

THE BRADFORD REPORTER.

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TOWANDA:

Saturday Morning, December 17, 1853.

Public Documents.

Report of the Secretary of War.

The Report commences by stating that the authorized strength of the Army, as now posted, is 15,211—officers and men—but the actual strength only 10,417. Of this number 8,378 are employed on the frontiers, or on the route to them; and the Secretary derives pleasure from being able to state that the measures taken for the protection of the Indian frontiers of late have been more than usually successful. The Indian depredations have been comparatively unimportant, and, except in California and Oregon, have not attained the importance. In the Indian country, immediately west of the Mississippi, but two or three coolie wars have occurred; and arrangements are now on foot for the establishment of new posts in the important positions, which will enable the Government to dispense with many unimportant posts and give additional security. In Texas, the depredations have diminished in frequency and importance; and in a majority of cases, as the Department has been informed, the depredations have been committed by Indians from Mexico. On the Rio Grande, the protection of the frontiers and the enforcement of the fulfillment of the stipulations on the part of the Mexican Government, have made it necessary to strengthen the positions and increase the number of men. A peace has been obtained on that frontier, but there is no assurance that it will be observed as a strong force be kept stationed there, and especially in the intention of the Department to have an additional force. It is the opinion of the Secretary that with an army three times as great as it would be, it would be unpracticable to guard all our extended frontier as entirely to prevent Indian depredations. It is, therefore, the intention to post the troops in large bodies on important points, and reduce the number of small detachments.

The appropriations for the erection and improvement of permanent fortifications, for three years, have not been reduced or greatly reduced. The impression that they depended upon the success of a system of fortifications. This the Secretary suggests is not the case, and remarks that even if it may be, heretofore viewed, the amount of the important posts in Texas and on the Pacific should be sent at the earliest period possible. After speaking at length concerning the arrangements for the transportation of stores, it is estimated that 4,600 recruits will be required for the service of the ensuing year. It is thought that the present rate of pay will be difficult, while the employment of other higher rewards, to secure a sufficient number of men, although it is of the utmost importance that they should be had, and that the number of the rank and file should be maintained by an examination of the statistics of the Army from 1825 to the commencement of the war with Mexico, that the average excess of the actual strength of the Army was 18 per cent. of the authorized strength; that the average loss by desertion has been 12 per cent.; by discharges for other causes, 7 per cent.; and by deaths 4 per cent.—so that the total loss, independent of expatriation of service, has been 23 per cent. of the actual strength of the Army. The Secretary says that he has visited the Navy Yards at Kittery, Charleston, New York, Philadelphia, Washington and Portsmouth, Va., and speaks highly of their condition. In regard to the new Dry Dock, Basin and Railway at Pensacola, the first test which resulted in an unfavorable report, he says that he has consented to suspend action until repairs can be made and a new test applied at the expense of the contractors.

Reference is made to the law for erecting buildings at the San Francisco Navy Yard, which work was suspended in consequence of some doubt about the title to the land, and the report states that efforts are making to perfect the title. When this is done, he will proceed to the execution of the contract. The sale of a portion of land to the Brooklyn Navy Yard, directed by an act of Congress, is being postponed for reasons stated in a letter accompanying the report. The erection of a Naval establishment at New Orleans, is recommended, provided it is ascertained that the bar will admit of the approach of vessels of war.

Further legislation in regard to the Rules and Regulations is recommended, and it is suggested that there should be a law adjusting the differences in regard to rank between the sea and civil officers of the Navy.

An increase of the Navy is urgently advised. It consists now of about seventy vessels of all classes, many of which are unfit for service and not worth repairing. There are now forty vessels that could be brought into service in ninety days, if needed; there is no steamer in the Pacific or African squadrons, only one or two guns in the Brazil squadron, and we have no steamer of more than ten guns. The law only authorizes the enlistment of 7500 men, which would not man a fleet of fifty vessels. Our Navy is less than one-fifth of those of several European powers. The necessities for a large force are pointed out much in detail. The importance of steam in the Navy is strongly dwelt upon, and the report recommends the construction of at least six first-class steam frigates, in addition to the work now going on in them. The frigates Santae and Sabine, on the stocks at Kittery and N. Y., since 1819, he recommends to have altered, to conform with modern improvements. Such alterations now in progress with the old ship of the line Franklin. Should these recommendations be adopted, our naval force will be materially strengthened by the addition of two first-class sailing frigates, and of seven first-class steam frigates, capable of mounting fifty guns each.

The repeated failure of our war steamers are referred to, and the results of an investigation, as to their causes are said to be on file. Reference is made to the Bureau of Medicine and Surgery, and to the Marine Corps, and the reports from each are commended to Congress.

The present organization of the Navy is described as not only defective and unwise, but mischievous in its operation. The great evil is that neither merit, nor service, nor gallantry, nor capacity, but mere seniority of commission regulates promotion and pay. The discretionary power in the President or the Secretary in regard to promotions and discharges is not sufficient, and their efforts at discrimination are continually embarrassed. A Retired List, on reduced pay, for the infirm; the discharge of the inefficient; promotion regulated by capacity and merit and not mere seniority of commission, and pay to some extent controlled by sea services, are reforms urgently needed and recommended by Congress.

The Secretary throws out a few suggestions touching the "modifications" of our system in regard to seamen, with a view to encourage "more" prompt enlistments "to" indently them more thoroughly with the navy, and elevate their character by a plan of rewards as well as punishments.

With a population approaching thirty millions, full of enterprise and adventure, the difficulty of procuring sailors to man our ships of war, more particularly the difficulty of enlisting young men of our own country, is not only attracting the attention of the public, but seriously embarrassing to the Department to maintain even the small naval force now allowed by law.

Why do our merchant mariners find comparatively so little difficulty in procuring seamen? Is it because they care more for them, encourage them more, pay them better? While I am far, very far from proposing to relax discipline, to tolerate insubordination, to hesitate at administering punishment, sure punishment, to correct the offender, and deter the innocent, I do propose some reform of our system, so as to reward the meritorious, to elevate the character of our seamen, to give more respectability to their pursuit, to cause them to become identified with, incorporated into, and a part of the Navy itself; to pay them better, to encourage them to love the flag under which they sail, and while they walk the deck of the man-of-war, to be proud of their position, to feel some pride in being American sailors under American colors.

In the first place, I deem it indispensable that some plan be adopted by which our seamen shall become more distinctly and permanently a part of the Navy, and attached to the service. Where a ship of war returns from her three years' cruise, the officers are detached and granted leave of absence for three months—with leave of absence pay; but the seamen are peremptorily "discharged"—disconnected from the service. If they have been meritorious, I propose that their return they be granted an "honorable discharge," to be considered a leave of absence on pay, if within a certain time they choose to re-engage in the service; this would possess a two-fold virtue of fair and generous treatment.

It may also be well worthy of consideration whether it would not be wise, very generally, and not beyond a reasonable limit, to increase the pay of seamen in proportion to the number and continuous cruises he makes, thereby creating an additional incentive to remaining in the service. Another change, indispensable to the prompt procurement of the services of first-class seamen, is to pay them at least as much as their skill, experience and character will command in the merchant service. It is the effort of the Department to regulate the pay of the hundreds of mechanics and laborers in the various Navy Yards, so as to correspond with the pay of similar employees in private establishments outside of the Yards. Such, however, is not the case in regard to seamen—the appropriation will not permit it. My opinion is, that the pay should be increased—but perhaps the most practical and important reform to promote the efficiency in the corps of marines is the blending together a system of rewards and punishments—to encourage the meritorious and to subdue the disorderly.

The abolition of punishment by flogging, without legalizing some substitute, has already occupied the attention of Congress and the country, and severely tested the forbearance and ingenuity of officers and the character of our seamen. This subject has engaged my earnest and anxious inquiry, and I have no hesitation in expressing an opinion against its restoration. Having recently visited many of ships in commission, conversed with the veteran sailors, and listened to the narratives of officers who have had the command of large crews since the law of 1850, my decided conviction, concurred in, too, by many officers who originally opposed its abolition, is that its restoration would create discontent and desertion, and prove positively prejudicial to the efficiency of that branch of the public service. But at the same time I cannot too seriously urge the policy of legalizing some substitute therefor. If the good sailor does the work of the inefficient, punish the latter by the forfeiture of pay, not to the Government, but to the faithful sailor, and he will do the additional labor with additional goodwill, and without a murmur. If the "deserter" leaves his shipmates, overworked with increased burdens by his desertion, change the present regulations; let the deserter's pay be forfeited and bestowed among the crew, and not as now, to Government.

Instead of investing the commander of the ship with this responsibility, in cases involving either a forfeiture of pay or a discharge from the service, let a commission of a certain number of officers of the ship be detailed, and constitute a Court, whose decision shall be subject to the approving power of the commanding officer.

Let this minor court of every ship, with the approving, reversing, or mitigating power of the officer in command, have plenary power to confine the offenders, with a reduction of rations, with or

without pay. Empower the commander, to discharge offenders with forfeiture of pay. Let the accruing from the forfeiture of pay by the imprisoned, discharged and the deserter, constitute a "Merit Fund," not to be distributed until the termination of the cruise, and then be distributed according to the judgment of this commission, based upon the conduct of the crew, to those who are by them adjudged on the homeward bound passage to have been meritorious, faithful and loyal to their flag. The fund thus accruing from various sources, at the end of a long cruise, would constitute a prize sufficient to stimulate the crew to win a share by fidelity to the end; and the forfeiture of pay, with confinement and reduction of rations, would diminish offenders.

The Land System is nearly correct in principle. Its details need but little modification. During the year, 9,819,411 acres have been surveyed, 10,363,891 acres brought into market, and 1,083,495 acres sold. The number of land warrants issued up to the 30th Sept last was 266,042, of which there were then outstanding 66,947.

The entire area of the public domain is estimated at 1,584,000,000 acres. Its purchase was effected at the rate of 14.14 cents per acre, amounting to \$67,997,700. Add the Indian Reservation, valued at \$4,250,906, and adding the cost of selling lands sold previous to June last, the entire cost excluding surveying, amounts to \$88,994,015. The whole amount accruing from sales up to June 30, 1853, was \$142,283,478, being \$53,299,463 more than the cost of the whole. It is estimated that the profit amount which will have been realized for them, is the sum of \$331,181,569.

The policy of bringing the lands into market at the earliest possible day is urged. Early attention is called to the disposition of the mineral lands of California, the unsettled business of the Pension Office, and the frauds upon the same. The clerical force of the Bureau of Patents needs to be increased. The Indians have been unusually peaceful through the year. The present number in the United States is estimated at 400,000—18,000 East of the Mississippi.

The Postmaster General's Report is a long, able and business-like document. We make the following abstract:—

The whole number of Post Offices in the United States at the close of the last official year, ending June 30, 1853, was 23,320. Of this number 255 are of the highest class, the Postmasters of which are appointed by the President.

At the present date, December 1, 1853, the total number of Post Offices is 22,588. During the past year, commencing July 1, 1852, 1,898 Post Offices were established; 479 were discontinued, and there were appointed to office during the said year, besides the 1,898 Postmasters to the newly established offices already stated, 3,000; 850 upon resignation, 225 on death, 182 by change of site, 91 where the Postmaster had moved away, and 2,321 on the removal of prior incumbents; being 8,567 Postmasters appointed during the year ending June 30, 1853.

At the close of the fiscal year, ending on the 30th June last, there were in operation within the United States, 6,692 mail routes. The aggregate length was 217,743 miles, and 5,583 contractors employed thereon.

The annual transportation of the mails on those routes were 61,892,542 miles, and the annual cost thereof, \$1,595,968; being about seven cents two mills per mile. Of these 61,892,542 miles of annual transportation, 12,986,765 miles are required to be performed on railroads, at a cost of \$1,601,821, being about twelve cents three mills per mile; 6,685,065 miles in steamboats, at a cost of \$632,368, being about nine cents four mills per mile; 21,330,320 miles in coaches, at a cost of \$1,206,958, being about five cents six mills per mile; and 20,890,446 miles in mules not specified, at a cost of \$1,055,313, being about five cents per mile.

The following passage relating to California expenses and revenue, shows the disadvantages peculiar to the mail arrangements in that section:—

Our local mail service on the Pacific is strongly marked by two peculiarities, especially in California—very high prices and great difficulty in giving that people the mail facilities which they require.

The present cost of transportation in steamboats in California is about thirteen cents eight mills per mile; in coaches, about twenty cents per mile; and in mules not specified, about thirty-four cents six mills per mile.

These mail prices, however, are not out of scale with those of labor, living, and commodities generally, in that region of country.

The most striking discrepancy appears on comparing these prices which the government pays in California with those which it receives for the same work—I mean the rates of postage. The one is graduated to the highest scale of prices, and the other to the lowest. For a single letter of 3 an ounce the department receives six cents when prepaid, and ten cents when unpaid, and for each pound of printed matter, which comprises a very large proportion of the contents of the mails, about five cents a pound; the cost to the department for transportation across the Isthmus alone being twenty-two cents a pound. The necessary consequence is that the

cost of mail service in California greatly exceeds the revenue it yields.

The expenditures of the Department during the last fiscal year, as stated by the Auditor, amounted to \$7,982,756 59.

The gross revenue of the year from all sources amounted to \$5,940,724 70.

It appears from the foregoing statements that the gross revenue of the year ending June 30, 1853, fell short of the expenditures during the year by the sum of \$2,042,031 89.

The foregoing deficiency should be diminished by the sum of \$53,504 48 due the United States to the 30th June, 1853, under the postal convention with Prussia, and increased by the quarterly balances due to Great Britain up to the same period, amounting to \$128,550 79. This would leave the deficiency in the revenue of the year to stand at \$2,117 07 20.

To supply the deficiency last mentioned, the department had at its disposal \$1,571,632 57, leaving the further sum of \$545,445 63 to be provided by Congress for the service of the year ending June 30, 1853.

The amount of postage stamps sold during the year ending June 30, 1852, was \$1,316,653 39, and the sales during the year ending June 30, 1853, amounted to \$1,629,262 12, leaving in the hands of postmasters unsold \$1,088,605 71.

During the quarter ending 30th Sept., 1853, there were issued to postmasters for sale:—

464 350 note-size 3 cent stamped envelopes,	
8,118,250 letter-size " "	
150,000 " " 6-cent " "	
181,050 official-size 6-cent " "	
amounting in all to \$295,292 69	

It is estimated that the expenditures of the current fiscal year will amount to \$8,715,601.

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Balance on the auditor's books on the 1st July, 1853, considered "ultimately available,"	\$104,726 46
Revenue from postages, foreign and inland, including sales of stamps and stamped envelopes	5,314,133 24
Letter carriers' receipts	120,000 00
Miscellaneous receipts	40,000 00
Annual appropriations in compensation of mail services rendered the government	700,000 00
Appropriations to supply deficiencies in the present year	\$1,800,000 00
Deduct amount drawn to supply deficiencies for the past year, 550,000	
	\$1,250,000 00
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The estimated expenditures for the year ending 30th June, 1854, as already stated, amount to \$8,716,601 00. The estimated means as above, 7,558,859 70.

Deficiency June 30, 1854, \$1,157,741 30.

Of the deficiency above stated, the sum of \$545,445 63 belong to the fiscal year ended June 30, 1853, and the remainder to the present year.

Thus we find the Cheap Postage System creating an actual deficit in the revenue of the Department of nearly \$3,000,000. The last Cheap Postage Act gives Postmasters, in certain cases, an extra commission of 20 per cent., which costs about half a million a year. The European Mail Service has cost immensely more than the receipts amount to, and the California Mail Service costs about as much more than it paid. Postages on newspapers, under last reduction, have fallen off \$400,000. But what of all this? Better the Treasury should pay, than the diffusion of intelligence be suspended.

Report of the Department of the Interior.

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During the year the survey of the public lands has been steadily prosecuted, large bodies of new lands brought into market, the wants of the emigrant fully met, and choice selections offered to the hardy pioneer.

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Custom House of New York, to share in the penalties recovered on false or fraudulent entries. He suggests a resistance of the claims now in litigation, to the Court of last resort, and also a change of the law on the subject as a guard against further abuses.

The strict enforcement of the Sub-Treasury act he has endeavored to adhere to. Allusion is made to the practice of his predecessors in purchasing the Public Stocks, and transferring the public funds through private Brokers and Agents, and in placing large sums in their hands for this object. These accounts were early closed by Mr. Guthrie, without loss, except \$100,000 at Columbus, Ohio, and the practice discontinued.

The operations of the Mint are favorably referred to, and the unseemly indebtedness to the Government under the credit system of revenue prior to 1842, made the subject of a suitable suggestion for bringing these old claims to early and final adjustment. They amount, from the commencement of the Government to the adoption of the cash system, to over twenty million.

For the fiscal year ending 30th June last, the purchase of the Public Stocks amounted to 86,394,538. This swelled the actual expenditures of the year to \$53,025,818. For the current fiscal year, the revenues are calculated to be \$56,574,079; the ordinary expenditures, actual and contingent exclusive of the public debt, \$46,203,325. During the first quarter of the year, and to the 31st December inst., the purchases of the public debt amounted to \$9,670,421, or \$16,061,929 from 1st July, 1852, to 31st December, 1853, of which the present Secretary has purchased \$12,772,779 since 4th March last.

Estimate of Expenses of Government.

TREASURY DEPARTMENT Nov. 23, 1853.

Sir: Agreeably to the joint resolution of Congress of the 7th January, 1846, I have the honor to transmit for the information of the House of Representatives, printed estimates of the appropriations proposed to be made for the fiscal year ending 30th June, 1855, as follows, viz:—

Civil list, foreign intercourse, and miscellaneous, including the expense of collecting the revenue from sales of public lands, public buildings, expenses of courts, and deficiency in revenue of Post Office Department,	\$10,264,182 90
Pensions,	853,500 00
Indian Department,	1,009,162 50
Army proper, &c.,	10,151,458 95
Military Academy,	166,281 00
Fortifications, ordnance, &c.,	1,734,334 00
Naval establishment,	10,235,265 19
Steam mail service,	1,496,250 00
	\$35,909,434 44

To the estimates are added statements showing:—

1. The appropriations for the fiscal year ending 30th June, 1855, made by former acts of Congress, of a permanent and indefinite character, as follows: Miscellaneous, including expenses of collecting revenue from customs and compensation to Post-office Department for mail services, \$4,571,910 14; Arming and equipping the militia, 200,000 00; Civilization of Indians, 10,000 00; Pensions, 3,588,000 00; Interest on the public debt, 3,115,806 00; \$6,875,716 14.
2. The existing appropriations not required for the service of the present year, and which may be applied to the service of the year ending 30th June, 1854, as follows:— Civil list, foreign intercourse, and miscellaneous, \$2,355,243 06; Pensions, 664,572 95; Indian Department, 765,309 34; Army proper, &c., 1,989,157 55; Fortifications, ordnance, &c., 115,000 00; Naval establishment, 981,843 51; \$6,865,126 44.

Total, \$51,060,277 12.

There is also added to the estimates a statement of the several appropriations which may be carried to the surplus fund, amounting to \$690,497 16.

Accompanying the estimates, there are sundry papers furnished by the several departments, containing explanations in regard to them.

I am, very respectfully, your obedient servant,

JAMES GUTHRIE, Secretary of Treasury.

There is an old lady in Virginia, who believes it to be Bible doctrine that, for seven years before the end of the world, no children are to be born, and that gives her comfort, at every fresh birth that she hears of, she says to herself, "Well, the seven years at least have not begun."

No Woman ever loved to the full extent of the passion, who did not venerate where she loved, and who did feel humbled, delighted in that humility by her exaggerated and ever-worsening estimate of the superiority of the object of her worship. What Sate could fail, what liberty decay, if the zeal of man's noisy patriotism was as pure as the silent loyalty of woman's love;

Don't attempt too much. Knives that count in 80 blades, 4 cork screws, and a boot-jack, are very seldom brought into action; and for this reason, in attempting too much they have become so clumsy and ponderous that men of small patience can't "get the hang" of them.

Gentility is neither in birth, wealth, manner or fashion—but in mind. A high sense of honor—a determination never to take a mean advantage of another—an adherence to truth—delicacy and politeness towards those with whom we have dealings, are the essential characteristics of a gentleman.