THE
"CLEARFIELD REPUBLICAN,"
PUBLISHED EVERY WEDNESDAY, AT
CLEARFIELD, PA.
ESTABLISHED IN 1827.

The largest Circulation of any Newspaper in North Central Pennsylvania.

Terms of Subscription.
If paid in advance, or within 3 months....$2 00
If paid after 3 and before 6 months..... 2 50
If paid after the expiration of 6 months... 3 00

Rates of Advertising.
Transient advertisements, per square of 10 lines or less, 3 times or less.....$1 50
For each subsequent insertion..... 50
Administrators' and Executors' notices..... 2 50
Auditors' notices..... 2 50
Citations and Estrays..... 1 50
Dissolution notices..... 2 00
Professional Cards, 5 lines or less, 1 year.... 5 00
Local notices, per line..... 10

YEARLY ADVERTISEMENTS.
1 square.....$8 00 | ¼ column.....$50 00
2 squares.....15 00 | ½ column..... 70 00
3 squares.....20 00 | 1 column.....120 00
G. B. GOODLANDER,
Publisher.

Lawyers' Cards.

H. W. SMITH,
ATTORNEY-AT-LAW,
Clearfield, Pa.

J. J. LINGLE,
ATTORNEY-AT-LAW,
Philipsburg, Centre Co., Pa.

ROLAND D. SWOOPE,
ATTORNEY AT LAW,
Curwensville, Clearfield county, Pa.
oct. 9, '78-tf.

OSCAR MITCHELL,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in the Opera House. oct9, '78-tf.

G. R. & W. BARRETT,
ATTORNEYS AND COUNSELORS AT LAW,
CLEARFIELD, PA.
January 30, 1878.

ISRAEL TEST,
ATTORNEY AT LAW,
Clearfield, Pa.
Office in the Court House.

WM. M. McCULLOUGH,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Masonic building, Second street, opposite the Court House.

W. C. ARNOLD,
LAW & COLLECTION OFFICE,
CURWENSVILLE,
Clearfield County, Penn'a.

S. T. BROCKBANK,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Opera House.

SMITH V. WILSON,
Attorney-at-Law,
CLEARFIELD, PENN'A.
Office in the Masonic Building, over the County National Bank.

WILLIAM A. HAGERTY,
ATTORNEY-AT-LAW,
CLEARFIELD, PENN'A
Will attend to all legal business with promptness and fidelity.

WALLACE & KREBS,
(Successors to Wallace & Fielding,)
ATTORNEYS-AT-LAW,
Clearfield, Pa.

J. F. SNYDER,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Pie's Opera House.

S. L. McGEE,
ATTORNEY-AT-LAW,
DuBois, Clearfield County, Penn'a.
Will attend promptly to all legal business entrusted to his care.

MURRAY & GORDON,
ATTORNEYS AT LAW,
CLEARFIELD, PA.
Office in Pie's Opera House, second floor.

McENALLY & McCURDY
ATTORNEYS-AT-LAW,
Clearfield, Pa.
Legal business attended to promptly with fidelity. Office on Second street, above the First National Bank.

A. G. KRAMER,
ATTORNEY-AT-LAW,
Real Estate and Collection Agent,
CLEARFIELD, PA.,
Will promptly attend to all legal business entrusted to his care.
Office in Pie's Opera House.

J. F. McKENRICK,
DISTRICT ATTORNEY,
CLEARFIELD, PA.
All legal business entrusted to his care will receive prompt attention.
Office in the Court House.

JOHN L. CUTTLE,
ATTORNEY AT LAW.
And Real Estate Agent, Clearfield, Pa.
Office on Third street, but Cherry & Walnut.
Respectfully offers his services in selling and buying lands in Clearfield and adjoining counties; and with an experience of over twenty years as a surveyor, flatters himself that he can render satisfaction. [Feb. 28, '78.

Physicians' Cards.

DR. E. M. SCHEURER,
HOMŒOPATHIC PHYSICIAN,
Office in residence on First st.
April 24, 1872. Clearfield, Pa.

DR. W. A. MEANS,
PHYSICIAN & SURGEON,
DUBOIS CITY, PA.
Will attend professional calls promptly.

DR. T. J. BOYER,
PHYSICIAN AND SURGEON,
Office on Market Street, Clearfield, Pa.
Office hours: 8 to 12 a. m., and 1 to 3 p. m.

DR. J. KAY WRIGLEY,
HOMŒOPATHIC PHYSICIAN,
Office adjoining the residence of James Wrigley, Esq., on Second St., Clearfield, Pa.

DR. H. B. VAN VALZAH,
CLEARFIELD, PENN'A.
OFFICE IN RESIDENCE, CORNER OF FIRST AND PINE STREETS.
Office hours—From 12 to 2 P. M.
May 12, 1875.

DR. J. P. BURCHFIELD,
Late Surgeon of the 83d Regiment, Pennsylvania Volunteers, having returned from the Army, offers his professional services to the citizens of Clearfield county.
Professional calls promptly attended to. Office on Second street, formerly occupied by Dr. Weeds.

JOB PRINTING OF EVERY DESCRIPTION neatly executed at this office.

CLEARFIELD REPUBLICAN.

GEO. B. GOODLANDER, Editor & Proprietor. PRINCIPLES, NOT MEN. TERMS—$2 per annum in Advance.

VOL. 54—WHOLE NO. 2,667. CLEARFIELD, PA., WEDNESDAY, APRIL 14, 1880. NEW SERIES—VOL. 21, NO. 15.

Cards.

JUSTICES' & CONSTABLES' FEES—We have printed a large number of the new FEE BILL, and will on the receipt of twenty-five cents, mail a copy to any address.

WILLIAM M. HENRY, JUSTICE OF THE PEACE AND SCRIVENER, LUMBER CITY. Collections made and money promptly paid over. Articles of agreement and deeds of conveyance neatly executed and warranted correct or no charge. 28jy'73

JOHN D. THOMPSON,
Justice of the Peace and Scrivener,
Curwensville, Pa.
Collections made and money promptly paid over. feb22'71tf

HENRY BRETH, (OSTEND P. O.)
JUSTICE OF THE PEACE
FOR BELL TOWNSHIP.
May 8, 1878-1y*

JAMES MITCHELL,
DEALER IN
Square Timber & Timber Lands,
CLEARFIELD, PA.

REUBEN HACKMAN,
House and Sign Painter and Paper Hanger,
Clearfield, Penn'a.
Will execute jobs in his line promptly and in a workmanlike manner. apr4,'67

JOHN A. STADLER,
BAKER, Market St., Clearfield, Pa.
Fresh Bread, Rusk, Rolls, Pies and Cakes on hand or made to order. A general assortment of Confectionaries, Fruits and Nuts in stock.—Ice Cream and Oysters in season. Saloon nearly opposite the Postoffice. Prices moderate. March 16, '78.

WEAVER & BETTS,
DEALERS IN
Real Estate, Square Timber, Saw Logs,
AND LUMBER OF ALL KINDS.
Office on Second street, in rear of store room of George Weaver & Co. [Jan9, '78-tf.

RICHARD HUGHES,
JUSTICE OF THE PEACE
—FOR—
Decatur Township,
Gorrels Mills P. O.
All official business entrusted to him will be promptly attended to. mch29, '78.

HARRY SNYDER,
BARBER AND HAIRDRESSER.
Shop on Market St., opposite Court House.
A clean towel for every customer
Also dealer in
Best Brands of Tobacco and Cigars.
Clearfield, Pa. may 19, '75.

JAMES H. TURNER,
JUSTICE OF THE PEACE,
Wallaceton, Pa.
He has prepared himself with all the necessary blank forms under the Pension and Bounty laws, as well as blank Deeds, etc. All legal matters entrusted to his care will receive prompt attention. May 7th, 1879-tf.

ANDREW HARWICK,
Market Street, Clearfield, Pa.,
MANUFACTURER AND DEALER IN
Harness, Bridles, Saddles, Collars, and Horse-Furnishing Goods.
All kinds of repairing promptly attended to. Saddlers' Hardware, Horse Brushes, Curry Combs, &c., always on hand and for sale at the lowest cash price. [March 19, 1879.

G. H. HALL,
RACTICAL PUMP MAKER,
NEAR CLEARFIELD, PENN'A.
Pumps always on hand and made to order on short notice. Pipes bored on reasonable terms. All work warranted to render satisfaction, and delivered if desired. my28'ly pd

Livery Stable.
THE undersigned begs leave to inform the public that he is now fully prepared to accommodate all in the way of furnishing Hacks, Buggies, Saddles and Harness, on the shortest notice and on reasonable terms. Residence on Locust street, between Third and Fourth.
GEO. W. GEARHART.
Clearfield, Feb. 4, 1874.

WASHINGTON HOUSE,
GLEN HOPE, PENN'A.
THE undersigned, having leased this commodious Hotel, in the village of Glen Hope, is now prepared to accommodate all who may call. My table and bar shall be supplied with the best the market affords.
GEORGE W. DOTTS, Jr.
Glen Hope, Pa., March 26, 1879-tf.

THOMAS H. FORCEE,
DEALER IN
GENERAL MERCHANDISE.
GRAHAMTON, Pa.
Also, extensive manufacturer and dealer in Square Timber and Sawed Lumber of all kinds.
Orders solicited and all bills promptly filled. [*jy16'72

E. A. BIGLER & CO.,
DEALERS IN
SQUARE TIMBER,
and manufacturers of
ALL KINDS OF SAWED LUMBER.
S-2772 CLEARFIELD, PENN'A.

S. I. SNYDER,
PRACTICAL WATCHMAKER
AND DEALER IN
Watches, Clocks and Jewelry,
Graham's Row, Market Street,
CLEARFIELD, PA.
All kinds of repairing in my line promptly attended to. April 23, 1874.

Clearfield Nursery.
ENCOURAGE HOME INDUSTRY.
THE undersigned, having established a Nursery on the 'Pike, about half way between Clearfield and Curwensville, is prepared to furnish all kinds of FRUIT TREES, (standard and dwarf,) Evergreens, Shrubbery, Grape Vines, Gooseberry, Lawton Blackberry, Strawberry, and Raspberry Vines. Also, Siberian Crab Trees, Quince, and early scarlet Rhubarb, &c. Orders promptly attended to. Address,
J. D. WRIGHT,
sep29-65.y Curwensville, Pa.

MEAT MARKET.
F. M. CARDON & BRO.,
On Market St., one door west of Mansion House,
CLEARFIELD, PA.
Our arrangements are of the most complete character for furnishing the public with Fresh Meats of all kind, and of the very best quality. We also deal in all kinds of Agricultural Implements, which we keep on exhibition for the benefit of the public. Call around when in town, and take a look at things, or address as
F. M. CARDON & BRO.
Clearfield, Pa., July 14, 1875-tf.

Clearfield Insurance Agency.
JAMES KERR. CARROLL S. BIDDLE.
KERR & BIDDLE, Agents,
Represent the following and other first-class Co's

Companies.	Assets.
Liverpool London & Globe—U. S. Br.	$4,351,839
Lycoming—on mutual & cash plan.....	5,600,000
Phœnix, of Hartford, Conn.....	2,624,283
Insurance Co. of North America.....	6,433,674
North British & Mercantile—U. S. Br.	1,763,863
Scottish Commercial—U. S. Branch.....	679,145
Watertown.....	761,816
Travelers (Life & Accident).....	4,186,454

Office on Market St., opp. Court House, Clearfield, Pa. June 4, '79-tf.

SPEECH OF Hon. Wm. A. Wallace,

OF PENNSYLVANIA,

In the Senate of the United States, Monday, March 15th, 1880.

MAIL TRANSPORTATION DEFICIENCY.

The Senate as in Committee of the Whole, proceeded to consider the bill (H. R. No. 4736) to provide for a deficiency in the appropriations for the transportation of the mails on star routes for the fiscal year ending June 30, 1880.

The bill was reported from the Committee on Appropriations with amendments.

The first amendment was, in section 1, after the word "year" in line 8, to strike out the following words:

"At or within contract prices as they existed on February 1, 1880: *Provided*, That upon any route where there has been an increase of the original contract price during the last or the current fiscal year for expediting the delivery of mails on any such route, at the rate of more than $2,500 per annum, the compensation for expedited service on such route shall be reduced to the terms of the original contract, on and after the 1st day of March, 1880; and nothing herein contained shall be construed to require the reduction of the number of trips per week over any such route below the present number."

Mr. WALLACE. Mr. President, by direction of the Committee on Appropriations I move to strike out "nine hundred and seventy" in the original bill, and insert "eleven hundred" in line 3.

Mr. DAVIS, of West Virginia. I suggest to my friend from Pennsylvania that the question now is on striking out the words just read.

Mr. WALLACE. I desire to have this amendment come first.

Mr. DAVIS, of West Virginia. Very well.

Mr. WALLACE. I desire to propose on behalf of the Committee on Appropriations and amendment in line 3 of the original bill; to strike out "nine hundred and seventy" and insert "eleven hundred," so as to make the appropriation $1,100,000.

The VICE-PRESIDENT. The amendment is in order. The question is on the amendment of the Senator from Pennsylvania.

Mr. WALLACE. Now, will the Secretary read the bill as it will stand if the amendments of the Committee be adopted.

The Chief Clerk read as follows:

"That the sum of $1,100,000, or so much thereof as may be necessary, be, and the same is hereby, appropriated out of any money in the Treasury not otherwise appropriated, to meet the expenses of inland mail transportation on star routes for the remainder of the current fiscal year. During the remainder of the current fiscal year no further expediting of service or increase of trips on any postal star route shall be made.

"SEC. 2. That the further sum of $100,000 be, and the same is hereby, appropriated as aforesaid to enable the Postmaster General to place new service as authorized by law: *Provided*, That the Postmaster General shall not hereafter have the power to expedite any contract either now existing or hereafter given to a rate of pay exceeding 50 per cent. upon the contract as originally let".

Mr WALLACE. The Senate will see that this bill relates, as it now stands, entirely to the transportation of the mails on star routes. Star routes, as I suppose the Senate understands, include all other modes of transportation of the mails than those by steamboat and railway. This service includes two hundred and fifteen thousand miles of the transportation of the mails in every section of the country, while transportation by steamboat and railroad includes about one hundred thousand; so that there are about twice as many routes paid for under the head of star service as there are under that of railroad and steamboat service.

Mr. CONKLING. Will the Senator be good enough to repeat the miles?

Mr. WALLACE. Two hundred and fifteen thousand by star service, twenty-one thousand by steamboat, and seventy-nine thousand by railroad. The amount appropriated for the present fiscal year for star service was $5,900,000; the amount appropriated for all other means of transportation, $11,300,000.

Now, whence comes the deficiency, for this is a bill providing for a deficiency, in the transportation of the mails in this particular way? The actual cost of the transportation of the mails by this mode of service for this fiscal year under contracts as they now exist as shown by the report of the Sixth Auditor of the Treasury is $7,055,000. The amount appropriated for this fiscal year is $5,900,000, showing a deficiency of $1,155,000 to complete the service on its existing basis. The Senate will understand this is not on the basis of the contracts as originally let, but on the basis of the contracts as they exist at this day. Who is to blame for this deficiency? Why does it exist? Why did Congress not appropriate the amount necessary to conduct this service to the end of the fiscal year, the 30th of June, 1880? Congress did appropriate all the money the Post-Office Department asked for this form of service, $5,900,000. The deficiency exists because additional speed and added trips and new routes have been put by the Department to the service as existed it a year ago.

From the Department the answer that comes to Congress is that there are two thousand new routes created, for the inauguration of service on a portion of which $454,000 have been used during the current fiscal year; and it is also answered that the increase in public business, the increase in the demand for mail transportation, the large increase in the general business of the country have called for an addition to the mail service by giving more trips and by the expediting of speed on old routes, and that these were not calculated for when the estimates for this fiscal year were made.

What is the demand? The Postmaster-General on the 8th of December, 1879, sent to Congress a letter asking that $2,000,000 be appropriated for the purpose of meeting the deficiency to cover "the necessities of the service of the country during the current fiscal year." With that he has also sent to Congress a letter from the Second Assistant Postmaster-General, which I will read to the Senate:

POSTOFFICE DEPARTMENT,
OFFICE OF SECOND ASS'T POSTMASTER GENERAL,
WASHINGTON, D. C., March 30, 1880.

SIR: I have the honor to state that the appropriation for inland mail transportation on star routes for the current fiscal year has proved insufficient to meet the wants of the rapidly growing service.

The annual cost of the service now in operation is $7,620,004, while the appropriation is but $5,900,000. Not only will the present appropriation allow no increase of mail facilities during the year, but it will be necessary to curtail the existing service in order to bring its cost within the appropriation.

Believing that this cannot be done without great injury to many deserving communities, and further that pressing necessity exists for increased service in many places, I venture to suggest a method of relief.

During the four fiscal years last past, namely, 1876 to 1879, there has been covered back into the Treasury of unexpended balances of appropriations for inland mail transportation $5,365,468.27.

In view of this fact, I have the honor to request your recommendation to Congress that about one-half this amount, say $2,600,000, be reappropriated for mail transportation on star routes.

This will enable the Department to maintain the present service, and besides afford a margin for reasonable and necessary increase during the remaining fiscal year.

Very respectfully, &c. THOS. J. BRADY,
Second Ass't Postmaster-General.
Hon. D. M. KEY,
Postmaster-General.

Here it will be noticed that the amount stated by the Department is $7,620,000 or $1,720,000 instead of $1,155,000 stated by the Sixth Auditor necessary to complete the service for the current fiscal year. These are very strange figures. They demonstrate very clearly that either the Post-Office Department did not know its own needs or that the Sixth Auditor of the Treasury does not know what the service requires to complete it to the end of the fiscal year, for while the Postmaster-General says two millions are necessary and the Second Assistant Postmaster General says that $1,720,000 are indispensable to carry through the service, the Sixth Auditor says that $1,155,000 are all that is needed, a difference of $565,000 between the Second Assistant Postmaster-General and the Sixth Auditor.

The conclusion is forced upon us either that they had some other purpose to serve, either in the increase of trips or in the increase of speed upon these routes, or that they proposed to have enough of money to do all that the Post-Office Department saw fit to do during the current fiscal year. It is our duty, of course, to take the charitable view of the subject, but I desire to call the attention of the Senate to the discrepancy in these figures. The Post-Office Department ask for $1,720,000 as a deficiency for this year, while the Sixth Auditor of the Treasury demonstrates that it takes but at the outside $1,155,000, making a difference of $565,000 between the Auditor and the Post-Office Department.

From this standpoint it is certain that the House of Representatives was justified in initiating a careful inquiry into the subject matter of appropriations for this Department and probing it to the bottom. The House bill appropriated but $970,000. The demand of the Department was $2,000,000. Your committee have adopted what is substantially the amount fixed by the Sixth Auditor of the Treasury, as necessary to conduct this service to the end of the fiscal year upon the basis of contracts as they exist at this hour, expedited and increased trips, and altogether the sum of $1,100,000.

Mr. TELLER. I should like to ask the Senator it $1,100,000 is what he reported?

Mr. WALLACE. I will give the Senator the figures in a moment. The figures are as follows; I read from the report of the Auditor:

Summary statement showing the amounts by quarters, paid and yet to be paid, according to the records of this office, out of the appropriation for star transportation for the fiscal year ending June 30, 1880.

Amount paid on account of quarter ended Sept. 30, '79.	$1,077,250 96
Amount unpaid on account of quarter ended Sept. 30, '79.	12,718 08
Total for said quarter.....	$1,089,974 74
Amount paid on account of quarter ended Dec. 31, '79	1,662,177 24
Amount unpaid on account of quarter ended Dec. 31, '79.....	180,119 77
Total for said quarter.....	1,842,697 01
Amount unpaid on account of quarter ending March 31, 1880.....	1,893,171 49
Amount unpaid on account of quarter ending June 30, 1880.....	1,799,595 71
Total.....	7,625,538 00

F. B. LILLEY,
Acting Auditor.
OFFICE OF THE AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT,
March 24, 1880.

If we deduct from this the $5,900,000 which have been appropriated for this service for the current fiscal year, and then deduct what is the probable amount of fines upon the contractors, which will accrue in the remaining quarters of the year, which we estimate at $55,000—during the past two quarters it was $101,000—we have the amount actually necessary to continue the service to the end of the fiscal year on the basis of existing contracts, $1,100,000, which sum I am directed by the Committee to move to insert as a part of this bill as the amount necessary to conduct the service to the 30th of June, 1880.

The amount in the House bill was too small by $130,000, but the Department asked $900,000 more than was needed on the basis of the contracts as they now exist. The Committee on Appropriations of the Senate have taken this view of it; that it is our duty to vote the money needed to carry on the service on its existing basis to the end of the current fiscal year, but no more. We are willing to put under the control of the Post-Office Department so large a surplus as either $565,000 or $900,000, but we were willing to treat it as a valid existing service in its present condition until the end of the fiscal year.

Mr. CONKLING. What is to happen then, on the 1st of July?

Mr. WALLACE. The regular Post-Office appropriation bill will be passed before the 1st of July for the succeeding fiscal year, which will make the necessary appropriation of what Congress judges is required to conduct the service for that year. The purpose of the Committee is simply to provide that the Post-Office Department should be recognized as our agent in creating the service under the law as it now exists, that we would vote the money needed to carry it on for the present, but that we would examine the subject closely and be governed as to the succeeding year by the facts developed.

The proviso in the House bill suspends or destroys all expedition above $2,500 over the amount of the original contract; that is, wherever the Postmaster-General, under authority of law, had increased the rapidity with which the mail was carried, and agreed to pay an amount exceeding $2,500 therefor, the House proviso cut down that expedition or increased rapidity of transportation absolutely and without discrimination. There were 107 of these routes, all of them west of the Mississippi River, and the contracts upon all of them would be changed in terms and amounts. Many of them were largely increased by reason of expedited time—indeed, I may say enormously increased. For instance take the Fort Worth and Fort Yuma route, expedited in 1878. The time that was required for the transportation of the mail from Fort Worth to Fort Yuma was shortened some three days, and the amount allowed by the original contract—$134,000 per year—for carrying the mail thereon was increased in amount for the added speed to $299,000, an increase of $165,000. The route from Rock Creek to Fort Custer was expedited from $10,507.12. The route from Bismarck to Fort Keogh was expedited from $2,355 to $70,000.

The total increase on existing contracts for expedition on these 107 routes made in the last fiscal year, not in the current fiscal year, was $836,819. The total amount made in this fiscal year was $308,946, making a total increase of $1,145,765 for expedition or increased speed alone. Here is a tremendous increase in the cost of the transportation of the mail by star service, $1,145,000, when the whole cost per annum is about $7,000,000. Whence comes the power to do this? Where is the authority under which the Post-Office Department can do this and be within the law? I have the sections of the Revised Statutes and I will read them:

SEC. 3960. Compensation for additional service in carrying the mail shall not be in excess of the exact proportion which the original compensation bears to the original service; and when any such additional service is ordered, the sum to be allowed therefor shall be expressed in the order, and entered upon the books of the Department; and no compensation shall be paid for any additional regular service rendered before the issuing of such order.

SEC. 3961. No extra allowance shall be made for any increase of expedition in carrying the mail unless thereby the employment of additional stock and carriers is made necessary, and in such case the additional compensation shall bear no greater proportion to the additional stock and carriers necessarily employed than the compensation in the original contract bears to the stock and carriers necessarily employed in its execution.

These are the sections under which this power is now claimed and has long been exercised.

Mr. McDONALD. I wish to ask the Senator a question. The Senate Committee on Appropriations have increased the amount of the appropriation in the House bill?

Mr. WALLACE. The Senate committee have increased the appropriation in the House bill from $970,000 to $1,100,000——

Mr. McDONALD. Where is that increase found? I have a copy of the bill.

Mr. WALLACE—An amendment proposed by myself to be inserted now by direction of the Committee.

Mr. McDONALD. It does not appear in the printed bill.

Mr. WALLACE. It does not.

Mr. McDONALD. The increase is from $970,000 to $1,100,000?

Mr. WALLACE. Yes, sir.

Mr. McDONALD. Is that understood to be a sum sufficient to carry on the present service?

Mr. WALLACE. Yes, sir; we based our estimate on the report of the Sixth Auditor of the Treasury, which I have just read to the Senate.

It will be seen that an exercise of such discretion as is vested in this Department by the statutes I have read has in this instance been such as to strike the ordinary mind with force as almost an unlimited discretion. Here is an increase of more than a thousand per cent. on the original bid. Take the case of the mail from Bismarck to Fort Keogh; the increase is from $2,350 to $70,000; from Rock Creek to Fort Custer $10,508 to $88,768; yet the power to do this plainly exists under the statute.

Mr. TELLER. I should like to ask the Senator a question. Take the route from Bismarck to Fort Keogh; is there any evidence that there has been any violation of the statute in the additional money allowed them?

Mr. WALLACE. Certainly not. I am not attempting to argue that there has been; I know of none; but I am commenting upon the provisions of these statutes and the practices under them in order to demonstrate that the discretion given is enormous; whether that discretion has been exercised wisely or unwisely is for Congress to determine.

The Department has too much discretion on this subject. Such is the conclusion that all of your committee come to. No Senator can take these statutes and read them and see the practice under them without coming to the same conclusion. This is too much discretion to vest in any executive officer. No executive officer who desires to perform his duty with exactness and without reproach but would shudder at such a responsibility being vested in him.

Mr. TELLER. Does the committee propose any change in the statutes?

Mr. WALLACE. They do, and this bill contains it. The excuse given for this discretion, and it may be a valid one, is that the bids originally put in for the carrying of the mail in this character of service are too low for their performance, and as the Department is compelled to accept the lowest bidder it does so with a full knowledge and understanding that the service is to be expedited or the number of trips increased, or both, and then the Postmaster General can give the contractor what he thinks will pay him for carrying the mails and what such service is justly worth.

The Department is compelled to take the lowest bid and then may increase the pay, both by authority of law; the whole thing simply results in this: that the Post-Office Department can make just what contract they please, for they may mold every contract by the expedition of service or the increase of trips on any given route. This practice ought to be ended. The policy of these statutes is almost unsafe and unwise policy, and the practice under them opens the door for favoritism of the grossest character, and if corruption has not already entered there it certainly cannot fail to enter at some not distant day.

Recognizing this as a plain result I also quote what the Postmaster-General, in his last annual report, said upon the subject of these laws:

"The operation of the present laws regulating the increase of compensation for increased speed and increased frequency of service upon star routes results in great loss to the Government. These laws (sections 3960 and 3961 of the Revised Statutes) have been in force for many years, and are the source of nearly all the deficiencies in the appropriations for star service which have ever been created.

"It frequently happens, especially in the mining regions of the West, that, at the time of advertising, service is not required upon new routes more frequently than once or twice a week; but after the contracts have been made and service begun, population increases along the line, and an increase of speed and more frequent service become necessary. Under such circumstances it is clear that the rate that was reasonable for service once or twice a week, through a sparsely settled region, becomes exorbitant when multiplied by three or six to cover daily service. I would therefore recommend that section 3960 be so amended as to permit the Postmaster-General to advertise for new proposals for the increased service, the contract to be awarded to the lowest responsible bidder, as usual. Section 3961 should be so amended that when the cost of increased speed would amount to more than fifty per cent. of the cost of the original service the Postmaster-General should re-advertise for service at the increased speed."

Thus it will be seen that the Postmaster General himself recognizes the fact that too much discretion is bestowed on his Department and recommends a change of the law. Your committee have added to the second section of this bill the following proviso:

Provided, That the Postmaster-General shall not hereafter have the power to expedite any contract either now existing or hereafter given to a rate of pay exceeding 50 per cent. upon the contract as originally let.

If that proviso had been in force before 1879 we should have had no complaint on this subject of increased expedition. The large increase could not have been made; the contracts could not have been changed so enormously; they would have had to be surrendered and new ones made.

Another objection to this practice is that, under the law as it now stands, there is no competition for the increased expedition or for the increased number of trips. The Post-Office Department is compelled to give the increased expedition and the increased number of trips to the contractor who has the route. The Department has no discretion unless it forfeits the contract and relets the whole.

The House bill strikes at all of these routes, 107 in number, without discrimination, and does not conduct the service to the end of the fiscal year upon its existing basis. The bill, as amended by your committee, conducts the service now in existence to the end of the fiscal year, but allows those questions of wrong or fraud or increase to be settled and adjusted in the bill for the coming fiscal year, when we shall have carefully examined all the facts and are able dispassionately and judicially to apply the knife if it be the remedy. Contractors and officials are equally within our reach, but we must act on facts and not upon suspicion.

The evil effect of the House proviso which strikes without discrimination would be found in the case of the routes to Deadwood or to Leadville, where within the last eighteen months has grown up enormous communities, which required more rapid transportation of the mails, and an increased number of trips per week. The power to do what has been done existed, and in those cases the Postmaster-General exercised a proper and wise discretion; and no Senator surely will say that because the increase is over $2,500 upon these routes we should strike down the service from the railway to Deadwood from a fast mail to a slow one and give them a freight wagon in room of a passenger coach. The effect of that would be felt at once in the East as well as in the West, and so it would be with the route to Leadville. Your committee have differed with the House upon this subject and have eliminated from the bill the proviso which struck down all these routes, because there was no discrimination among them. It is a sweep at the whole and has cut them all up by the root. The effect would be to change fast routes to slow ones. It would have deprived whole communities of the rapid interchange of business intercourse between them, so much a characteristic of our people. It would, as I have already said, prevent the rapid transportation of mail matter from New York, the heart now of the mining interests, to Leadville or Deadwood and to all the mining camps in the West.

Besides that, it would have given to the express companies the opportunity for carrying that is now possessed by the Government, and where a fast team is given by us a slow one would have been put in its place, while the express companies would have reaped the profit. We had serious complaints before the committee from contractors who alleged that they had taken their contracts in good faith, had their allowance for increased speed made in good faith, put upon their contract routes large expenditures of money in good faith, and that the effect of the House bill was to financially ruin them. Before the sub-committee one of these contractors presented a memorial which I will ask the Clerk to read as showing the effect of the House bill proviso upon existing contracts. This complaint has reference to one of the routes I have already named.

The Chief Clerk read as follows:

WASHINGTON, D. C., March 1st, 1880.

To the Chairman of the sub-committee of the Senate Committee on Appropriations having in charge House bill making an appropriation for the postal star service:

I respectfully submit the following facts in regard to star route No. 37110, Wyoming, on which I am contractor.

This route runs from Rock Creek on the Union Pacific Railroad by Fort Fetterman and Fort McKinney to Fort Custer, Montana—355 miles. It was advertised by the Post-Office Department, May 10, 1878, service to commence October 1, 1878, for three trips per week. I had that part of it between Rock Creek and Fort Fetterman stocked, and carried the mail during the Summer of 1878. I was a bidder for the through service at $18,770 per annum. It was awarded to George L. McDonough (lowest bidder) for $17,777 per annum; was afterward curtailed forty miles, and $1,259.74 deducted, leaving $16,517.26. I sold my stock to McDonough. He was declared failing contractor by the Post-Office Department about April 1, 1879, and the sureties on his contract were offered the service.

I being aware that a good and fast service would be needed, and had already been asked for by the military at Fort Fetterman, McKinney, and Custer, also by the large cattle and mining interests of that country, took this route from the sureties and went immediately to work to stock the route and build stations. I commenced the service April 14, 1879, tri-weekly, with eight days' time each way, pay $10,767.24. The time was objectionable. I was, however, compelled to use it in order to keep within the mail pay.

Petitions and requests from all parties interested were sent to the Department praying for daily service and a shorter time. June 11, 1879, the Department ordered four additional trips per week at a cost of $14,002.68, and an expedition of time from eight days to three days and three hours, at a cost of $66,261.21 per annum.

While I only required eight stations for eight days' time tri-weekly, twenty-four stations were required for three days' time daily. I built fifteen of the twenty-four stations at my own cost, and assisted in building the others. They were stocked with hay and grain to last to June 1, 1880.

Corn is all shipped from Omaha, 700 miles by railroad, and then hauled the length of the route, 355 miles. It averages me $2 50 per bushel, delivered along the route. Hay is cut on the line, and costs from $15 to $50 per ton; having often to haul it fifty miles.

I have two hundred horses and mules, with an entire outfit of hacks, buckboards, harness, &c., now in use on the 355 miles of road, put there at great expense to meet the service ordered by the Post-Office Department.

In order to stock this road in the short time given me, I was forced to borrow $30,000 in money. To take off the expedition and return to eight days' time, which I will be compelled to do, would not only deprive a deserving people of the best mail facilities, but would throw a surplus of stock on Depredation, unpaid for, on my hands, which seriously cripple me financially.

Fort Fetterman is a five-company post; Fort McKinney is a seven-company post; Fort Custer is an eleven-company post, and headquarters of the regiment, &c. You can readily see that half-daily or three trips per week, with three-days schedule, would be far preferable to daily service with eight-days schedule.

I have the honor to be, very respectfully, your obedient servant, M. T. PATRICK,
Contractor.

Mr. WALLACE. To that is appended a certificate by the United States district judge of Nebraska, with whom I am well acquainted, as to the character of Mr. Patrick as an honorable and upright man. That route was expedited from one hundred and eighty hours to seventy-five hours. I also have a statement furnished me by Vaile, Miner & Co., of the route from Bismarck to Fort Keogh, which I ask the clerk to read. This route was expedited from eighty-four hours to sixty-five hours.

The Chief Clerk read as follows:

"We now call attention to the route from Bismarck to Fort Keogh. Saint Paul is the military headquarters for all those Northwestern forts. Prior to our taking the above route all mail matter for Fort Keogh and in the other forts in that region went down to Omaha; thence to Franklin by railroad; thence north about four hundred and twenty miles to Helena; then east to Bozeman and Fort Keogh, making a circuit of near two thousand four hundred miles, one thousand miles of it by stage when its destination could be reached, and is now reached in about seven hundred miles—only three hundred miles of it by stage. There was a weekly mail from Bismarck to Fort Keogh via Fort Buford, four hundred and fifty miles—one hundred and fifty longer than our present route. Through the intercession of General Miles, Congress established this route on a straight line, and except at the ends, not a person lived on the line or within fifty miles of it; not one person had ever been over the line; there was no track or trail even. We surveyed the road; built mounds in sight of each other so that we could keep the road across the prairie; made approaches to streams; built bridges and ferries, houses and stables, seventeen in number; dug wells and built a road through the bad lands, which were considered quite impassable.

"This road cost us near $40,000 before we received one cent; and would have cost the Government more than $200,000 to have done the same work. The building of three hundred miles of road, through a perfect wilderness, and the worst Indian country at that time in the United States, was a task which has never been attempted before in this country by private parties. The result is, that each one of our stations is a fort, as we must keep men enough to guard our stock, for if they are stolen by Indians the mail would stop, and the Government does not pay us for stolen stock, and we cannot afford to suffer the loss. They do not even bury our men who are killed. *We must protect three hundred miles of mail communication, which the Government was not able fully to do* before our day, thereby saving more than $500,000 per year. Again, the Government pays for transportation of soldiers and supplies on the straight line over which we have built a road, and on which we travel more than one hundred miles a day, thereby saving the cost of one hundred and fifty miles of transportation, which amounts to a very large sum.

On the slow time and small mail we could get along with thirteen animals and twelve men, as we could travel, like the Arab, with our tents and provisions, making twenty-five in all. By expedition to fast time and six trips per week, we estimated it would take 150 men and 150 animals; but to-day we have 200 men on the line shoveling snow, and 200 animals. We make every trip, although the railroad cannot make one trip in two weeks. Our animals' legs are skinned by the frozen snow from their heels to their gambrels. We incase them with sacks, wet, which quickly freeze, and in this way only can we travel. At the ratio of 25 to 300 we were entitled to more than $150,000 under the law; but we offered to accept $67,650 for five additional trips and expedition. But in this offer we made a great mistake. We did not know that it snowed nearly every day for four months in that country, and the thermometer for weeks at 30° to 58° below zero, as has been the case this Winter. We did not know of the blizzards that would cut the flesh off men and beasts like fire, or we would not have made it. The current quarter will not cost us less than $30,000, leaving only $40,000 for the remaining three quarters, less deductions, which may be one-half, for not running on time."

Mr. WALLACE. There has also been furnished the sub-committee an expense account of several routes by one of the largest firms carrying mails west of the Mississippi River, Gilmer, Salisbury & Co., from which I read an extract as to but one:

THE BLACK HILLS ROUTES.

Mail pay:	
24158, Sidney to Deadwood, per an'm	$9,325 00
Chevenne to Deadwood, per annum.....	16,800 00
Total pay per annum.....	$46,125 00
Expense account from June 1, 1879, to November 30, 1879:	
Employes account.....	16,038 55
Expense account.....	9,607 42
Grain account.....	22,910 11
Hay account.....	5,724 63
Board account.....	7,351 36
Toll account.....	350 00
Damage account.....	199 00
Wear and tear account.....	12,400 00
Six months.....	74,618 27
Double for the year.....	149,236 54
Interest on investment $100,000 at 10 per cent. per annum.....	10,000 00
Total for the year.....	159,636 54
Total pay per annum.....	46,125 00
Excess of expenses over receipts.....	113,511 54

Showing that the business they had built up requires a largely increased amount to conduct it over the mail pay, and that the compensation from the mails is but a trifle as compared to the whole compensation they receive for the passenger and other work done on those routes. They carry now about fifteen hundred pounds freight daily, and the rate they receive is about six cents per pound.

I have referred to these specific cases of complaint in order to justify the action of the committee as to the House proviso. There is another point of view in which the action of the Senate committee will be seen to be better for the Government than the House bill. It is that this bill is cheaper than the forfeiture of all these routes under the proviso in the House bill. The amount of one month's pay, which would have to be paid if the contracts were all forf