising resident of Baltimore, and unquestionably one of the most fearless and skilful æronauts who have ever ascended from this city. At the hour announced for the commencement of the preliminary operations, the ground began to assume a busy aspect, and every subsequent moment brought a considerable increase of spectators. We regret, however, to observe, that the location was of very injudicious selection, and that the area fenced in for the purpose of inflation, was but thinly attended.

About 1 o'clock, Mr. Mills commenced the very interesting process of inflating his balloon, and in some time after, a *pilot* was detached for the purpose of ascertaining the direction of the wind. About 2 o'clock, another messenger or rather director was detached, and about 4 o'clock the necessary inflation of the "life bearing" pilgrim of the air was approaching to completion, and curiosity seemed to have, on this occasion, collected her votaries in numbers incalculable. A little after 4 o'clock, Mr. Mills went into the car, and, in a few minutes, the necessary adjustment of cords, &c. having been perfected, ascended in a most imposing and successful manner.—The coolness and self-possession evident in every movement of *Mr.* M. preparatory, or immediately subsequent to the ascent, were perceptible to every spectator, and the sight was altogether one of the most beautiful which we have, for a long period, witnessed in Philadelphia.

As Mr. Mills is not a native of Philadelphia, it is to be hoped that he will not be satisfied with this his first experiment amongst us, as his skill, tact, knowledge, enterprise and self-possession, are only of recent introduction, to our observation but that he will favor us with another exhibition of his ærostatic excellence, when it is not doubted, that a more liberal patronage will favor the enterprize. It should have been observed, that the balloon, in a few minutes after its ascent, crossed the Delaware in the direction of Camden, and it is not expected that the place of Mr. Mills's descent can be ascertained with correctness, before 10 or 11 o'clock this day.

The annexed is Mr. Mills' own account of his voyage:

Philadelphia, 27th June, afternoon,
Wade's Hotel, 4th, above Market.

At starting—temperature 88 degrees; Barometer 30. 1. Thursday, 24 minutes after 4 P. M. every thing being prepared I cut the cord and began my ascent.—Being rather heavily ballasted, the balloon rose at first slowly, and passing at no great height over the city, *I* was enabled to observe the arrangement of the streets, and to see the roofs of the houses covered with people; so that it seemed to me as if the whole population were on the roofs and in the streets. In passing over the city, I threw out some printed verses, and discharged some ballast.

The *D*elaware presented an agreeable sight, glittering like a pure and unruffled mirror, and full of boats. Several steam boats were in sight.

After passing Camden a considerable distance, at 4 hours 35 minutes, found the thermometer 81 degrees, & the barometer 27. At this time the view of the country [illegible] beautiful fields and woods and villages and streams, gave [illegible] pect of an elegantly colored map. Immediately after making my observations, passed a magnificent cloud, nearly on a level with the balloon, at a small distance. It was fleecy, white as snow, or like a vast volume of curled & wreathed steam.

At 4.45 min. tem. 80 dg. Barom. 25. 1.
At 4 55 do do. 73 dg. do 23.
At 5. 5 do. do. 70 dg. do 21.2.

This was the highest elevation reached in this trip, being considerably upwards of two miles from the earth. It was barely possible, at this height, to distinguish the largest houses, from other objects, the houses of ordinary size could not be seen at all; and the little streams seem to be slender silver threads, winding along the dark green earth. The woods were dark green, and the lighter green of the fields had a tinge of yellow.

At 5 hours, 15 minutes, temperature 74 degrees, barometer 22.7. I was lowered thus far by letting off gass, for I could not see a head on account of the clouds floating before me, and which, being wafted by the same wind, could not be overtaken.

I could now see beneath these clouds, at what I supposed to be a moderate distance, a long narrow stripe of ocean, and thought it prudent to come down more rapidly because the accelerated velocity of the motion led me to perceive an increase of wind, and gave me reason to dread being carried off to sea.

At 5.25, thermometer 77 dg, barometer 27. To descend rapidly became absolutely necessary, for I was near to the only open fields to be seen ahead of me, all beyond was a great forest, apparently extending to the ocean. As the balloon came near to the earth, the rapidly flitting objects, and the roaring noise of the wind, now heard for the first time, assured me of a difficult landing.—I threw out an anchor into a field of long marsh grass, but although it caught, the fastening was torn away by the balloon when it paused for a moment, and felt the pressure of the wind. The swinging anchor, arrested by a dead tree, was drawn up to its limbs, and catching hold there tore away the whole top of the tree, and came with it to the ground, and then tore away the broad side of the car, leaving me no support on that side. As soon as I lost the anchor, the balloon dragged me along, sometimes touching the earth, sometimes bounding forty or fifty feet into the air. Saplings, dead trees and stumps intervened, and were either overthrown or threw me up again into the air. Two reasons kept me by the balloon—I was unwilling to lose it, and the rapidity of the motion made escape dangerous. At length as I came near a cedar swamp, I was compelled to choose

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