EASTON GAZETTE.

WHERE THE PRESS IS FREE—"Literature well or ill-conducted, is the Great Engine by which all Popular States must ultimately be supported or overthrown RELIGION purifies the Heart and teaches us our Duty—Morality refines the Manners—Agriculture makes us Rich, and Politics provides for the enjoyment of all.

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SATURDAY MORNING
BY ALEXANDER GRAHAM.

TERMS

TWO DOLLARS AND FIFTY CENTS
Per annum, payable half yearly in advance.

ADVERTISEMENTS

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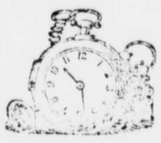
CLOCK AND WATCH



MAKING.

The subscriber having recently returned from Baltimore with an additional supply of *Materials* in his line of business which he will manufacture at the shortest notice and on very reasonable terms, he has also on hand a variety of

FANCY ARTICLES,

which he will sell for a small advance, he particularly invites his old customers and the public generally to give him a call, and he thinks there is but little doubt but what they will be induced to purchase. He returns his thanks for the many favours received and still hopes to receive the patronage of a generous public.

The public's humble servant.
JAMES BENNY.

June 14

MARYLAND,
Talbot County Orphans' Court,

10th day of June A. D. 1834.

On application of Josiah Chaplain, administor of George Stevens late of Talbot County, deceased, it is

ORDERED, That he give the notice required by law for creditors to exhibit their claims against the said deceased's estate & that he cause the same to be published once in each week for the space of three successive weeks in one of the newspapers printed in the town of Easton, & also in one of the newspapers printed in the city of Baltimore

In testimony that the foregoing is truly copied from the minutes of proceedings of Talbot county Orphans' court I have hereunto set my hand and the seal of my office affixed this 10th day of June in the year of our Lord eighteen hundred and thirty four.

Test, JAS. PRICE, Register of Wills for Talbot county.

In compliance to the above order.

NOTICE IS HEREBY GIVEN.

That the Subscriber of Talbot county hath obtained from the Orphans' court of Talbot county in Maryland letters of administration on the personal estate of George Stevens late of Talbot county dec'd. all persons having claims against the said deceased's estate are hereby warned to exhibit the same with the proper vouchers thereof to the subscriber, on or before the 1st day of January next, or they may otherwise by law be excluded from all benefit of the said estate.

Given under my hand this 10th day of June 1834.

JOSIAH CHAPLAIN, adm'r. of George Stevens, dec'd.

June 21

Easton and Baltimore Packet, by way of Miles River,

SCHOONER—WILLIAM & HENRY,
JAMES STEWARD, MASTER.

The subscribers beg leave to inform the public that the above fine, fast sailing, new and substantially built, copper fastened Schooner, is now in complete order for the reception of frieght and Passengers; having a very commodious Cabin, she is well calculated for the accommodation of Gentlemen and Ladies.—She will commence running as a regular Packet between the above named places—and will leave Miles River Ferry on Sunday the 23d of March inst. at 9 o'clock, A. M., for Baltimore. Returning will leave Light Street wharf, Baltimore, opposite the store of A. B. Harrison, at 9 o'clock, A. M on the following Wednesday, and will continue to run on the above named days, during the season. She will take on board and land passengers at Wm. Townsend's; going to and from Baltimore.

All orders left at the Drug Store of Messrs. Spencer and Willis, Easton, or with Mr. Jas. Jorden, at the Ferry, will be strictly attended to. The Subscribers, intending to use every exertion to give general satisfaction, solicit the patronage of the public.

WM. TOWNSEND and
JAS. STEWARD.

N. B. For Capt. James Steward's capacity and attention to business, as a commander of a vessel, the public are referred to Messrs. Nicholas Goldsborough Tench Tilghman, Benjamin Bowdle and John Newnam, of this county.

March 5

NOTICE.

The subscriber gives notice to all persons interested, that it is necessary that business in his hands should be promptly closed, as he is determined that his securities shall not suffer by any delay.

He also wishes to call attention to the notice of Joshua M. Faulkner, Esq. by which it will be seen, that all his business as late Sheriff, is placed in the subscriber's hands, for settlement and the TENTH of the present month is fixed as the time by which it must be closed.—Those who wish to avoid further cost and trouble will, it is expected, attend to this notice—those who neglect must abide the consequences.

JO: GRAHAM, Shff.

march 4—22 tf

THE UNION TAVERN,
EASTON, MARYLAND.

JOSHUA M. FAULKNER,

RESPECTFULLY begs leave to inform his friends and the public in general, that he has taken the above named property in Easton, Talbot county, Md., known as the "UNION TAVERN," on the corner of Washington and Goldsborough streets, immediately opposite the Bank, adjoining the office of John Leeds Kerr, nearly opposite to that of Wm. Hayward, Jr. and directly that of Wm. R. Price, Esq.—e his house is situate in the most fashionable Td pleasant part of the town, within a few pa an of the Court House, and a market (I cannot hesitate to say,) equal, if not superior, to any of a like population in this State—he is also gratified in assuring the public, that he has advantages this tavern never before had, viz: A comfortable dwelling adjoining not heretofore attached to the property, and all the property is about to go through a thorough repair; which will enable him to entertain private families, parties or individuals in comfort—he intends keeping in his bar the best of Liquors, and his Table shall be furnished in season with such as the market will afford. He has provided attentive Ostlers and Waiters, and has determined nothing on his part shall be wanting to give satisfaction. His *Hacks* will run regularly to the Steam Boat Maryland, for the accommodation of passengers, when they can be conveyed to any part of the adjacent county at almost a moment's warning Regular conveyances can be had from Easton to the principal cities—a four horse stage runs three times a week to Philadelphia via Centreville; the Steam Boat Maryland [illegible] to Baltimore, besides other conveyances in the two Easton Packets—so that passengers cannot fail to find an advantage in passing this way. Boarders will be accomodated on liberal terms by the day, week, month or year—he solicits the old stomers of the house and the public generally, to call and see him.

Oct. 5

NOTICE
TO STONE MASONS.

THE undersigned, a committee appointed to superintend the building of a Church at Miles River Ferry, near Easton in Talbot county Maryland, propose to build the same of stone—dimensions of Church 50 feet by 38—They invite proposals from Stone Masons of price and time, and will be prepared to receive them, addressed to the undersigned at Easton, Talbot county, until the first TUESDAY in August next.

R. H. Goldsborough,
Rich'd. Feddeman,
Rich'd. Spencer.

July 5.

$100 REWARD.

RAN off from the subscriber between Saturday 17th and Wednesday the 21st of this month of May, a negro lad named

JACOB,

of tawney complexion and about 5 feet 7 or 8 inches high—his countenance is rather mild, but changeable when spoken to—he shows his white teeth a good deal when he speaks—in his ordinary walk he is laboured and seems to work his whole body. *It* is supposed he went off on the Saturday before or Sunday of the Whitsuntide Holydays—He is a shrewd and specious fellow—whoever will deliver to the subscriber the said absconding servant, or secure him so that the subscriber can get him, shall receive the above reward.

ROB'T. H. GOLDSBOROUGH.
near Easton Talbot county
Eastern Shore of Maryland.

May 24

$30 REWARD.

RANAWAY from the Subscriber, living in Talbot county (Deep Neck) on Wednesday last, the 4th inst. (June) a negro fellow, who calls himself DICK or

DICK ANDERSON,

about 21 years of age. Dick is very black and square built, about 5 feet 7 or 8 inches high. He took away with him a large quantity of wearing apparel, and *I* have no doubt has made his way to Delaware or New Jersey. Dick is an outrageous scoundrel, having made an attack on me for reprimanding him for his negligence, in not being in place for hours after my other hands were at work. *I* will give the above reward for his apprehension and delivery in the jail in Easton, Md. or secured in any jail so that I get him again.

FOSTER MAYNARD.

Talbot county Md., June, 7 1834.

TWENTY-THIRD CONGRESS.
FIRST SESSION.
POST OFFICE DEPARTMENT.
REPORT OF THE MAJORITY.
(Concluded.)

The express mails which have been noticed by your committee, are, as far as they can ascertain, nothing, more nor less than another mail, or another line of coaches upon the same route—sent for no special purpose, or on any special emergency—probably applied for because it was found *profitable* to run a third line of coaches for the transportation of passengers, and granted because they were applied for. Your committee look upon the expenditure of money to establish these second and third daily lines, in no other light than that of a premium paid by the department to one line of passenger coaches, tending to give it the ascendency over every other line. A striking case, in illustration of this view, occurs in the agreement above referred to. Stockton and Neil are the contractors on the line from Washington, Pa. to Wheeling. Reeside and others are contractors on the route from Philadelphia, by Pittsburgh and Washington, *to Wheeling*—thus running two lines from Washington to Wheeling upon the same route. By the agreement referred to, Reeside stipulated to run that route no oftener than each alternate day; in consideration of which, Stockton and Neil agree to carry his mail on each of the other alternate days, without compensation except at the option of Reeside. The transportation of the mail is treated as a mere incidental business, not with serious notice, in a contract about passengers and opposition lines.

R. C. Stockton and Wm. Neil contracted to carry the mail from Cumberland to Wheeling—from Washington, Penn., to Steubenville—from Baltimore to Cumberland—from Washington City to Frederick, & from Frederick to Winchester, from the first day of January, 1832, for four years, (see report of April 18, 1833, Doc. 212, p. 12,) at the annual compensation of $7,000 00

But the contract was in fact executed, giving them a yearly compensation for the same line, with some variations, at $15,500 00

And for increased expedition, and increased number of trips, making two lines of stages daily, which was, as is believed, wholly unnecessary for the public service, they were allowed extra, the yearly sum of $22,962 00

Thus, upon a contract for 7,000 made pursuant to law, the department has, by means of hypothetical bids and extra allowances, transferred to the hands of these individuals the yearly sum of $38,462 00

R. C. Stockton and Wm. Neil were also contractors for carrying the mail on seventeen mail routes, stated in the report of April 18, 1832 (Doc. 212, p. 17,) at the annual compensation of $30,600 00

The contracts however appear (Report of March 3, 1834, Doc. 138, p. 240, 241) to have been modified and adjusted after the acceptance of the bids so as to give them on the same routes the annual compensation of $50,410 00

And they were allowed for extras, including an allowance for tolls and ferriage yearly, 18,596 00

Making an aggregate of 69,006 00

Being an advance upon their regular legal contracts of 39,506 00

The advance upon the other contracts above referred to is 31,462 00

Making the yearly advance allowed on the two contracts of $70,968 00

Which, during the four years of their continuance, amount in the aggregate to $273,872 00

And this is given without advertising and without competition.

R. C. Stockton (April 18, 1832, Doc. 212, p. 8) is contractor for carrying the mail on routes Nos. 1105, 1111, 1219, 1371, 1372, 1387, 1391, 1395, 1396, 1397, 1398—24 miles daily, 61 miles thrice a week, 98 miles daily, 58 miles daily, 70 miles daily, 54 miles twice 35 miles daily, 24 miles once, 15 miles once, 36 miles once, at $14,550 00

This contract has no schedule attached to it, and on its margin has this memorandum.—"All the improvements in this contract were ordered by the Postmaster General, from the beginning; he is therefore entitled to the stipulated sum of 20,150 dollars per annum, additional."

It is also noted (Doc. 138, p. 151) on the contract, and stated in the report of March 3, 1834, that the express mail from Baltimore to Lancaster is discontinued, but no mention is made in that report or elsewhere as your committee can discover that such express mail was ever established. The improvements for which this enormous sum of $20,150 was allowed, are not indicated in any report made to Congress. *In* the report of the 18th of April, 1833, the contract is set down at $14,960, and nothing is anywhere said to the public, of increased service or increased compensation.—The extra amount thus paid on this contract, without legal warrant or adequate consideration during its continuance four years, is $80,600 besides the 3,150 a year paid for express mail on the same line.

In the above case, it will be perceived that the contract is, in the aggregate, for eleven mail routes: so interweaving and complicating the transaction as to render it exceedingly difficult to unravel it, and to find whether the bids at which the routes were struck off are the most favorable for the department, and it is still more difficult to ascertain the reality of any alleged improvement, and their actual value if they exist. The same objection occurs in numerous cases. *Improvements* are said to be made by expediting on one route, changing the schedule on another, and ordering additional trips on a third, so that a single contract is, in this manner, rendered so complex as to require the labor of several days to reduce it to its elements and ascertain its true condition.

E. Porter and Co. are contractors for carrying the mail from Staunton, in Virginia, to Catlettsburg, Kentucky, three times a week in four horse post coaches, from the 1st of January, 1831, to the 31st December, 1834, at annual compensation of $7,566

On this contract, legal and regular in its inception, is engrafted extra allowance; compensation for extension and private contracts to the enormous yearly sum of $18,166

The two biggest of the items which compose this extra sum, namely, $2000 for extending a steamboat mail between Guyandotte, Virginia, & Cincinnati, Ohio, and $11,000 a year for extending the steamboat mail to Louisville, is, in the opinion of your committee, not only an unnecessary and extravagant expenditure of the public funds, but is an act wholly unauthorized by law.†

Every one acquainted with the situation of the country and the course of business between those points, will be at once satisfied that it is unnecessary. It is wholly immaterial whether the mail be carried between those points in a two horse coach, or in a steamboat, provided it be carried safely; and the lines on which it was carried before the establishment of this route, was ample for that purpose. No one travels in stages from Guyandotte to Cincinnati, or from Cincinnati to Louisville: and the aid of the department is not necessary to keep a constant regular line of communication by steamboats between them. The establishment of this line was therefore unnecessary, either for the transportation of the mail or the accommodation of passengers.

It is also against law. The general act of the third day of March, 1825, reducing into one the several acts regulating the Post Office Department, in its first section enacts—"That the Post Master General shall provide for the carriage of the mail on all post routes that are or may be established by law." This clause contains his whole general authority for contracting for the transportation of the mail, & this does not authorize the setting up of this line of steamboats, inasmuch as the Ohio river between these points, is not a mail route established by law. But the authority here exercised may be supposed to be conferred in the fifth section of the act, which provides.—"That the Post Master General be authorized to have the mail carried in any steamboat or other vessel which shall be used as a packet in any of the waters of the United States, on such terms and conditions as shall be considered expedient. Provided that he does not pay more than three cents for each letter, and not more than a quarter cent for each newspaper." It is clear to your committee that this provision of law was never intended to authorize, and does not authorize, the establishment of a steamboat line *by contract* for the purpose of carrying the mail, the whole frame and language of the section forbids it. "The Postmaster General is authorized to have the mail carried in any steamboat which shall be used as a packet." He may avail himself of such means of transportation when he finds it already existing; but he is not authorized to incur the expence of providing it.

It also provides that he shall not pay more than three cents for each letter, nor more than half a cent for each newspaper transported on such route. A restriction wholly inconsistent with the supposition that he had power to set up steamboat lines by contract for the transportation of the mail. And the reason that this is not permitted is obvious.—the expense of getting up a steamboat line by contract, for the transportation of the mail, is enormously disproportioned to the object; while, at the same time, he department may avail itself most advantageously of an existing line of packets for the cheap and expeditious transportation of the mail. The fifth section of the act above referred to is a transcript of the third section of the act of the 27th of February, 1815. And while the last named act was in force it was thought expedient by the department to contract for carrying the mail from New Orleans to Louisville by steamboat. But as the power was not supposed to be conferred by that law, a special act was passed on the 2d March, 1819, authorizing such contract, with the express proviso, that the whole expence of sending the mail in steamboats should not exceed that of transporting the same by land. In the steamboat contracts made by the present Postmaster General, not the slightest attention is paid to the restrictions in either of the above named statutes, and the sum paid for the transportation of the mail from Cincinnati to Louisville, consumes greatly more than half the nett revenue received by the department in both these cities.

There is another transaction with the same individual, which is liable to the same and still stronger objections.

It seems that a person by the name of Rhodes undertook to carry the mail from New Orleans to Mobile, but failed and gave up the contract. Afterwards Messrs. Stockton & Stokes, James Reeside, and Avery and Porter undertook to carry the mail on the same route, three times a week in steamboats for twenty-five thousand dollars a year. They also failed to comply, and their contracts was also given up. Edwin Porter then undertook, by private agreement with the department, to carry the mail daily on that route in steamboats for four years, at forty thousand dollars a year; which agreement is still subsisting. Within the last year there were one hundred and fifty failures on this improved line for which the contractor says he stands fined in the books of the department six thousand eight hundred dollars, yet no part of this sum appears to have been retained out of his pay. On the contrary, he was permitted to overdraw very largely, and his draft for twenty thousand dollars accepted by the Postmaster General, and not yet paid, was discounted some time since at New Orleans, to enable him to raise money to go on with the contract, which was likely to fail by the unskilfulness and inefficiency of his agent.—This contracter, Edwin Porter, is also the borrower of large sums of money of O. B. Brown, three thousand five hundred dollars early in the year 1832, and four thousand five hundred dollars in November, 1833, making an aggregate loan of eight thousand dollars.

The waste of money on this contract is enormous. The nett proceeds of all the postages in the city of New Orleans, and the town of Mobile, are hardly sufficient to sustain it. The law has been violated by entering into a contract to get up a steamboat line for the transportation of the mail without any regard to legal restrictions. It was violated by the department when it entered into a contract for the transportation of the mail without an advertisement inviting public competition. And there is another feature in this and some other cases which your committee have examined, which, in their opinion, is deserving of the most decisive condemnation. It is the blending and connecting the fiscal affairs of the department with those of individual contractors. Thus, while advancing its funds, and lending its credit to this individual to enable him to repair his errors and carry on his contract, the department itself did, in several cases, call in the aid of other contractors to assist it in raising money to pay its ordinary and current expenses. Two instances of this kind are stated in the testimony of James Reeside. About two years ago he drew a draft of six thousand dollars at the request of the department, and for its use, and got it negotiated at the Western Bank of Philadelphia; and sometime last winter he "arranged" ten thousand dollars through the assistant postmaster at New York, for the use of the department. No other cases of the like kind are distinctly in evidence before the committee but from general information, they believe the practice to have prevailed to a considerable extent. Your committee condemn this practice most decisively. In their opinion, it is placing the department in an improper and injurious connection with individuals. As a matter of mere prudence, independently of the question of power, it should neither venture its own money or plight its credit, to sustain any individual, much less should it ask pecuniary assistance of its contractors to enable it to keep up its credit. These contractors should be required to do their duty, and they should be asked for nothing more. Favors are expected to be reciprocal, and if the department ask and receive them, it cannot deny when something is asked in return. But the department has placed itself in this undignified relation with its contractors. *It* has become the acceptor for one to enable him to sustain his credit and carry on his contract; and it has become the debtor to another for his name to enable it to raise money to answer its own pressing necessities. The reason & partly the consequence of its present insolvent condition. The individuals who, variously connected & combined, hold extravagant private contracts & who receive extra allowances, which exhaust the revenues of whole States, are the same who lend their credit to keep up the credit of the department—who furnish funds to pay off the debts and relieve the embarrassments of its chief officer—who advance large sums of money to enable another of its officers to purchase real estate cat a reduced price"—and who send presents of choice wines to furnish the tables of both.

William Smith is the contractor for carrying the mail from Washington to Lynchburg*, two hundred miles, three times a week, in four horse post coaches, at the yearly compensation of $6,000

He was allowed for two changes of schedule, the propriety and utility of which is not shown, 800 dollars and 300 dollars, 1,100

For a daily mail from Washington to Warrenton, fifty two miles 1,200

And a daily mail from Warren to Orange courthouse, forty four miles 1,600

And a daily mail from Orange court house to Lynchburg, one hundred and six miles, 4,000

Making an extra allowance yearly of $7,900

The four additional trips per week were relinquished on the 1st December, 1833, in consequence of the insolvency of the department, and there was deducted from the extra allowance 4,900

Leaving for no known increase of service the yearly allowance of 3,000

If we admit the change of schedule to be a meritorious cause for the allowance of 1,100

The contractor is, in that case, released from all his additional trips, for which he was allowed 6,800 dollars, and his compensation is reduced in consequence of it, but 4,900, leaving him an additional yearly allowance of 1,900

For which no service whatever is rendered.

There is also an extra allowance of nine hundred and seventy five dollars made to Wm. Smith for an extension of his line from Dobson's ✕ roads to Lexington, North Carolina. Prior to this arrangement, this mail went on the route from Dobson's ✕ Roads to Salem, and from Salem to Lexington, which increased his distance only seven miles, passing through a very flourishing town. This extension, as it is called, was therefore wholly useless, except so far as it served the convenience of the contractor, and enabled him to draw off upon his newly adjusted line the passengers which had therefore gone upon the old line of Peck and Welford. It does not touch a single post office in the twenty five miles which is not also passed on the regular mail route established by law.

The extra allowances made on this route of William Smith,† from Washington until it unites with the route of Peck and Welford, at Lexington, N. C., was 8,875 dollars, as stated in the report of the 3d of March, 1834.—

*Doc. 138, p. 157.

†Doc. 115 of 1830 and 1931.

The true sum is believed to be larger, but taking that to be the actual amount, the *extra allowances* exceed the whole nett proceeds of postages on that line from Alexandria, where it first diverges from the line of Stockton & Co. to Lexington, where it unites with the line of Peck and Welford, by more than 2,000 dollars, including all the postages of the large towns of Warren, Charlottesville and Lynchburg.

E. P. Johnson is the contractor for carrying the mail on several routes in Indiana.—numbered 11, 17, 19, 23, 24, 25, 27 and 41, from the 1st of January, 1830 to the 31st of December, 1833, at a yearly compensation of 3,300 dollars. There are no less than *eighteen* different modifications and additions to this single contract, for which he receives in the aggregate yearly; 14,502 dollars 18 cents, in addition to what he receives by contract—amounting in the four years to 58,008 dollars 75 cents: and all this by private arrangement, without advertisement or competition.

The nett amount of postages received in the State of Indiana, according to the report of the Postmaster General, on the 28th of February, 1834: was 9,609 dollars 67 cents, falling short by 4,892 dollars 51 cents of paying the yearly *extra allowances* on this single contract. The increase of the postages during the continuance of the contract will not, in all probability, bring up the receipts to a sum sufficient to discharge these extra allowances in the four years by the nett proceeds of postages for the same four year in the whole State.

*E. P. Johnson, John Hutchins, Joseph H. Hough, William Henry, and J. C. Chiles, are stated in the report of the Postmaster General of the 18th of April, 1832, (Doc. 212, p. 22,) as contractors for carrying the mail from Maysville to Louisville daily; from Frankfort to Nashville three times a week; from Louisville to Nashville six times a week, and from Lexington to Bean station six times a week, in four horse post coaches, at the annual compensation of 37,760 dollars.

Your Committee called for the bids pursuant to which this contract was made, and they find those that are marked accepted as follows:

1731. From Maysville to Louisville daily, in four horse post coaches, one hundred and forty miles, also from *Lexington to Frankfort*, thirty miles—E. P. Johnson's bid—("accepted and executed,") $4,500 00

1740. From Frankfort, Kentucky, to Nashville, Tennessee, 3 times a week in four horse post coaches, two hundred and [illegible] through and Chiles, 1740 and 1741 improved,—("accepted and executed.") 7,080 00

1746. From Lexington to Bean's station one hundred and seventy one miles, twice a week, in four horse post coaches, six times a week, to Bowling Green and the remainder three times a week, E. P. Johnson & Co.—("accepted and executed,") 4,500 00

Amounting in the whole to $22,580 00

Being less than the sum reported by the Postmaster General in his report of April 18, 1832, by $15,180.

Opposite the accepted bid on route 1742, from Louisville to Nashville, is noted in red ink, "to run alternate between Franklin and Russellville at per rata allowance," showing that one of the routes which he run from *Bowling Green* to *Nashville* under this contract, passed through *Russelville*.

1743. And in Doc. 212, p. 23, of April 18th, 1832, we find that John Gray receives on the route from *Bowling Green* to Nashville 2,920 00

And by the report of the 3d of March, 1834, (Doc. 138, p. 218,) he appears to be allowed for running three additional trips from Bowling Green to Russellville on the same route, 1,019 55

Amounting to $3,999 55

So it appears that John Gray is paid three thousand nine hundred and ninety-nine dollars and fifty-five cents for carrying the mail from Bowling Green to Nashville, on the same route on which it is carried by E. P. Johnson & Co. as above.

James F. Robinson contracted to carry the mail daily, in four horse post coaches, from Cincinnati, Ohio, to Georgetown, Kentucky, 72 miles, in 14 hours, at a yearly compensation of 1,000 dollars. His schedule was so changed that he was required to run through in 12 hours, instead of 14, making part of the trip in the night; for which he was allowed the *additional yearly* compensation of 3,000 dollars. *It* is not perceived by your committee that the change of a schedule was at all essential to the public interest.

One among the many contracts of Avery, Tompkins & co. and others who are connected with them, and whose contracts are interlaced with theirs is taken as a specimen of another very large class of cases—a leading feature of which is complication and confusion.

The annual report of the Postmaster General of the 25th of February, 1831, states that E. Porter, James Reeside, John H. Avery, Isaac Tompkins, D. A. Saltmarsh, Charles P. Mallett, John McLean, and Sidney Porter, are contractors on routes 1901, 1902, 1903, 2047, 2101, 2102, 2104, 2105, 2254, 2255, 2352, 2353, in stages and steamboats, at 67,950 dollars yearly.

The Postmaster General, in his report of

*Nos. 1731, 1740, 1741, 1742 and 1746.