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Government Transport Frauds. REPORT OF THE INVENTIGATING COM-

Mr Grimes, on behalf of the Select Committee of the Senate on transports for the there during the past eighteen months that War Department, has made a report disclosing has not been secured through his agency, The committee express regret that the time Boots and Shoes! duty was too brief to allow more than an among ship owners, agents, and brokers, that opening of the vast subject of the employ. no vessels could recure a charter of the quarment of transports generally by the quartermasters of the army or by the agents of the by Mr. Hall; and several of them testify that, War Department. The examination of wit- knowing this, they were compelled, much nesses was commenced on the 26th of Decem ber, and from that date to the 15th of January the committee devoted their labors principally to the investigation of the facts relating to the chartering of transports for the length attracted the attention of the quarter-Banks' expedition.

> BALTIMORE. Among the extraordinary developments of this investigation are the facts relating to one more than once by Gen. Meiga (see Gen. Charles Coblens, of Baltimore, Md., in whose Meig's testimony), but neither of these offibusiness relations with the government, fraud, bribery, and perjury struggled for the most prominent place.

This Mr. Coblens is a Prussian by birth, an Israelite by descent, a pedler and a horse jockey by profession. He is wholly unfamiliar horses by the head, and he testifies that he can neither read nor write English. He admus that he has already refunded fifteen hun- refer to him for any information that Gen dred dollars to the government which had been fraudulently obtained upon sales of horses by bribing the isspector, that he bribed three of the clerks in Colonel Belger's office, and that he had some connection with a sale of damaged corn to the government. He appeared before the committee as an wx tensive shipowner, and would now seem to be a very wealthy person, rejoiding in the possession, in whole or in part, of ten (10) steam 200 steamers, brigs, tugs, schooners, ships, ers, three barges, and eighty acres of valuable and barges thus chartered, 168 were charland in the vicinity of Bultimore, though but a few months ago he was comparatively a poor man. The vessels owned in whole or in part by Mr Coblens are the steamers Patan sco, Bainmore, Telegraph, James Murray, Lioness, Edwin Forrest, Fairy Queen, Cecil, Haswell, and Lily, and the barges Delaware, Miss Mary, and John Warner, all of which government.

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Baltimore, 21,600 125 7.000 Telegraph, Jas Murray, 9,833 Lioness, Ed. Ferrest, 4,500 Fairy Queen, 4,000 Cecil. Lily,
Barge Delaware, 2,500 Miss Mary, 2,250 John Warner.

Total, \$65,283 \$947 The rules of arithmetic show that Mr Coblens was receiving money from the government at the rate of \$345 656 per annum on a capual of 363233, which is equal to 6294 per

A PARTNERSHIP But Coblene is not alone in his enterprise The report says further, that "between Mr Coblens and one John F Pickrell, of Balti more, there existed a curious and extraor dinary partnership, not the least remarkable feature of which is furnished by the conflicting testimony of the two persons themselves." Mr. Coblens testifies under oath that Mr Pickrell is his general partner in the boat business, as well as other business transactions with the Quartermaster's department at Baltimore. Mr. Pickrell testifies under oath that he is not Mr. Coblens's general partner in anything. Coblens says that although he and Pickrell were general partners there was

no firm name, no firm signature, and that neither was authorized to sign the other's name. The testimony of the two witnesses agrees as to one thing, namely: that Coblens furnished all the money and Pickrell disbursed it and took half the profits, besides charging a commission of 5 per cent, on receipts and means of saving a life. It you wall. It will cost you but 9 cesus sanding it, send it by mail. It will cost you but 9 cesus and sanding it, send it by mail. It will cost you but 9 cesus and \$1,00 Box. The large boxes contain mere for the money than the 25 ct. boxes.

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where the other party invests no capital, but receives half the profits and a large commission on gross receipts and disbursements; where the party furnishing the capital does not know how much to be furnished, and knows nothing at all about the disbursement of his funds, nor whether he is now worth anything or is insolvent, and yet is perfectly satisfied with the arrangement; where the party furnishing the capital sannot tell who recommended to form such a partnership, an where the other party cannot give an intelligible account of how he came to form the partnership, presents features so astounding that a jury would not give the slightest cre deree to the testimony which supports it The committee are compelled to believe that Mr. Coblens is only a convenient tool in the hands of more astute if not more unprincipled

If any turther evidence is needed concerning the nefarious alliance between Coblene and Pickrell, it is furnished in the testimony of aptain William T. Rice, of Baltimore, the his business principally in the latter. He is formet owner of the steamer Cecil, of which an extensive ship builder and saip ewner, and more particular mention will be made in ano TFF. DAVIS (OUGHT TO BE) HUNG! ther place. The only person connected with pelier Company, in which he owns sixty or the government, so far as the committee have seventy thousand dollars of stock, and he duty of superseding the quartermester or any discovered, who enjoyed the acquaintance of helds for the benefit of the Philadelphia of his assistants in this important branch of Mr. Pickrell before the breaking out of the Steam Propeller Company one-third of the the public service. Mr. Tucker testifies that shellton, was Mr. John Tucker, late Assist ant Secretary of War, who testifies that he Company. Capt. Loper says that he has has known Pickrell eight or nine years, and "neglected everything since the war broke Cameron. He says, also, "When a chap. that he has heretofore had business transactout but to assend to and try to masint the gov. | will make the head of the War Department, will not work for wages. One day last week tions with him. None of the witnesses seem ernment and serve his country as much as in about one year ago, the present Secretary of we came upon a plantation which numbered to have known Mr. Coblens before the com- him lay." He assured the committee on sev- War asked me to act as assistant, to which I sixty-four negroes. They were slaves once. meacement of the war, and nearly all speak eral operations that he had money enough be- relectantly assented, and have so continued but on the first of January they were test of him in contemptuous terms, as a person fore the war broke out for himself and his to act until the 21st inst., when the effice they were free and must support themselves of no consequence, whose precise position in children (he had been an agent in furnishing terminated."

other business is not divulged.

Mr. Amasa C. Hall, of Baltimore, has played Nery conspicuous part in connection with

ERIE, PA., SATURDAY MORNING, FEBRUARY 28, 1863.

MR AMASA C MALL, OF BRITINORS

heavy frauds perpetrated on the government. and, of those earnings, from five to twelve per cent. has found its way; to his pocket. allotted to them for the performance of their During that time it has been understood termaster at Baltimore, unless she wan ffered against their will, to resort to him to do their business So singularly exclusive was the menopoly of this business enjoyed by Hall that it at

master general, who called Col Belger's at-CHARLES COBLEMS AND JOHN F. PICKRELL OF | tention to it by two letters, printed in connection with his testimony. Assistant Secretary Tucker's attention was also called to it cers seemed to have made special effort to correct the abuse The evidence furnished by Hall himself in his letter to Col. Belger, throws much light on the etherwise intricate question of his monopoly. Me says, "The Hon. John Tucker, Assistant-Secretary of with commercial pursuits, aside from the sel- | War, is aware of, and fully understands the ling of Yankee notions at retail, and trading insture of my business transactions with the government as an agent for the owners and masters of vessels, and I would respectfully Meigs, Quartermaster-General, may require." This intimation seems to have put a stop to further grambling, and Mr. Hall went on as prosperously as before.

According to the "list of vessets chartered by the Quartermester's Department at Baltimore since July 1, 1861, by Jolonel James Belger," furnished by the Quartermester-General of the United States Army, of the tered directly from Hall; and the testimony shows that 22 of the remaining 49 were awned by parties for whom he acted, and who paid him not less than ave per cent. of the earnings of their respective vessels. The committee are quite confident that, if their time had permitted them to pursue the investigation further in this direction, it would have demonstrated that Hall, in some way, included in this list.

An examination of the column of prices at which these vessels were chartered will furnish data by which to show the enormous revenue derived by Hall, when taken in connection with the facts abundantly aroven, that in no osee was his brokerage commission less than ave per cent upon the entire earnings of the vessels, and ranged from that figure to ten and twelve per cent.

The committee have failed to discover any satisfactory reason why Hall was permitted to enjoy this monopoly of chartering vessels There was nothing in his antecedents or character to justify it. He was a poor man eighteen months ago, with a sharacter not wholly above reproach; he is now rich, and fast growing richer by the receipt of a large daily revenue from commissions upopt the earpings of vessels still in the government employment. The bestowal of this large patronage almost exclusively upon him cannot be reconciled with any theory of strict integrity on the part of government officers. Although the testimony may not warrant the conclusion that any officer actually shared with him the profits derived from his business, yet the fact that these officers, who knew all the circumstances, acquiesced in the continuance of this monopoly, should subject them to the most severe reprehension, and it is not easy to suppose that motives of charity alone was unjustifiable and blameworthy, but more especially when it is known that Hall was extorting exerbitant commissions from the owners of vessels for his pretended agency.

It is no apology for either Mr. Tucker or Col. Beiger for them to say that they did not know, until a recent period, that such commissions were charged. It was their duty to exercise at least ordinary care, attention, and

CAPT. RICHARD F. LOPER, OF PHILADELPHIA. The testimouy of Mr. Hall leads to an examination of Capt. Richard F. Loper, of Philadelphia, whom the committee find to be in receipt of enormous revenues from the chartering of transports, derived partly from commissions received on vessels where he acted at the same time as agent of the government and agent of the owners, partly from the charters of vessels belonging to transportation companies, of which he is a large stockholder; partly from vessels owned by himself, and chartered by or through himself, as government agent, to the government; partly from collections of money due to others on trans portation account, and partly from his "influence." Mr. Hall testifies that he paid Loper \$18,000 at one time for "getting busi ness for him." The business referred to was the chartering of several transports for the McClèllan expedition. In answer to the quesuon, "How much, in addition to what you nave already paid him (Loper), do you con sider yourself under equitable and mercantile ubligation to pay him?" Hall replies, "I should consider myself under obligations to pay him one-half-that is 21 per cent.-except en vessels chartered for the McClellan ezpedition."

Captain Loper is a wealthy man, who divides his time between Stonington, Connecticut, and the city of Philadelphia, his sum mer residence being in the former place and the president of the Philadelphia Steam Prostock of the New York Express Steamboat he received his first appoint neut as transporconnection with the transport service or any government transports during the Mexican was), and that he has been astuated solely by The ground covered by this report includes ung in the field, or to pick the cotton hanging

the chartering of transport vessels at that him long enough to form an opinion of him, short to afferd more than a beginning, an out president of the Pennsylvania Railroad Company. They would refer, however, to the ap- | tention has been directed. pointment or commission itself, which purports to have been given by Mr. Thompson in accordance with the authority vested in me by the Secretary of War," the Hon. Simon Cameron.

Commencing on the 20th of April, 1861, te act as "assistant agent of the War Department," he commenced on the same day to receive ave per cent. commissions on the cornings of vessels chartered by his agency. The first vessel he took up was the steamer W. Whifidin, April 20, 1861, owned by Anthony Reybold, at \$175 per day. (Senate ex. doc. 37, page 2, Thirty seventh Congress, second session.) Mr Reybold testifies that the Whilldin remained in the service under that charter to the present time, although her rate of charter was subsequently reduced to \$150 per day. The receipts of the steamer Whildes up to the time of the delivery of Mr. Raybold's teetimony, must have been somewhere between \$97,650 and \$112,925, on which Capt. Loper's commissions were between \$4,882 and \$5,746 Mr. Reybuld chartered the steamer Express for the government through Capt. Loper, at \$175 per day, the Star at \$110 per day and the John Tucker at \$800 per day, paying Loper ave per cent. on their gross receipts. Thro' the same generous account. Mr. Revhold charered the Diamond State! (875 tons) at \$200 per day, the Swan (860 tons) at \$200 per day and the Gen. Burnside (400 tons) at \$800 per day. Capt Loper himself being part owner of them. Mr. Revbold testifies that his own receints from these charters were about \$1,100 per day, or at the rate: of \$401,500 per year. Mr. Loper's commission on Mr. Reybold's beats could not have been less than \$20 000 per received a broker's commi slow on nearly if not all the remaining 18 of the 200 vessels on the three boats of which he was part owner, rived from them over and above a fair mercantile profit was at least consi to five per cent . otherwise he would have charged the commission If the government had bought Mr. Reybold's fleet at the outest, instead of empleying Capt, Loper to charter them, it would

are saved an immense sum of money

THE STREET WATERMEN Another extraordinary condition of facts is developed in connection with this steamer :-She was an old vessel, and cost her owners \$25,000. She was chartered on the recommendation of Capt. B. F. Loper, by Assistant Secretary of War, John Tucker, though the latter gentleman has failed, for some unexplained reason, to include her name in the list he furnished the committee, of vessels shartered by him or under his direction. The evidence shows that the Mutamora was not only paid for at least four days' services that she did not render, amounting to \$1,800, but she was repaired at the expense of the government to the amount of 4.447 62, and that during the time she was undergoing repairs, said? by Baker to be feurteen days, she received her charter-party pay, \$451 per day: COL. JAMES BELGER, Q. R.

Col. James Belger is the Quartermaster at Baltimore. Mr. Hall shows in the list rendered to the War Department, that he has "chartered for Col. James Belger." between impelled them to throw such vast sums of April 14 and Sept. 6, 1862, fifty-three schoonmoney into his pocket. The monopoly itself ers, afty-three barges, two brigs, one sloop and one bark; in all, 110 vessels. It has been is to stick to missus." shown by the testimeny of Applegacth and Rhodes that Belger knew all about Hall's five of themselves ?" per cent. commissions as early as January-or February, 1862, at least one month before any of these charters were effected; Applegaeth | would dun gone dead right smart | Wat-wat tried to charter his vessels directly to Belger, saved to the government; but Bolger told him 'em! De massa always buys for de niggers directly to Belger, and he too was driven to Hall. The committee are not informed whath-

Hall through Mr. John Tucker or otherwise. ME. JOHN TUCKER. All the foregoing facts and testimony point o John Tucker, late Assistant Secretary of War, as the person through whom these gigantic and shameless frauds on the govern- of Yankees long ago. Nebber had such thieves ment were chiefly perpetrated. Tucker was in town afore. Dey beat de niggers stealin', the only person in the government employ and some of de niggers steat right smart too who had enjoyed a long acquaintance with Pickrell. Tucker selected Loper to "examine and recommend," and Loper brought in his old acquaintance of forty-two years' standing, Amasa C. Hall. Danforth is one of Tucker's familiars. Tucker chartered all, or nearly all, and now dey is in dar all de time." the vessels for the Burnside expedition, the McClellan expedition to the peninsula, the McCletlan expedition from the peninsula, and for various other enterprises. The testimony of Capt. Heary C Hodges, assistant-quartermaster, who signed the charter-parties for the McClellan expedition, brought to the sotice of the committee a letter from Gen. M C. Meigs, quartermaster-general, dated Feb. 19, 1862, directing Capt. Hedges to charter vessels under the advice of Mr. John Tucker. A letter from Quartermuster General Meigs, de sei en the 5th inst., written in reply to a no inquiry from Senator Grimer, declares

th t Tucker was empowered by Secretary Cameron to exercise this authority. There was nothingtin Mr. Tucker's antece dents to qualify him for the business of procuring vessels for the War Department, and nothing in his official position pointing to the agent from the late Secretary of War, Mr Trains. And as they die off, so

CONCLUSIONS.

a desire to aid in crushing "this ungrateful only a small portion of the duty assigned rebellion " Mr. John Tucker, late desistant the committee by the resolution of December secretary of War, who has certainly known 22. As previously stated, the time was too port. Hardly any vessel has been chartered attributes to Captain Loper great purity and line, of the work which should be undertaken patriotism. Captain Loper's connection with at once by a competent military commission, the chartering of transports for the govern- and prosecuted through all the channels of ment during this war commenced as early as the transport service, between the 20th of April 20, 1861, at which time he was ap- April, 1861, and to the present time. The pointed Assistant Agent of the War Depart- committee are overwhelmed with astonishment nent by J Edgar Thompson, president of the and sorrow by the revelations which have impracticable to keep white troops, malarious Pennsylvania Railroad Company. The com- been made, but they believe that nothing nittee are unable to say by virtue of what which so vitally concerns a free people should aw an "assistant agent of the War Depart. be concealed from them, and they hope that ment" was appointed, or how the appointing this investigation may tend to a more honest power came to be lodged in the hands of the and economical administration of the depart ment of the public service to which their at-

Shocking Condition of Freed Megroes.

With few exceptions, accounts agree in representing the condition of the negroes freed by the progress of our armies, as pitiful in the extreme. Here is what a correspondent of the Milwankee News says, writing from Helens,

Ark. Peb. 6th: Back of Gen. Washburn's beadquarters hu short distance, is a peach orchard, the little graves in rows so close that one can hardly step between them. Here, about two feet under ground, are over a thousand dead negroes and day after day others who have starved to death are being added to the nameless list And there are a desen negro graveyards in Helens, each rapidly being filled with negroes who were once happy and contented in bealth and cared for, of use to themselves and to the world

Yesterday, in company with Capt. Sherman f she 2d Wisconsin savairy, we rode by the

first mamed negro "plant." Pour darkies had just deposited on the ground a stont negro, dead as a door nail.dis woolly head and dirty feet protruded from under the worn out horse blanket which sarred es a winding sheet. One of the living war dowly digging a trench, the others stood watebing.

"Hellow, boys, what's the matter with him?" "He's dun gone dead, massa!" and they shuckled to think we could not guess why he was there.

"What's the matter of him !" "Too much hard times, massa! De niggers an't stand ebery ting."

"Niggers die pretty easy here, don't they?" "Yes, massa, dev get shut of they selves rig smart now-dem's hard times for niggers!" And so thought we as they were left behind o conduct their funeral to a termination. In Laif an hour some thousand dollar chap will be left to rot and add richness to the soil which will hereafter grow larger peaches than white men. This is nature, and until you ever before

In the house of Dr. Grant, where I board, s anintelligent African girl about twenty-four years old, owned by the Doctor. The other morning, while she was sweeping up the hearth said I_

"Millie, are you a slave? "Course I is, why ?"

"Why don't you run away and be free! "Umph-umph-dis chile is too smart for lat. Dere is no fun in sleepin' in de mud. starvin' to death, and gottin' no medicine when You are sick."

"There are lots and lots of niggers in town who have run away, ain't there, Millie !"

"Umph-umph-right smart lot of 'em." "Well, Millie, ain't they better off than be-

fore they run away "" knees. "Don't tell me that two wagons are "Now wat's de use of foollin, you know beter. Would you be better off without clothes, and a bed and house to sleep in, and somebody to look out for you, than if you had 'em all' De time was here when us niggers had our parties, and heaps of fun; and we had good clothes, and was jes as good as anybody. Before dis war begun a wagon load of niggers didn't dun gone dead every day as dem does now. Dis chile knows someting yet, and dat

"Well, Millie, cannot the niggers take care

"Lord help you, no! About one in a hunand is smart enough to live and de olders wat-wat de niggers know about buying stuff saying that the five per cent, could thus be and taking care of demselves-day never done he must go to Hall. Rhodes tried to charter just like as if dey was his own family, and when dem is sick he has 'em doctored up -Umph-umph! de white Yankee folks skin de er Col. Belger first became acquainted with last chicken out of de nigger fore it were hatebod if de niggers took care of demselves' Doed dey would !"

"Well, Millie, you are a very sensible girl. stick to your home, and you will be better off " "Deed I will. We've all dun gone got sick I recken."

"What do they steal, Millie !" "Golly, dey steal all day see, if two men don't watch it all de time. We nebber had white folks in de jail here till de army come, "Don't you look on the white folks who

come with the army as your friends !" "Umph-umph! Not now; deyen too wick d. Wat wat-wat-wat dey care for nigger

when dey lets dem die here and won' give

dem nothin? Niggers dou't know much, bu-

der learns tings who am dar friends right Bart." And there is a world of truth in her ideas The army, with it, ugly eye, cares little for the rights of any one. Niggers are good enough to kick and cuff around. A drunken facer in the Northern army is the most abu sive to them. Three times have we within a week interfered to protect son a poor "boy,"

as the mole niggers ar alled, from their cru

elty and tyranny. A good mule is here worth

a hundred dollars -- a nigger is not worth a cant, present or prospective. In one year from now, wherever the Fede ral army gains a footbold, the negro population will be reduced one half. This is not done my opinion, but of scores of officers save lately conversed with, irrespective of

Of this number only five would work-th. rest even refused to gather the corn yet stand-

fleece-like from the pod. It is an actual fact. who are now done with the poor wreless. Gol in His great wisdom only knows.

How it Works.

A letter from New Orleans, dated Pert St. Philip, Peb. 8, and addressed to the Boston Courier, thus refers to efforts for the military rganization of negroes :

"Gen. Butler organized them into regiments s soldiers, taking the organisation (of the first regiment) from the State, designed to embrace free colored persons, the field and staff officers white, the line officers colored. Some slaves even enlisted in this regiment, while the second and third, and a battery, were mostly all slave, field hands, and of the rough sort. They were sent out into the country with Gen Weitzel, and used as guard for the railroad Recently Gen. Banks has ordered them in, ostensibly to garrison the forts here and back of New Orleans, where it is deemed influence The order was given for the first regiment to relieve the 18th Maine, which you know has been stationed as follows: two sompanies at Ship Island, under Col. Rust, two at Fort Macomb and six at Fort St Philip. Before the order was executed, Gen. Banks deemed it advisable to send the negroes, but 'eave the white soldiers, so that the forts were reinforced, instead of being garrisoned by negrues.

"Col. Rust was ordered to take command at Fort Jackson, leaving his two companies at Ship Island, under command of the colonel of the First Louisiana Native Guard (negroes). Col. Rust requested that his troops might be allowed to do a large share of the duty of the island, and be permitted to do it seperate from the negroes, which the colonel of the negroes agreed to; but before Col. Rust had quitted the Island, an order was issued that the troops of the 18th Maine at guard mounting, dress parade and battalion drill, act with the negro battalion, and as a part of it. The captains respectfully protested, but appeared once. No notice was taken of the protest, but the next lay a detail was made of a lieutenant and squad of men for guard, to report to a negro aptam. The captains of the companies, March, of Portland, and Varney, of Brunswick, declined making the detail, as they did not mean to compel their lieutenants to salute negro, if he did wear shoulderstraps. The optains were immediately put under arrest, and the command devolved successively upon the 1st and 2d lieutenants of the companies, who respectfully refused to make the detail, and were likewise put under arrest, so that the companies are now without any commanding fficers.

"These officers are to be tried by court-marial, unless somebody backs down, and will of course be sent home in disgrace. The issue has some and mustibe met and I am not sorry It has thus come where it has, for no regiment can show a record by a regular army of. cer that will compare with this regiment. He says that for all-that constitutes a good soltion is, whether the government is to respect this prejudice, that we all know exists, against this making the negro our equal. I believe the result must be, that if we use them as soldiers, they must have duties separate from change nature you cannot do away with the prejudice. As a friend of mine has it. we cannot reconcile the idea that a 'slave to-day can be more than a citizen to-morrow. ""

HARD ON BRIGADIERS -Orpheus C. Kerr, in one of his letters from Washington, is severe on brigadiers. He says :

"Captain there's something missing from the rear guard." Villiam assumed a thoughtful demeanor,

and save be: "le it a miss fire ? "

"No," said the lieutenant, agitatingly, "but We miss two---" "Not baggage wagons!" says Villiam, giving such a start his war horse fell upon his

"Why, no," said the lieutenant, with emotion, "it's not two wagons that we miss, but wo brigadiera!

"Ab," said Villiam, fanning himself with his cap, "how You alarmed me! I thought at first it was two wagons. Let the procession go out, and I'll send for two more brigs, the next time I have a friend going to Washing-

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