Not being able to give all the cases of abuse or favoritism reported and commented on by the Committee, we have selected those of Jas. Reeside & Co., as involving a larger amount of extras, and having undergone a more minute investigation than most others. The same discordance of opinion between the majority and minority of the committee which is manifested in the cases of these contractors, will be found to exist in almost every case; our readers may therefore judge how little value is to be placed on the reports of the high and dignified Senators of the U. States, when their mental vision has become so distorted by prejudice, that with the same evidence before them and the same facts, they arrive at so different conclusions, according as they are in favor of, or opposed to, the present administration. If any thing were wanting to satisfy the public mind, that the Senate of the United States, by its violent and intemperate party character, had rendered itself unworthy of the respect and veneration of the people, the reports from the Post office committee, we think must be sufficient; yet the majority of this body, made up too by men who act in open violation of the will of the constituents, claim to be the exclusive patriots of the nation.

Views of the majority.

Prior to the lettings in October 1831, Lindsay and Shaffen were contractors for carrying the mail from Hagerstown to McConnelsburg, and at those lettings they again bid to carry the mail three times a week, in four horse post coaches at 300 dollars, or daily at 600 dollars a year. James Reeside bid for the same at 40 or 90 dollars improved. The bid of Reeside was accepted and he set down in the report of the Postmaster General of the 18th of April, 1832, as the contractor, at 40 dollars a year. In the report of extra allowances of the 3d of March, 1834, no extra allowance 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 McConnelsburg, James Reeside four weekly trips reduced 700 dollars."

Not understanding precisely how 700 dollars could be deducted from 40 dollars, 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, and 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 dollars or 99 dollars 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 dollars was intended for 1,400, and the 99 dollars, which occurred twice, was intended for 1,999, 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 1,400, and 1,900, 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 made in the report of the Postmaster General your committee inquired of him, and he stated in reply 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 theretofore 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 subpœnaed by your committee) that a better countenance might be put upon it 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 1st of January, 1832. The schedule was so changed on the 20th December, 1832, as to lessen the time, and consequently to increase the speed, but the difference was so light as to be wholly unnoticed by a subcontractor on a part of the route, who was examined by your committee; and on the 18th of April, 1832, long after the change of the 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 professed 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 to 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 repaid 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 the 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, (Doc. 212, p. 131) the Postmaster General states that James Clark is the contractor for carring the mail from Bedford to Blair's Gap and from Blair's Gap to Cumberland, once a week, on horseback, from the 1st Jan. 1832, to the 31st Dec. 1835, at a yearly compensation of $275. In the report of the 3d 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

Views of the minority

It was suggested to the committee, that the Postmaster General had been furnished with money by contractors to whom extra allowances had been made. The committee subpœnaed & brought before them all the contractors who were supposed to have any knowledge of the transaction referred to; and from all the testimony, it appeared, that Col. R. M. Johnson had been bound as surety or endorser for Maj. Barry—that when payment was demanded, it was not convenient for either of them to raise the money—that Col. Johnson, without the agency or knowledge of Maj. Barry, procured the sum of fifteen hundred dollars on a temporary loan from a friend of his, who was a contractor—that this friend, in making up the sum required, was aided, to the amount of $500, by another contractor—that Maj. Barry, some time afterwards, paid the money to Col. Johnson, who repaid it to the person from whom he had received it. The contractor swears that it was never a subject of conversation between him and the Postmaster General; nor did he, in consideration of it, ever receive any favor or indulgence whatever. As the whole of this transaction appears to have been without the agency or knowledge of the Postmaster General, it cannot furnish ground for suspicion of any thing wrong on his part.

The committee deemed it their duty to investigate every case, when it was known that a member of the department had had any dealings with a contractor, especially if the least intimation was given of a suspicion of any thing improper. A letter was received by the committee from a citizen of Pennsylvania, charging upon hearsay evidence, that of an extra allowance of 10,000 dollars on the contract of Reeside & Slaymaker, in which Mr. Tomlinson was also interested; Messrs. Reeside, Slaymaker, and Tomlinson, received each 3000 dollars, and that the other 1000 had been retained by Mr. Brown, the Chief Clerk of the Department. We, therefore, took testimony of all the witnesses to whom we had been refered in said letter; and the charge was not sustained by evidence, but was fully disproved. A loan of money was made by Messrs. Slaymaker and Reeside to Mr. Brown, which had been in part repaid, and part remains still unpaid; but it appears on the clearest testimony, to be a loan of money on interest, & does not furnish ground for suspicion of any thing improper. It also appeared that Mr. Brown had sometime before this loan, made a loan on interest to Mr. Porter, a contractor, of several thousand dollars; and afterwards made an additional loan to Mr. Porter. If it should seem extraordinary, that he should borrow money on interest, while he had money loaned out as interest, the explanation is found in the circumstance, that he acted as the agent of the late Doctor Jackson, and had received his money to the amount of several thousand dollars before his death; that he had continued to act as the agent for his widow and his orphan children, and has been in the habit of receiving their money to the present time, which he keeps at interest, as a distinct fund for their benefit; and that it was of this fund that he made the loan to Mr. P[illegible] the money which he borrowed, was to purchase property for his own individual benefit. These are all transactions of a private character, having no relation to official conduct; but, as they were brought to view in the course of the examination of witnesses, we have thought it proper to state them, for the purpose of showing that every thing which might, by possibility, have a connexion with official relations, has been carefully scrutinized. There is nothing substantiated in the transaction in relation to Mr. Brown, which can justify a suspicion of impropriety.

James Beeside, is a contractor for carrying the mail on many different routes, and to a very great extent: In most of the contracts which bear his name, he is associated with others who are very largely interested with him. The committee have inquired into all his existing contracts. On all the routes in which he is interested, the mail is carried in stages or in steamboats; and their extent is 1932 miles in length which is more than all post roads in the United States amounted to in 1791. On these routes mail is transported annually, 1,743,910 miles. For this service, the present compensation is $149,810 per year, equal to six cents and eight-tenths of a cent per mile. On 905 miles of these roads, the mail is transported three times a day; on 526 miles twice a day; on 881 miles daily; and on 5 miles, three times a week. If, where it is transported more than once a day, he should be allowed no compensation for the service, beyond once a day, the compensation would amount to nine cents and seven-tenths of a cent per mile. We have also compared the compensation which Mr. Reeside now receives, with what he received under his contracts made in 1827, under the late Postmaster General. It appears that he then transported the mail 392, 194 miles per annum, at an annual compensation of $43,732-68, equal to eleven cents and two-tenths of a cent per mile. Under those contracts the mail was transported over 573 miles of post road, on 90 miles of which it was carried twice a day for six days in each week. If in that case there had been no compensation allowed for the service beyond once a day, the compensation would amount to thirteen cents per mile. We pursued these investigations to ascertain whether there is any ground for suspicion, that special favors have been extended to Mr Reeside under the present administration of that department; and it does not appear that the slightest ground for such suspicion exists. He performs the service at a much lower rate than under the former administration, and it does not appear that he has ever received compensation, but for services rendered fully equivalent to the same.

An investigation was instituted before the committee, to ascertain whether he, Mr. Reeside, had not afforded to the Postmaster General such pecuniary aid, from which an inference might be drawn, that he might thereby become the object of special favor with the Department. Upon an examination into this subject, it appeared that the family of the Postmaster General was in Philadelphia, and had been there for some time, attending to his sick son, who was under the care of a physician of that place. That the Postmaster General, when on a visit to his family in Philadelphia, concluded to remove his family, including his son, from that place, at an earlier period than had been intended, and to enable him to discharge the demands against him, obtained from Mr. Reeside 1000 dollars, upon an acceptance

Views of the majority.

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 Febuary, 1833, he was directed to run daily between Bedford and Blair's Gap, at an additional compensation of 2,911 73

Thus the legal contract of 325 dollars has arisen to 7,411 73

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

From Pittsburg to Washington, Pa. 1,250

Aggregate, 8,250,

As by the report of the 18th of April 1833, (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 and 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 78 a year; amounting, during the continuance of their contracts, to the enormous sum of $249,267 12, given to these contractors by the Department, without advertising and without competion.

The amount of these 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, competion 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 its 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 those 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 contractors extra for whatever expense and inconvenience the transportation of the mail might occasion him. Or rather, to give the transaction, its true character, this ten thousand dollars 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 & Slaymaker represent two companies, which share equally in the profit and loss on this line. The money accruing for transportation, is received by Reeside & Slaymaker, a moiety 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 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, ($300) 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, and accordingly did raise it by the 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 Jas. 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 transaction; that they have no note or acknowledgment of Brown, showing his liability to them, unless it be drafts which were taken up, which Slaymaker says he *thinks he*

Views of the minority.

of short date, which was paid when it fell due. From this transaction, we are wholly unwilling to draw any unfavorable inference. In it we can discern nothing but the performance of a kind office, for which praise, rather than censure is due.

The committee examined carefully into all cases where complaints were made, or where any suspicion was intimated of favoritism having been extended by the Department to any contractor, or of any improper exercise of the discretion of the Postmaster General in granting allowances. Every such case became the subject of rigid scrutiny; and not a single instance of alleged abuse has been omitted by the committee.

The route between Baltimore, Md. and Chambersburgh, Pa., 77 miles, on which Jas. Reeside is contractor, was among those which were examined by the committee. It appeared that the proposal of James Reeside to transport the mail on this route, was accepted at 1900 dollars a year; and that under his contract he received at the rate of 3,495 dollars a year from the commencement of the service under his contract, January 1,1832, till the 31st December, 1833, when it was reduced to 1900 dollars. On investigation, it was found that his proposal contained two propositions, the first to carry the mail daily, in four horse post coaches as advertised, which was to leave Baltimore daily, at 4 a. m. and arrive at Chambersburgh the same day by 9 p. m., 17 hours: leave Chambersburg every day at 2 a. m. & arrive at Baltimore the same day by 8 p. m. 18 hours; & to perform the service for 1900 dollars per annum. The other proposition was, to leave Baltimore daily, after the arrival of the steamboat from Philadelphia, and arrive at Chambersburg same day, in time to connect with the mails from Philadelphia to Pittsburgh, for the annual compensation of 3,495 dollars. The steamboat at that time left Philadelphia in the afternoon, and arrived at Baltimore at an early hour the next morning; and the mail from Philadelphia for Pittsburgh, passed through Chambersburg about six o'clock in the afternoon. The last proposition required a very considerable increase of expedition, and would gain an entire day between Baltimore and Pittsburgh, of which this route is a part. The proposal of Jas. Reeside was the only one offered for the route, and was accepted on the first proposition at 1900 dollars. The acceptance was made in October, 1831, the contract to take effect from the 1st day of January following. On the 20th of December, 1831, the Postmaster General appears to have directed him to perform the service stipulated in his proposition for 3,195 dollars; and there is endorsed on the contract in the hand writing of Thomas B. Addison, the clerk employed in preparing and filing contracts, "alteration made this 29th December, 1831." Some of the members of the committee were induced to suspect that this endorsement had been made at a recent date; but on the examination on oath of three clerks, Mr. Addison, by whom the endorsement was made; Mr. Dundas, who was then the corresponding clerk for this division; and Mr. Childs who is the present corresponding clerk of this division; the fact was clearly established, that the endorsement is not of recent date, but was made at the time of the date which it bears.

The rohute from Hagerstown, Md. to McConnellsburgh, Pa., on which Mr. Reeside is contractor, was also a subject of examination. The distance is stated to be 26 miles, and it was advertised to run three times a week, in four horse post coaches. For the route there was several proposals, the lowest of which was $250, (a sum wholly inadequate to the service) except that of Mr. Reeside. which was as follows: "We do agree to carry the mail on route No. 1231, from Hagerstown to McConnellsburgh, via Welch Run and Mercersburgh, as advertised, for the yearly compensation of $40, or we will carry the same so as to connect the mail at each place, with the great Eastern and Western mails, daily in 4 horse post coaches, for the yearly compensation of ninety nine dollars, ninety nine dollars." This bid was accepted, and the contract appears to have been immediately filled at $40, and put into the hands of Mr Reeside to be executed. It is alleged both by Mr. Reeside and the Postmaster General, that Mr. Reeside stated verbally to the Postmaster General, after the route had been assigned to him, and before the commencement of the service, that there was a mistake in his proposal; that the person who wrote out his proposal for him, must have mistaken his figures, and filled it with sums for which he never intended to perform the service. He alleged that the words "daily in four horse post coaches," as used in his bid, were intended by him to apply equally to both propositions; that he intended to propose nothing less than a daily mail; but to perform the service agreeably to the schedule advertised, for fourteen hundred dollars, or to give such increased expedition as would perfect the connexions, for nineteen hundred and ninety-nine dollars. That the inconsiderable sums named would show that there must have been a mistake, and that the writing of the words "ninety-nine dollars, ninety-nine dollars," with this repetition, made it obvious that there must have been an error. The Postmaster General informed him in answer to this statement, that as the route was intended to connect two daily routes, it would be necessary for him to run it daily; and that the question for correcting the alleged error in writing the proposal, should be a subject for future consideration. There is on the files of the Department, a paper which appearse to have been written after the service commenced, of which the following is a copy:

"Mr. Reeside says that the bid was put in by mistake, as will appear from the small sum. He intended to have made it $1,400, and to run daily, and so marked with his pencil; but the clerk who copied it for him, mistook his pencil mark, supposing the 1 was belonging to his dollar sign, and the 0 at the right hand he overlooked, or considered it merely a point. The Postmaster General gave him a verbal order to run daily, and reserved for consideration the correction of the error. He has run, from the beginning of the year, daily. Shall he be allowed to correct the error, and receive $1400? His distance is increased 10 miles. No other bid."

On this statement is written, in the handwriting of the Postmaster General, "*Granted*" Such are the facts in this case. It is stated by the Postmaster General, that the increase of distance was occasioned by his going by way of Green Castle, five miles each way, which increased his daily travel ten miles. That the words "no other bid," are erroneous; and that the error must have arisen from the circumstance, that three other proposals of Mr. Reeside were writen on the same paper with this, to neither of which was there any other bid than his; and that it must have been under the impression that this was one of them, that this part of the note was made. The allowance of $1400 was made him for running it daily, with the increased distance of five miles each way, till the close of the last year, when it was reduced to a tri-weekly mail, and the compensation reduced to $700, This is $450 a year more than the lowest bid, but with an increase of five miles distance each way, and to be performed in the same time that would have been allowed with the increased distance. The

Views of the Majority.

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 connexion 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 leader of very large sums of money to Porter, on interest.

It appears that in the spring or 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 inquiry 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.

Views of the Minority.

Postmaster General further states, that as soon as he discovered the fact (which was not until this investigation commenced) that there were other bids on the route, he informed the contractor that the amount of the allowance would be a subject of reconsideration; and that it would be regulated according to the other proposal, and to take effect from the beginning of the contract.

The full amount of allowance is far from what appears extravagant when compared with what is paid for equal services on other routes; and if, when compared with the proposals of other responsible bidders on the same route, the allowance shall appear to be greater than what the contractor is fairly entitled to, the Postmaster General has the power, as he has declared his intention, to reduce it to the proper amount.

In conclusion, we offer to our readers the equally discordant views of the two branches of the Committee on the individual expenses of the Department.

Views of the majority

The "*incidental expenses*," comprehending the *secret service* fund of the department, present an interesting subject for consideration. No law appropriates money for those expenses. Congress exercises no controul over them. The Postmaster General, at his mere discretion, selects the objects of his patronage, which he dispenses from the revenue derived from postages, and is guided by that discretion alone in fixing the amount of that patronage. He may employ one printer and one travelling agent or one hundred of each at his pleasure; and he may pay each of them as much as he pleases. If, by the improper exercise of this and his other unrestrained power the department becomes bankrupt, then, by the construction which he bestows on the Constitution he (not Congress alone) may borrow any amount of money, on the credit of the nation, to supply the deficiency. Subjoined is a statement of these incidental expenses from the year 1790, prepared by a clerk, at the request of the committee acompanied by a view of the "contingent expenses." and of the sums appropriated by law for the salaries of the officers of the department which must not be confounded with the "incidental expenses." By this the Senate will perceive that, from a sum less than two thousand dollars, these expenses, under former administrations, gradually increased for many years, there being an average annual addition of about one thousand dollars. In 1829, they had swelled to the sum of $56,471, exceeding the sum expended in any former year; and in the year commencing July 1, 1832 embracing the period of the last presidential election, they amounted to about $88,8000, being a sudden increase of near $20,000 over the corresponding expenditures of any former year.

On the list of printers in the Blue Book, True & Greene proprietors and printers of the Boston Statesman, are thus stated to be employed:

True & Greene, for printing blanks, 6,692 72
For advertising proposals, 206 50

Total compensation reported in the Blue Book, 6,809 25

But the exhibit now made by the account of the department, hereto appended, shows that they have been employed during the whole time, (as the present Postmaster General has in fact for years before employed them) in furnishing paper, printed blanks and twine, to the amount of 29,909 75

See the amount of the following items:

1822. Jan. 25. True & Green's compensation for furnishing blanks, paper and twine, ~~to various post offices in N. York and elsewhere~~, from 1st Oct. to 31st Dec. 1831, inclusive 3,944 10

May 9. True & Greene's compensation for furnishing paper and twine, etc. from 1st of January to the 31st of March, 1832, inclusive 2,144 35

Aug. 27. True and Greene, do for blanks, paper and twine, from 30th June, 1832 2,824 1

Dec 15. True and Greene do. for blanks, paper and twine, from 1st July, to the 30th Sept. 1832 2,455 05

1833. March 23. True & Greene, do. for blanks, paper and twine, from 1st Oct. 1832, to 31st Dec. 1832 2,164 35

April 23. True and Greene, do. for blanks, paper and twine, from 1st October, 1832, to 15tn April, 1833 3,727 23

July 24. True and Greene, for paper, blanks and twine, from 1st October, 1332, to 30th Sept. 1833 3,022 12

Oct. 16. True & Greene, for blanks, paper and twine, from 1st April to 1st Oct. 1833 9,625 95

Real compensation 29,907 75

So that the printers of "the Boston Statesman," thus employed by the department, receive compensation for the articles which they were employed to furnish, within the period named in the resolution, exceeding by $23,-008 50, the sums published by the department in the Blue Book.

And from an accurate examination the following facts appear. First, that the real sum paid for "the printed blanks," (including the press work, type setting, and the paper, on which the blanks were actually printed,) was $16,464 25

And that the real sum paid for wrapping paper and twine, was 13,444 40

29,908 65

So that the sum paid for the printed blanks alone exceeds the sums published in the Blue Book by 9,564 00

The account now exhibited by the department shows that Erancis P. Blair, editor of the Globe, received from the 30th of December, 1831, to the 26th of October, 1833, inclusive the sum of $21,634 90. He appears on the Blue Book for only $14,371 57. But as the department, on the application of the committee, sent us only a part of the vouchers for this account, and deferred sending the rest until it is now too late to examine them in time for this report, we cannot say how far the official statement in the Register is correct or incerrect The rates at which this printer is employed are enormous, and in our opinion, are not to be justified by reference to any thing which has occurred in the past history of this department. We herewith submit a specimen of the rates paid him for advertising; and accompanying the same is a statement of the rates and sums allowed for printing advertisements in July 1830. The sum allowed for printing these advertisements, is, it will be seen, about four times the amount then paid them. See the statements marked X.

Views of the minority.

Our attention has been particularly drawn to some of the incidental accounts of the department. Among others, the account of moneys paid for the department by Mr. Gouverneur, Postmaster at New York, seemed to require special attention. Upon a full investigation of this account, every item constituting it was found to be accompanied by its appropriate voucher, and the items themselves appeared chiefly to be such as had been ordinarily, under former administrations, paid for by the Postmaster at New York, and credited to him at the Department, as in this instance.

The accounts for printing executed for the department by Francis P. Blair, editor of the Globe; by Mr. Penn, of Louisville, Kentucky; by Messrs. Hill & Barton, of Concord, N. H.; and by Messrs. True & Greene, of Boston, Ms. from the 1st of October, 1831, to the 1st of January, 1834, were supposed to require minute examination. We compared the accounts with the vouchers which accompanied them, and were satisfied that all the items in the respective accounts were correct, and that the articles and work charged were furnished and executed according to the accounts. The only point of difficulty with us was, the price of printing, of which we were not judges, but from all the information we were able to collect, we believe the prices which have been paid are reasonable. But to prevent any misapprehension on this subject, and that others may have the same opportunity of judging, we present the following statement of the prices paid by the department, viz:

To S. Penn, Jr., Louisville, Ky.

For printing post bills, per ream,	$1 50
" accounts of mails received and sent,	4 00
" newspaper returns,	4 00
" accounts current,	2 50
" do. for distributing offices,	3 00
For feint ruling,	2 00

To True & Greene, Boston, Mass.
Same prices as above.

To Hill & Barton, Concord, N. H.
Same prices as above.

The same prices have been allowed to F. P. Blair, and to Wm. A. Davis, Washington City, for printing; but they executed the ruling for $1 50 per ream.

The above items, together with the advertisements which the law requires shall be published twelve weeks in succession, constitute the principal part of the printing done for the department. The advertising, so far as we can learn, has been done at the usual rates.

The undersigned without any reference to the manner in which the Post Office Department has been administered in former years, or at the present time, or to the individuals who have had or now have the management of it, are of opinion that the legislation of Congress would be proper to the following effect:

1. That the Department be re-organized in such way as to secure a proper degree of responsibility not only in the head, but in the subordinate branches of the department; and for that purpose the auditing of the accounts and the final adjudication of them, and the disbursement of its moneys, should be confided to officers appointed by the President and Senate.

2. That reports be made to Congress annually, of all the expenditures of the department, stated in detail, including incidental expences; also of all new contracts, and modifications of contracts, and their respective prices; also a statement of the amount paid for the transportation of the mail on each route, in the several States and Territories, as near as may be.

3. That any person employed in the General Post Office shall be prohibited from becoming a mail contractor, or interested in a mail contract, or an agent, with or without compensation for a mail contractor.

4. That advertisements for proposals to carry the mail, issued previous to the periodical lettings, be made, as near as may be, according to the manner in which, in the judgement of the Postmaster General, the mail should be transported during the period of the contract.

5. That the sealed porposals received from bidders for mail contracts, shall not be opened until after the time for receiving bids shall have expired.

6 That repots be made to Congress annually of all failures by contractors to deliver mails, & the action of the Postmaster General in regard thereto, in each case.

Naval Court Martial.—At a Court Martial lately convened on board the U. S. frigate JAVA, (Flag Ship of this Naval Station.) at which Com. Warrington presided, Lieut. Samuel W. Downing, late Commander of the U. S. Schr. Enterprize, was tried on charges preferred against him by Wm. P Zantzinger, Esq. Purser of said Schooner, and was honorably and fully acquitted of all the charges.

Purser Zantzinger was also tried by the same Court, on charges preferred by Lieut. Downing, and was suspended, by sentence of said Court, for the term of one year, without pay or emoluments. Both of which judgments have been approved by the President of the United States.—*Norfolk Beacon.*

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