ments made in December last, are not greatly felt by the community, and from the beginning of the current year the expenses of the Department are less than its revenues. Another retrenchment to the same amount will still leave much more extensive mail facilities to the country, than it enjoyed when I came into the Department, and in a very little time relieve it from debt, and place a surplus in the hands of the Department.

The majority of the committee further state, that "It appears from the first report of the present Postmaster General, made on the 24th November, 1829, that on the 1st day of July of that year, the whole amount due and outstanding in the hands of Postmasters and others, was $94,400 21." The report does not state it to have been the fact. There never was a time since the Department was but one fourth part as extensive as it is at present, that on the first day of any quarter the whole amount of outstanding debts was less than double that amount. My first report stated that, after deducting from the amount due from Postmasters and others, on the first of July, 1829, the expenses for transporting the mail, and the incidental expenses of the Department for the quarter ending that day, (which amounted to upwards of 300,000 dollars,) there remained a balance due from them of $94,400 21. The actual amount of balances due from Postmasters on the 1st July, 1829, was not less than $400,000; and the amount due to contractors and others, for the services of the quarter ending that day was upwards of $300,000—and my statement showed the balance which remained, after deducting the one from the other. The law prohibits the payment of contractors till their services are performed. On the first day of July, 1829, the whole amount for transportation from April 1 to that day, was due, amounting to more than $300,000, besides former balances and other expenses. If "the whole amount due and outstanding in the hands of postmasters and others on that day, was but $94,400 21," as the majority alleage, the Department must have been in a much worse condition when I came into it than I ever pretended, or than what they, in another part of their report, aver. But their object here is, to show the practicability of collecting at a given day, the outstanding balances, in order to discredit my statements, and not to show the low condition in which my predecessor left the Department. But this is in character with their other allegations.

They next attempt, upon the investigation and report of the Bradleys, to prove errors in my statement of the amount of annual transportation. They state that they cannot vouch for the accuracy of the report of the Bradleys, but they seem to presume on its correctness, and bear testimony, upon its authority, against the statements which I have furnished, though accompanied with such data as will enable any person to detect an error, if an error in them exists. A part of the statement of the Bradley's purporting to have discovered errors in the length of the mail roads, was too glaringly inconsistent for even the majority of the committee to introduce in their report; and they have omitted it, though confirmed, as they say, but the oath of Dr. Bradley.

The late Postmaster General stated in his last report, November, 1828, that the annual transportation of the mail was,

In stages,	6,439,594 miles.
On horseback,	7,170,445 miles

Making the total amount to be 13,610,039

I had taken this as a basis on which to determine the amount of increase which I had given to it, I have never examined his calculations, but presume they are correct. I had caused route books to be made, containing the names of the several post offices on each route, and their distances from each other, shewing the length, and the frequency of the transportation of the mail on each route. Where the roads had not been surveyed, the distances were taken from the statements of Postmasters on each route. From these books a statement was made of the length of each route, the frequency of the transportation of the mail upon it, and the number of miles it was transported in a year. The sum of these shewed the whole annual transportation of the mail, which was,

In 1832,	23,732,330 miles.
and in 1833,	26,854,485 miles.
In 1828, it was by the late Postmaster General's report, but	13,610,039 miles
Making an increase from 1828, to 1833, of	13,244,446 miles.

The majority of the committee state that they had not time to examine this document, though they appear not to have wanted time to examine the statement of the Bradleys; and the minority found time to examine this.

To discredit this statement, the Bradleys took the advertisements for proposals to carry the mail, the distances there stated, and measured the distances on the map when not noted in the advertisement, took the frequency of trips called for by the advertisements, and so calculated the amount of annual transportation. The Bradleys knew, when making this statement, though certified by oath, that contracts were often made for carrying the mail more frequently on a route than called for by advertisement, and often for extending them a greater distance. The Committee also had evidence of the same facts, and that it was done in a great many instances by existing contracts: yet they affect to give full credit to the calculations of the Bradleys, upon these false data.

The majority of the committee animadvert upon the contracts of Messrs. Stockton & Neil, observing that in the report of the Postmaster General, furnished to Congress during the session of 1831–'2, he quoted these contracts at a low rate; but that in his report of 3d March, 1834, he stated them to be at a much higher rate. The facts before the Committee, furnished by the records of the Department, were the proposals of Messrs. Stockton & Neil containing two propositions distinct from each other; one was to perform a certain amount of service for a certain sum. The other was, to perform a much larger amount of service for a much greater sum.—The proposal was accepted for the smaller sum, but with an express condition, that if the Postmaster General should, at any time, require of them the service proposed in their second proposition, they should perform it for the sum stipulated in their proposals. The first report of this contract, with others, was made from the book of recorded proposals, and contained the sum accepted. This was in conformity with the custom, which had prevailed with my predecessor. After the acceptance, and after substituting the greater amount of service, there was a very pressing application made to me, signed by Mr. Thomas Ewing, Senator from Ohio, and many others, members of Congress, still to increase the service to that extent which required the greatest amount of additional compensation. Agreeably to the earnest recommendation of Mr. Ewing and others, it was done. And now the complying with what Mr. Ewing then so earnestly pressed as proper and right, he reprobates as improper and wrong. Whether he was sincere in his advocating it, or in condemning it, I know not; or whether the relation in which he now stands to the state of Ohio—which state was deeply interested in the improvement, has so changed as to have changed his opinion on the subject of the mail accommodations to which she is entitled, I leave for the public and for his constituents to decide.

The same remarks are made in relation to the contracts of James Reeside, and of Messrs. Reeside and Slaymaker. The same facts are also applicable to them. They made in each case two propositions: the smaller was first accepted; afterwards, for the better accommodation of the public, the greater service was required, and of course the higher compensation given. These, and other cases which they state to be similar, though they have not specified them, they reprobate as "involving almost every conceivable variety of abuse". On all these routes, there is now a greater amount of service performed in proportion to the compensation allowed, than under any former contracts; and this the committee knew, or had the means of knowing; and as Mr. Ewing himself earnestly recommended the most expensive of these improvements, the public will judge what credit is due to his decision.

Their next subject of animadversion, is that of a contract with Gen. Geo. House, of Ohio. Gen. House was a contractor for carrying the mail in stages between Chillicothe and Gallipolis, on the north west side of the Ohio river, opposite the mouth of the Kanhawa. There was a stage route running from Washington City, and from Richmond Va. by Staunton, along by the Kanhawa, to Catlettsburgh in Kentucky, on the Ohio river. Highly respectable citizens of Ohio desired that the state of Ohio should participate in the advantages of this route, which it was represented could be done by extending Gen. House's route from Gallipolis by steamboat up the Kanhawa to Coalsmouth, about fifty miles. This would perfect the most direct line from Richmond, Charlottesville, Staunton, Lewisburgh, and other important places in Virginia, to the seat of government in Ohio. It was also represented that Gen. House was preparing a steamboat for that purpose, and would probably have it in readiness to commence the operation by the first of April, 1831.

He proposed to perform the service for $30 a mile.—This was a moderate compensation. The request to give to Ohio the benefit of the Virginia and Kentucky stage line, seemed to be reasonable. The expense appeared inconsiderable, compared with the magnitude of the object. Gen. House was, therefore, directed to extend his line to Coalsmouth, and to run between that place and Gallipolis in steamboats. This extension superseded a contract of John Black, to carry the mail on horseback between Gallipolis and Coalsmouth, at $394 a year. It was an original stipulation in the contract with Mr. Black, that if a stage or steamboat should be established on his route, the Postmaster General should have the right to annul his contract. Gen. House did not, however, succeed, during the continuance of that contract, (which ended with the year 1831) in his experiment for running steamboats on the Kanhawa, the mail was continued on horseback—Mr. Black continued to carry it—and no more was paid for its transportation than the $394 stipulated in the contract with Mr. Black. This plain transaction they have endeavored to distort into an act of official iniquity, though they confess that no evil was done, nor any other effect produced than that of transferring the route from Mr. Black to Gen. House, who, they say, "is well known as an active and influential political partisan."

At the renewal of the Ohio contracts, the route from Chillicothe to Gallipolis was accepted to A. L. Ross, at $1,100 a year. It was then represented that Gen. House had a steamboat in a state of forwardness for the Kanhawa, and was determined to make another experiment to unite these two lines, and the citizens were desirous that it should be done. That this object might be accomplished, or its practicability tested, Mr. Ross voluntarily relinquished the route to Gen. House. A contract was made with Gen. House to carry the mail three times a week in four horse post coaches between Chillicothe and Gallipolis, to run through in one day instead of one day and six hours; also to carry the mail three times a week between Gallipolis and Coalsmouth, (which had been carried but twice a week under Mr. Black's contract,) to test the experiment of running steamboats on the Kanhawa, and, if found practicable, to extend them to Kanhawa C. H. sixty miles—and for the whole service to receive $2,500 a year.

This sum is $1,106 more than the sum for which Mr. Ross proposed to carry the mail between Chillicothe and Gallipolis, and the sum, $394, which had been given under Mr. Black's contract for carrying it but twice a week between Gallipolis and Coalsmouth. For this $1,106, admitting that the steamboat experiment should fail, the Department would receive the benefit of an increased expedition of half a day between Chillicothe and Gallipolis; and three trips a week, instead of two trips a week, between Gallipolis and Coalsmouth. But if the steamboats should succeed, as was confidently expected, the gain to the Department would have been very considerable.—The majority of the Committee state, that there is a clear loss on these routes, by giving them to Gen. House, of $1,206 a year. Their statement carries the evidence of misrepresentation upon its face. It is tantamount to saying that three trips instead of two, and an increased expedition of six hours a trip, are worth $100 a year less than nothing.

On a contract made with Col. Asahel Savery, for the transportation of the mail between Chicago and Green Bay, estimated to be 250 miles, they also animadvert.—The law establishing this route was passed, with about 500 others, on the 15th of June, 1832. The advertisements for proposals to transport the mail on these routes, was prepared before the publication of the law; and for want of the law as it finally passed, some errors were liable to happen in the description of routes. In consequence of this, the route was advertised to run from Detroit to Green Bay instead of Chicago to Green Bay. Several proposals, however, were received for transporting the mail from Chicago to Green Bay; the lowest of which were those of Col. Savery, at 3,000 a year, once in two weeks, or $3,500 once a week, and of Messrs. Irwin and Arndt, at $3,000 a year, once in two weeks, without specifying any sum or which they would perform the route once a week; but if required to run once a week, the service would be double, and they would have the right to require the double amount, $6,000 a year.

It was intended that it should be performed weekly, and Col. Savery's proposal was accepted at 3,500 a year. He afterwards stated that from information received since he had made his proposition, he had learned that the distance was fifty miles more than he had anticipated, having had no advertisement for his guide as in ordinary cases; that the waters on the route were such as would require expensive preparations for passing them, the country being unsettled, and for these reasons he prayed, for a reconsideration of his accepted proposals, and for a further allowance of ten or $1500. There seemed to be reason and equity in his request, and considering that the lowest proposal otherwise made was by persons, one of whom resided at Green Bay, and was presumed to have knowledge of the difficulties and expense of the route, was at the rate of $6,000 a year for a weekly trip, it was deemed more economical for the Department to allow to Col. Savery $4,500 a year than to permit him to withdraw; and to subject the Department to an annual expense of $1,500 more than that sum by accepting the proposal of Messrs. Irwin and Arndt. A contract was accordingly made with Col. Savery at $4,500 a year. The contract was made on the 22d of February, 1883, to commence on the 1st April of that year. Dr. John T. Temple was then a clerk in the General Post Office. He had determined to resign his situation, and remove to Chicago.

On the last day of February, Col. Savery assigned this contract to Dr. Temple, who resigned his situation as clerk about the same time. I knew of no good objection to the transfer. Dr. Temple was a gentleman of highly respectable character, and entirely worthy of the trust. He had determined to resign his clerkship in the Department, and did actually resign, and remove to Chicago, before the commencement of the contract. I should not permit a person while a clerk in the Department to hold a contract for transporting the mail, though the law does not prohibit it, and I am informed that it has been done in former years, before I came into the Department; but I have discovered no reason why a person should be refused this right after leaving the Department, for no other cause than his having once been employed in it as a clerk. The majority of the committee have so distorted these transactions, as to present scarcely a beam of truth. They state that "John T. Temple made one a bid in the name of Asahel Savery." The bid is not in the hand writing of Dr. Temple, nor does his name appear in the whole transaction till after the contract was made with Col. Savery.

They state that "Dr. Temple, by means of his situation in the Department, obtained a contract giving him $4500 for carrying the mail 250 miles on horseback weekly, for which service, it is believed, $1500 would be a very large compensation." So far from the fact is the insinuation of this contract having been given to Col. S., for the benefit of Dr. Temple, that I did not know, nor suspect, at the time of making it with Col. Savery, that Dr. Temple had ever thought of it. It was made with Col. Savery in the full expectation that he would retain it, on the sole principle that it was the lowest offer, and under the circumstances, the best contract on the part of the Department that could then be made for carrying the law of Congress into effect. As to the amount paid, it was lower than others who wanted the contract, and who were acquainted with the country through which it passed, would undertake the service for; and it does not appear to have been considered by Col. Savery, an object of sufficient interest for him to retain it.

The majority of the committee complain of the correction of an evident error in a proposal of James Reeside, which was accepted, for carrying the mail between Hagerstown and McConnellsburgh, twenty six miles. The proposal, as accepted, was to run four horse post coaches on that line, three times a week each way, for the transportation of the mail at a compensation of forty dollars a year. Mr. Reeside, before he commenced the service, stated that it was a mistake of the clerk whom he had employed to copy his bid; that it was his intention to have proposed to run daily, for fourteen hundred dollars a year. The bid as it was received and accepted, carried upon its face the appearance of a mistake, or at least of something that needed explanation. The proposition to perform the service for ten times that sum would have been considered too low to warrant the expectation that the service would be well performed, unless it came from a person most favorably known to the Department. The explanation was given by him—the error corrected—& while he performed the service daily, with an increase of distance, five miles each way, he was allowed fourteen hundred dollars; and since the service is reduced to three times a week, seven hundred dollars a year.

On another route, between Baltimore and Chambersburg, seventy-seven miles, for which Mr. Reeside is contractor, to carry a daily mail, his proposal contained two distinct propositions, one to perform between certain hours and within a given time, for $1,900; the other to give such increased expedition as would gain an entire day between Baltimore and Pittsburgh, for $3,495 a year. The first was accepted; but the expedition was found to be of such importance that the second was adopted. The majority of the Committee state that "the expedition does not appear to have been of any considerable value to the public to gain a day in all intercourse between Baltimore and Pittsburgh, and consequently all places N. W. of Pittsburgh and S. of Baltimore, the mercantile and trading part of the community can better judge. These remarks, relative to distinct propositions in the same proposal, and discretion of adopting the one or the other, as shall seem most expedient, are equally applicable, as before remarked, to the other routes of Mr. Reeside, and also to those of Johnson, Hutchins, Hough, Henry, and Childs, and, therefore, it is not necessary that I should dwell longer upon them. But one other case of Mr. Reeside is exhibited by them in so deceptive a light, and with such gross misstatemets, that I cannot suffer it to pass unnoticed.

Messrs. Reeside and Slaymaker entered into contract to transport the mail between Philadelphia and Pittsburg, daily, in four horse post coaches, to run two lines a day; one to go through in a few hours more than two days; the other in three and a half days. The object of the two lines was that the weight of the whole mail being too great to admit of its transportation with the rapidity required by the shortest time, the principal letter mail for Lancaster, Harrisburg, Chambersburg, Bedford, Pittsburg, and all places west of Pittsburgh, and the same returning, might be carried through with the greatest possible rapidity, that mail not being over-loaded, nor required to stop at all the way offices to exchange mails; but that the more tardy line might carry the heavy newspaper mails, and the letter mails for the intermediate offices, commonly called the way mail. In this way they began their operations on the 1st January, 1832, the day when their contract commenced. It was but a short time before heavy complaints were made by editors and others, on account of the delay of newspapers. When information was received by letter, or by newspapers put up in letters, as is customary with those who have the privilege of franking, earlier than by the regular newspaper mail, the contractors were accused of detaining the mail on the road, and the Department was censured for suffering them to do so.

Messrs. Reeside and Slaymaker were among the best of contractors, and no persons could be more sensitive than they, when any complaints were made touching their character as mail contractors. To allay these complaints, they, agreeably to the wishes of the Department, undertook, from the 1st of April, 1832, to carry all the newspapers for Pittsburg, and places beyond that point, in their more rapid line. After three months' trial, they came to Washington, and alleged that the loss which they had sustained by carrying the great newspaper mail, in their more rapid line, was so great that it would prove ruinous to continue it, unless they should receive something approximating to a remuneration for the same. They urged their right to relinquish their contract, if they were required to continue the service, as it was involving an enormous expense to render it practicable, and demanding of them a service which their contract did not contemplate nor require. This conversation was verbal, but I told them to reduce their statement to writing, and I would take it into consideration. Upon this, they presented me the following written statement:

WASHINGTON, July 12, 1832.

"SIR; When we entered into contract with you to run two daily mails between Philadelphia and Pittsburg, one with unexampled rapidity, and the other in three and a half days, we had no idea whatever of carrying the newspaper mail in our most rapid line, nor do we suppose it was ever contemplated by the department. It was our intention, and we so expressed it in all our conversations with you and with the Superintendent of Mail Contracts, to carry the principal letter mail only in the most rapid line, not believing it practicable to carry the heavy load of newspapers sent to the west, with sufficient rapidity to reach Pittsburg in the shortest time specified. Indeed, if we could have supposed that it would ever become necessary to carry the newspapers with that rapidity, we should not have undertaken it for less than fifteen thousand dollars a year beyond what we now receive. But experience soon taught us that great complaints were made against the Department and ourselves, when the newspapers were not carried as soon as the letters; and that these complaints were not confined to Pittsburg, but extended all over the west. To satisfy the public and sustain the credit of both the Department, and ourselves, as its servants, we made the experiment of trying to carry the newspapers with our most rapid line. We have partly succeeded; but with very great loss. For three days in the week, we are compelled to exclude all passengers, to the loss of not less than one hundred dollars a day.

We are willing to perform our contract to the full extent of its meaning; but we must relinquish carrying the newspaper mails by our most rapid line, unless we can, in part, be remunerated for it. If, however, the Postmaster General is willing to silence the public clamor, which is so great when we carry them in our slow line, we will carry all the newspaper mails, together with the letter mail, in our most rapid line to Pittsburgh and Wheeling in the shortest time specified in our contract, and so arrange the continuation of the Baltimore mail at Chambersburg with our swift line, as to carry the newspaper as well as letter mail, from Baltimore to Pittsburgh in two days, for the additional allowance of $10,000 per year from the first of April last. The increased expense to us will not be less than $15,000 a year; and for our own credit and the credit of the Department, we will make one-third of the sacrifice and perform the service for $10,000 a year. We would gladly do it for a less sum if we could afford it; but we cannot; and at that rate our sacrifice will be as much as we can bear. It would be much more gratifying to us, if the public would be satisfied without it; but they will not; and our own feelings will not suffer us to perform a service in which we cannot give satisfaction to the public. Very respectfullly, &c.

JAMES REESIDE,
SAML R. SLAYMAKER."

On the presentation of the above I made the allowance. It was for service which their original contract did not require them to perform; and a service for which the public voice was clamorous. But what is the language of the majority of the committee in relation to this. They say "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 ten thousand dollars, yearly allowed to Reeside and Slaymaker, on the route from Philadelphia to Pittsburg, is wholly without apology." This assertion, with the facts before them, is what we should not have expected from a committee of the Senate of the United States. But they proceed farther; and behind the shield of official privilege, by misrepresentation and detraction, they make a thrust at what is of infinitely more value than life itself, the character of an officer of the Department and of these two contractors.

They state, "to give the transaction its true character, this ten thousand dollars a year was a *gift* out of the funds of Department, to the contractors; and there are some further circumstances attending it, which on a most careful inquiry by your committee, are not satisfactorily explained." What do they give as the circumstances attending it? First, that the contractors had not yet divided the money among the company of stockholders in the stage lines by which the mail was transported, but held it to meet debts of the company to which they were liable; and, secondly, that Mr. Brown had obtained a loan on interest, from these gentlemen, for the purpose of purchasing property in the city of Washington. They acknowledge that the testimony of both Reeside and Slaymaker proves, that the loan was on interest, for the evidence of which they had Mr. Brown's acceptance—that he had repaid a part of it at the end of one year, and that they held him responsible, and he never disavowed his responsibility for the remainder; but to throw a shade upon the transaction, and by innuendo to charge honorable men with perjury, and Mr. Brown with corruption, they say that "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 lender of very large sums of money to Porter on interest."

When this part of the report was penned, as it is understood, by Ewing, he had the proof before him, that Mr. Brown never loaned a cent of his own money to Mr. Porter—that Mr. Brown received, as agent, from a gentleman, a sum of money to place in safe hands at interest—that the gentleman shortly after died, and that Mr. Brown is still acting as the agent for his widow and orphan children—that of the money thus received, he made these loans to Mr. Porter; but that the money which he borrowed was to purchase property for his own benefit, and not as agent for another; and that he borrowed the money for himself, because he would not, himself, be the borrower of money put into his hands to loan out as the agent for another. With these evidences before them, where does the charge of iniquity lie? They also knew that the loan from Messrs. Reside and Slaymaker had no connexion whatever with their extra allowance, nor with any official transaction. It was not made within half a year after the allowance was made to them. The fact is, that Mr. Brown had no more agency in the allowance of the ten thousand dollars, than Mr. Ewing himself had. Messrs. Reedside and Slaymaker came themselves to me, while I was confined to my house by indisposition, and presented their case, and I made the allowance as a matter of right, without consulting Mr. Brown, or knowing his opinon upon the subject.

The injustice of their remarks on the contracts of Mr. Porter, is too apparent to need much comment. There is but one specification contained in them, and that is, that the Ohio river, between these points, (Guayandotte and Louisville,) is not a mail route established by law," they therefore condemn the establishment of a steamboat line between them as unlawful. Whether they were themselves ignorant of the law under which they presume to judge me, or whether they intend willfully to impose on the credulity of others, I will not say; but the 3d section of the law of March 3d, 1823, is in these words: "And be it further enacted, That all waters on which steamboats regularly pass from port to port, shall be considered and established as post roads, subject to the provisions contained in the several acts regulating the Post Office establishment." No person who has ever been on the Ohio, is so ignorant as not to know that the waters of the Ohio, especially between these two points, are regularly traversed by steamboats. Mr. Ewing knows it, and acknowledges it; yet he denies that it is a mail route by law.

They also state, that the route between Mobile and New Orleans was not advertised, and complain that the law was violated by making this contract without advertisement: and that the law was violated by getting a steamboat line upon it. Though the charge of violating the law by getting up a steamboat line upon it is against my predecessor, who first made a contract for carrying the mail upon it in steamboats, it is but justice to him, for me, on his behalf, to deny the charge. They accuse him unjustly. There is a special law establishing this route, and under this law he acted when he made the contract with Rhodes, as also did when I renewed the contract after his failure. As to the other points, the route was regularly advertised by me preparatory to making the contract, and taken at 25,000 dollars a year, for three trips a week; and when transferred to Mr. Porter, it was so altered as to run daily at 40,000 dollars a year—more than 18,000 a year less than *pro rata*.

They complain of the extra services performed, and of the extra allowances made to Wm. Smith, of Virginia. When making this complaint, they knew that the extra services were called for by more than a thousand petitioners, sustained by the Representatives in Congress of the sections of country through which the line runs, and that the extra pay is less in proportion to the service than that of the original contract.

James F. Robinson is the contractor for carring the mail daily in four horse post coaches between Cincinnatti, Ohio, and Georgetown, Ky. This line forms a part of the regular connexion between the seats of Government in Ohio, Kentucky, and Tennessee. It also connects the two great mail lines through Ohio and Kentucky, and is an important part of the shortest and most direct mail stage route between Cincinnati and St. Louis, through Indiana and Illinois. An increased expledition and running in the night instead of the day, would effect the gain of an entire day in these important connexions. On this account, he was directed to make the change. A stipulation in all mail contracts provides, that when the Postmaster General directs a change of schedule, or increase of expedition, he shall defray the reasonable expenses which such change shall require. Mr. Robinson presented his claim for this expense, and it was not admitted. It was then referred, by mutual consent, to experienced and honorable men, both named by me, for arbitration. Their award was allowed. The majority of the committee condemn the measure. An impartial public will reverse their decision.

Messrs. Avery, Tompkins, and Saltmarsh, are the contractors for carrying the mail on several routes, among which are the routes constituting the main southern line, between Petersburg, Va. and Fayetteville, N. C., upwards of two hundred miles, daily, in four horse post coaches. It is well known that stage proprietors calculate upon passengers for a considerable proportion of the remuneration for their expenses.—About ninety miles of this road are almost impassable in the winter; and very frequently does it happen, that the badness of the road, and the expedition required, are such, especially since the mails are become so heavy, as often to weigh more than a ton, that the best of coaches are broken, and a failure of the mail is the consequence. To prevent these disasters, they were required to carry the mail in four horse wagons, so as to exclude all passengers, and for the accommodation of travellers, to run a tri-weekly line of coaches, during three months in the year, for which an additional allowance was made of 2500 dollars. The mode of conveyance was changed by order of the Department, from what was specified in their contract; and the change was such as to require from them the full amount of expense for horses and drivers, but to deprive them of all revenue for passengers; or, if they obtained any thing for passengers, it was at the additional expense of runing an extra line. Was it unreasonable that they should receive, at least, a part of the expense which the change required? Yet the majority of the Committee call it an "extraordinary allowance," and condemn it as unwarranted.

They condemn a lawful and reasonable allowance to J. B. Bennett, because, they say, he became, after obtaining it, the editor of a newspaper, friendly to the administration. Their statement is destitute of the slightest shadow of truth. Mr. J. B. Bennett was never known, either as a politician or as an editor. He never owned a printing setablishment, nor had any concern in any newspaper. So far as he or his partner entertained political partialities, they were in favor of the late administration, and opposed to the present. He is how deceased, and his brother, who was his partner, is his successor; but what his political opinions are I never knew till informed of them by a recent communication. The report of the honorable Messrs. Grundy and Robinson, has taken a fair and impartial view of the whole subject of the investigations of the Committee; and when their report shall be read, remarks, from me are scarcely necessary.

The majority of the committee make a comparison between the amoants of expenditure for mail transportion in the State of New Hampshire and in the State of Vermont, as they appear by the official report of February, 1831, showing that there was $15,610 30 more expended in New Hampshire than in Vermont whilst there were $1,324 more postage paid, *the same year* by Vermont than by New Hampshire. This exhibit is evidently made with a view of charging undue partiality to New Hampshire over Vermont, in the mail arrangement for the two States. I might dismiss the subject with the remark, that whether it be so or not, is a matter that cannot affect me, officially, or otherwise; for the mail arrangement for those States, for the year 1831, or for any year prior to the 1st January, 1833, was not of my devising. It was the work of my predecessor. The contracts in the New England States that were in operation as late as the 31st December, 1828, were let in the fall of 1828, and put in operation in January, 1829, during the administration of the Hon. John McLean. I do not believe that the mail accommodations to these two States were made under the influence of any improper preferences in favor of New Hampshire.

It is apparent, that New Hampshire, from her position on the sea-board, in the neighborhood of the great emporium of New England, and of other large commercial and manufacturing towns, must require more frequent interchanges of the mail than Vermont, whilst the latter, from her remoteness of situation from the main points of correspondence, must necessarily pay the higher rates of postage, provided by law. But if any shall believe with the Committee, that Judge McLean's arrangement was an exceptionable one, it may be gratifying to such to be informed that the evil complained of has been, in a great measure, removed by the arrangements since adopted, under the present administration of the Department. The contracts now in force in those States were let in the fall of 1832, and put in operation in January, 1833. A careful examination has been made of the amount of pay, and proportion of pay, for the routes and parts of routes, in each State respectfully, and it is found that there is at this time paid for mail transportation,

In New Hampshire,	$37,584
Vermont,	31,991
Difference,	$4,603

The majority of the Committee speak of what "the law contemplates," and of a limit beyond which the expenditure is not permitted to pass without the consent of Congress;" but they do not cite, nor refer to the law, because no such law exists. They accuse the Postmaster General of not complying with the 39th section of the Post office law, though their own printed documents show that it has been literally complied with every year for the last five years. They complain because the Editor of a newspaper, friendly to the administration, has what is called the newspaper privilege, meaning the privilege of carrying newspapers out of the mail, though it is a privilege expressly provided for by law, and they knew that it was also enjoyed and extensively practised by several editors on their own side of the question. They refer to a confidential report of the Postmaster General to the Senate, in a manner calculated to make the impression that I wish to conceal the nature of the expenditures, when that report was made confidential in obedience to a resolution of the Senate.

They notice a difference between the sums of the several contrcts stated in the Blue Book and the sum given in my annual report to the President, amounting to 40,396 dollars a year. They allege, that one statement gives the annual stipulated prices for contracts in *September* 1833, and that it differs from another statement of the annual stipulated amount of contracts in *November*, 1833, to the amount of 40,396 dollars. This difference arises from the change made in the contracts in the United States, between September and the 30th November, 1833, together with many other alterations and allowance which had been made prior to September, but which had not been entered on the contracts when the statement was made out for the Blue Book.

And the reason why an "answer to the call of the Senate for a statement of the sums paid for the transportation and extra allowances in the Blue Book" has not been made, is that soon after that resolution was passed, it, together with other calls of a similar character, was superseded by the subsequent resolution of the Senate empowering the Committee on Post Offices and Post roads, to make inquiry and investigation themselves, with power to send for persons and papers. The committee omitted, in their investigations at the Department, to call the attention of myself or any other officer of the Department to the omissions in the Blue Book,—no doubt because they had become aware, from what they had ascertained themselves, that the items could be satisfactorily given, and any supposed discrepancy distinctly explained.

They stated that the expenses of travelling agents for the Department, were paid by the postmaster in New York, "and then the charges covered and concealed under the name of incidental expenses of the post office at the city of New York." This allegation is entirely foreign from the truth; for there is not in the Department such an account as "*the incidntial expenses of the post office at the city of New York*," nor of any other post office. The account of "*incidental expenses*" is common to the whole Department, and not proper to any one post office; and the charges of which they speak are all entered in that account, and a copy of that account reported to the Senate, referred to the Committee, and printed with their report. They had the means of comparing it with the entries in the books and with the orginal accounts and vouchers. They found nothing wrong, and therefore resorted to direct misstatement, without even a coloring of truth for its mantle. The same they have done in their statement of extra allowance to contractors. In the case of one individual, Mr. Reeside, they have stated his extra allowances to be upwards of $37,000 a year more than what they really are.

This is a fair specimen of the credit due to their allegations, in relation to allowances as well as other matters. So in their remarks upon the accounts of Messrs. True & Green; they allege that the statement in the Blue Book is incorrect; and to sustain them in the position, they show that their printing accounts amounted to precisely what is stated in the Blue Book, but that the paper also was purchased by the Department, and should therefore be counted as a part of the expense of printing. It is the uniform custom of the Department; to furnish paper for the printing of the blanks, and to allow the printers a certain sum per ream for printing them. This was the case with True & Green, and with others employed for that purpose. They purchased the paper by direction of the Department and charged the Department with it in their account. The printing was a distinct charge, and the amount is noted in the Blue Book as the sum paid for printing. Their other remarks concerning printing, are quite as foreign from candor and correctness.

Their intermeddling with private and individual concerns, and their attempts, by false coloring, insinuations, and inuendoes, to injure private character; are unworthy the respect which their official station is calculated to give them. Their effort to blast the reputation of Mr. Reeside, has been successfully repelled by him and made to recoil upon the principal actor in this disgraceful attack. Their inquisitorial proceedings in relation to my own private business—their personal insinuations—their attack upon my private character—are the more proper subjects of individual responsibility: and I must consider them entirely beneath any official regard or public refutation.

My official acts belong to my country; and whether their tendency has been the promotion of the public good, I cheerfully submit to the decision of my fellow citizens. I make no pretension to infallability, but my errors, whatever they may have been, have not resulted from design. Our national domain is extended from the frozen regions of the north to the plains of perpetual foliage in the south; from the Atlantic ocean on the east, to the Rocky mountains on the west. Clashing interests and sectional prejudices can be countracted only by safe and speedy intercourse. Every improvement which tends to shorten the time of epistolary correspondence, and to expedite and facilitate the traveller in his transitions from one part of the country to another, is like bringing the distant parts nearer together; and while it strengthens the bonds of friendship, increases intelligence, and affords convenience to the men of business, it does more to cement our Union than any other consideration of interest or safety. This end I have kept constantly in view. Whether I have been in any degree successful, the public will judge. The vindictive course pursued by my enemies,—made so by the rancor of party violence alone,—the unjust, unlawful, and unprincipled manner in which they have conducted their investigations,—has in-

©Maryland State Archives, msa_sc4925_scm13073-0972.jpg