organized; he has improved upon it, and advanced it, and made it the best organization of the kind in the world.

It is necessary for a proper administration of the coast survey, composed as it is jointly of officers of the army and navy, that it should have a civil head, some one who can stand between the rival feelings of the two branches of the service. No chief could be taken from either branch of the service. If he were, he would be watched with a jealous eye by the branch to which he did not belong. A civil chief, thus standing between the two, permanently attached to the work, and devoted to science, constitutes the very bond which binds together the two branches of the service engaged in this work.

But the Senator from Missouri, on this occasion, as on a former one, endeavors to make an issue between the officers of the army and of the navy. The issue is his own. No friend of the coast survey has made it; no friend of the coast survey has ever charged any naval officer with incompetency to do any thing which belongs to his profession. Under the present organization, the naval officers have the whole conduct of the hydrographical part of the work. Topography belongs not to the navy. Hydrography is now conducted by the navy, and delay has recently occurred because the navy could not furnish officers to command a vessel destined for the survey on the coast of Texas. How, then, when hydrography is turned over to the navy, which is all that properly belongs to it, could that navy take charge of the land work, all the scientific investigations, all the laborious computation necessary, when, in fact, they are now behind hand? The slightest examination will show that the navy will not suffice. Our coast is a changing coast. The Gulf stream throws its detritus upon the shore from one end to the other. You require something fixed to which the ever-varying hydrography of the survey may be referred as a standing point. That is the topographical survey, upon the highlands along the shore. That work belongs to the army; the navy has nothing to do with it; it has no proper connexion with it; the army must do it. It is the fixed and permanent part of the work upon which the hydrographical part hangs, as a waving line attached to some certain point.

Now, sir, is it assumed that the navy officers can do this land work better than the officers of the army? Is it assumed that this changing hydrographical survey is more valuable than the permanent topographical survey made by the army? And if not, would it not be better to send to the Secretary of the War Department, and ask him whether, in his opinion, the work should not be transferred to his department, rather than to the department of the navy?

If there is any issue before the people involving the incompetency of the navy, I repeat it is not made by the friends of the present organization of the coast survey. If it is made by the officers of the navy, it is not made by those with whom I have conversed, and those with whom I have conversed are such as have been most engaged on the work. Some of the most scientific officers are engaged in that work, and I have not seen one who said the work ought to be turned over to the navy, or that a naval officer was competent to take charge of all the scientific labors demanded. The gallant sailor now engaged in surveying the coast of California is one of the warmest friends the present organization of the coast survey has. I mention him because he has been referred to. If there are officers of the navy whose feelings are grated by the fact that a topographical, astronomical, and hydrographical work is conducted by a joint survey of the officers of the army and the navy and civilians, they must be those whose palms are itching for a work which they never brought to its present perfection—not those who have been engaged in this work and acquired reputation for what they performed; for it is a fact in the history of the progress of this survey that due credit has been given to every one for the work which he performed. The charts show by whom the soundings are made, by whom shoals are discovered, and constant reports are made, giving out and showing every increment of information which is added to the mass already possessed, and by whom this information is made. Therefore there is no ground of complaint, no reason for any change; and I do not see, notwithstanding the argument of the Senator from North Carolina, why, when we have been examining this work from year to year, we should make any call on the Secretary of the Navy for reasons for any change whatever.

Mr. CASS. I wish to say but one word upon this subject. I have said in the outset, that to me it is a matter of little consequence who directs this work; because whoever is placed in charge of it can have all the scientific aid which he needs, and he must call in some such aid in order to go into the details of the work. I spoke with some knowledge on this subject. This work was begun under Mr. Jefferson's administration. He sent to Europe to obtain the services of Mr. Hassler, who was believed to be a man of great scientific attainments. It proved that his temperament did not qualify him for the business of directing such a work. At that time the dispute was not who should have the work, but who should not have it. When I was in the Department, in consequence of this peculiar temperament of Mr. Hassler, we had to depend on him for his details, and I must say, that, notwithstanding his qualifications as a man of science, his temperament made it disagreeable to be associated with him in the service. Now we have a superintendent who has the charge of conducting the whole work; and, as the Senator from Mississippi has said, it is done in a manner which is an honor to the country. Why not associate officers of the army and the navy into a board who shall be competent, instead of having one superintendent with the whole work under his sole direction? The head of any depth cannot understand this work sufficiently; he must depend on others. You have officers in the army and navy fully competent for this work, and I see no reason why such a board should not have charge of the work, if any change is to be made.

Mr. DAVIS, of Mississippi. That work is now done by officers of the army and the navy. They are selected from these departments of the public service and detailed for the work.

Mr. CASS. What I wanted twenty years ago, and what I now want, is a scientific board, to superintend the work; to stand between the Department and the execution of the work. I am not speaking of the importance of having these officers go into the field. But what objection is there to that? The Senator from Mississippi says that officers of the army and navy are competent, but you cannot get them to go into the field, for there will be such a rivalry existing between them that they will not execute the work harmoniously. I do not believe that will be the result. I believe four men can be got together, who will labor harmoniously to carry on the work faithfully. I do not believe that there will be that jealousy of which the Senator has spoken. These officers of the army can make a distribution of the work, and name the officers of the army or navy to perform appropriate portions of it; and thus you will have the benefit of their combined experience and skill in the work, while the fact that they are from the two departments will be a check upon each of them. I do not think there is scarcely a member of this body who fully understands the details of this work, and I appeal to the Senator from North Carolina, (Mr. BADGER,) who is acquainted with the work, from having been at the head of the Navy Department, if it is not so. There is not time for one Department to become familiar with all the details of the work. I believe that in every country in the world where a coast survey is carried on, it is done under the direction of a board or of the navy. If you have a board taken from these two departments, you have a check upon each, which will be a guaranty for the better performance of the work.

Mr. BENTON. Mr. President, when I offered that resolution I did not anticipate such a discussion upon it, especially as it is a mere resolution of inquiry, calling for information. When the Senator from Georgia yielded the floor, I did suppose that the question would be taken at once upon the resolution. I had no idea that an inquiry from any Department was to be resisted, and resisted upon the supposition that the Department called upon cannot say any thing in support of a recommendation which it has made. Gentlemen seem to go upon the assumption that there is nothing which a head of a Department can say which can have any influence upon the Senate. Some go so far as to say that he is new in his seat, and perhaps by this time, or in a short time, he will retract his errors.

Mr. DAVIS, of Mississippi. If the reference is to me, I must be permitted to say that I did not say so.

Mr. BENTON. "It is to be hoped he will retract his errors." The gentleman makes a distinction, that he hopes he will retract his errors. Now, when any one in the Senate, from this elevated platform, shall say that he hopes he will retract his errors——

Mr. DAVIS. I did not say that I hoped he would "retract his errors."

Mr. BENTON. Then, what was it? I will take the words of the Senator.

Mr. DAVIS. I did not say "errors." I said that the Secretary had been but a short time in his office when the report was made, and I hoped he would retract his opinions.

Mr. BENTON. Well, we will take the word "retract," without saying any thing further. "Retract:" from *retraho, retrahere, retraxi, retractum*; to draw back. That is what the word means. [Laughter.] He hopes the Secretary of the Navy will "draw back." And now, sir, when this hope is expressed in an American Senate and goes over the country, I hope the Secretary will have an opportunity of saying whether or not he feels that he ought to draw back.

Another Senator, who sits on my right, (Mr. DOWNS,) treats with infinite scorn my arguments of the last session; and that he has a right to do. But he goes further, sir, and treats with equal scorn the answer that may come from the Secretary of the Navy; and that I do not think a Senator has a right to do. The Senator, sir, may speak as contemptuously as he pleases of the exercises of another Senator on this floor. He may indulge his taste in speaking with scorn and contempt of the argument of another Senator upon this floor. And he intimates that I shall stand alone, or with few with me. Well, sir, I have been "solitary and alone," and in the end I have seen the whole Senate and the whole nation come around and stand by me. I stood alone against the Bank of the United States, and I have lived to see it proclaimed to be an obsolete idea upon this floor. I am not afraid to stand alone, but it is unfair to reproach the Secretary of the Navy, and to include him, and brand him, and stamp his report before it is made as a thing of nought. This is a new thing in this Senate, sir; and I protest against its coming into the Senate against the head of a Department, between whom and this Senate there should subsist a most decorous intercourse. The public service requires that there shall be intercourse and decorum between the Senate and the heads of Departments. While, then, I freely surrender to the Senator from Louisiana the privilege of treating my arguments and opinions with unmeasured scorn and contempt, I deny him the right to do the same thing with respect to the opinions of the Secretary of the Navy.

The Senator from Maine, (Mr. HAMLIN,) who sits upon my right, has said, "if this thing is to be pressed."—Well, sir, that gentleman and myself have not been acquainted very long—six or seven years, perhaps—but I do not think there is any thing in our acquaintance that authorizes that gentleman or any other to interpose that word "if." [Laughter.] When I make a proposition, sir, I propose nothing but what I think is right; and when it is made I stand to it till there is a proper decision upon it, or it is brought to a conclusion. Having met this extraordinary opposition, such as there has been no parallel to in the American Senate, I shall ask the Senate for the yeas and nays before I am done with it. I will show that I am in earnest.

The Senator from Mississippi says our coast surveys are incomparably superior to those of Great Britain. Well, sir, that brings up the realization of what I have heard, but never saw. It is making a thing so perpendicular that it leans over; for the British coast surveys are made with mathematical accuracy. I want to know what must be the character of those, then, that are made with more than mathematical accuracy? The British surveys are mathematically correct, and ours are more so. I should like to have him give us an idea of a perpendicularity which is more than perpendicular—which leans over.

Mr. President, there was once a word, accustomed to be pronounced in this chamber and in the other end of this Capitol, which was a very respectable word in its day. It was the word "economy." And if we cannot begin now to think about economy, I take it we shall soon be in a condition in which we shall be forced to think, as we were in 1841. What does this coast survey cost us under the civil superintendent? It has cost us $406,000 this year, and $460,000 are asked for the next. Now, if the navy, which costs us about seven or eight millions of dollars per annum, can do this work well enough to save the ships which they themselves navigate, here is economy, a saving of some three or four hundred thousand dollars per annum at once. Is it not worthy of consideration at any time to know how we can save such an amount as this for our country? Is it not worthy of consideration at any time, and especially at this time, when we are going to the edge of a precipice in our financial affairs?

I present this question under the double aspect of a question between the navy and a civil superintendent, and as involving the incompetency of the navy, and if the Senator from Mississippi was not understood when he replied to some words by me the other day, when I was speaking on the subject of the Louisville and Portland canal, I will accept from him whatever he says he meant by the words he then uttered.

Mr. DAVIS, of Mississippi. Always meaning that the navy are not incompetent in any branch of their appropriate profession, I think they are incompetent to sail over the summit of the Sierra Nevada mountain; and I see no reason why they should be made to perform the service which belongs properly to the land. That is the incompetency of which I spoke.

Mr. BENTON. Well, I grant it would be some work to sail one of their ships to the summit of the Sierra Nevada mountains, twelve thousand feet high; and I take it, sir, it is a new idea in the coast survey that a chart is to represent to you a mountain one hundred and fifty miles in the interior, and twelve thousand feet high. I had always understood that the chart was to apply to the coast; that it gave the land and water contiguous, and gave as much land as was necessary to understand the approaches to the land.

By the act under which we are now operating the direction is to ascertain the shoals and the islands which are within twenty leagues of the coast, and to ascertain the headlands, soundings, bearings, capes, and points. I apprehend that a chart consists of an exhibition of the land and water that join an exhibition of the coast, and that there is no necessity for going into the interior of the country in making out a chart. But here we are, Mr. President, involved in a question of the superiority of one department over another in conducting this business. Sir, it is precisely the question which we want to get at. Nor is it absolutely necessary to run the parallel of superiority. The question is, can the navy do the work well enough for the business and commerce of the country, and the navy of the country? That is the question, sir, can they do it well enough, and if they can do it well enough, I hold that they should be put upon it.

Sir, what does our navy cost us now? Seven or eight million dollars per annum. What is their employment? We know that when we began our navy there were pirates in the Mediterranean sea, that barbarous nations lined the shores with piratical hordes, and we sent small vessels—never larger than a frigate—to protect the property and persons of our citizens. Even then, when the Mediterranean sea was lined with piratical nations, and when captivity was the fate of all who were taken by them, or the blunderbus was the only alternative, even then we had nothing but some small vessels, and they were found sufficient for the purpose. Now the commerce of the Mediterranean is as safe as that of the Chesapeake bay, and that of the whole archipelago of the Black Sea is as safe as that of the Potomac river. There was a time when there were pirates in the West India Islands, and we sent our vessels to protect our commerce, and now there are no more pirates there, than there are in the District of Columbia. We have a location less exposed upon our coast than if we were living upon an island like that of Great Britain, and were liable to a Norman descent, or a Spanish armada. Our navy has grown to be large, and the people are beginning to inquire what are the uses to which it is applied? Where is it necessary to go now to protect our commerce and to defend it from pirates? Our naval establishment has become large, is costing about seven or eight millions of dollars annually. Here is a piece of work for the navy to do, the appropriate business of the navy, and are we to have that work done by others at an expense of four hundred thousand dollars per annum?

Sir, this is a question to go before the country, and it is a question which will concern the navy. For if, after paying seven or eight millions of dollars to keep up the navy, in order to protect our commerce, which needs no protection, we then have to hire men at the rate of four or five hundred thousand dollars per annum to do their work, it is time for us to consider. But I do not admit it; I stand up for the navy; I stand up for our navy officers; and I declare my confidence in their entire capacity to do whatever is necessary to be done in carrying on the coast survey. The fact is, they are doing it now, as I have just said, so far as they are employed to do it; and my argument is that they should be employed to do the whole, and that thus some four or five hundred thousand dollars would be saved annually that is now paid to another establishment, which has grown up almost to the power and influence of a department. I ask for the yeas and nays on the adoption of the resolution.

The yeas and nays were ordered.

Mr. DAVIS, of Mississippi. Mr. President, the Senator winds in a circle with his argument. He begins by making an issue for some one which nobody has made, and says it is theirs. A plain-dealing man, who should come in and find him in the middle of his speech, would suppose he had offered a resolution of inquiry, and great opposition had been gratuitously made to it on the part of other Senators.

Now, the Senator will recollect that what I said when I addressed the Chair and the Senate was in reply to the Senator from Missouri, from notes taken while he spoke. It was a brief reply to a long address. And yet, from the remarks of the Senator from Missouri, one would infer that I had sprung this debate on this resolution, and forced him into a defensive attitude. And this he calls an extraordinary proceeding. It is extraordinary, sir, if a Senator can offer a resolution and make a vehement speech on it, and nobody can reply. But enough of this for the present.

This controversy is one of the Senator's own seeking. I answered some of his arguments in the first place, and I propose to answer some more of them now. He cries aloud for economy, and says that $400,000 are paid for people to do the work of the navy. Can he not conceive that topography is not the proper department of the navy; that the survey of the shore, the running of lines perhaps as far interior as 150 miles from the coast, may be the proper basis of an accurate survey of the coast itself? It requires but very little exploration in the scientific labors of the coast survey to understand all this. The Senator knows it well. Why, then, will he not be content?

What is the work of the navy? Shall I state again, as I have stated so often, that it is the hydrographical part of the survey. The navy cannot perform every part of the work. Is it any portion of the work of the navy to compute scientific problems? Would an officer of the navy be advanced in his profession by such attainments, or would he not become a mere *savant* and cease to be a sailor? Go to any practical officer of the navy and ask him the question, and he will answer you affirmatively, and tell you that he wants no officer of the navy converted into a mere *savant* by being cloistered in scientific pursuits.

But as to this argument of economy. How is the Senator going to save this expenditure of $400,000. He will certainly recollect that this great increase of expenditure arises from the survey of the coast of California. Why, then, does he dwell upon this augmentation of expenditure? He cannot certainly have forgotten the cause of this increase of expenditure. He speaks of ships of war no longer necessary for the protection of commerce. Does he believe those ships can be made available for the wants of the survey? Does he not know that they will be wholly unsuited for the work? Does he not know that the navy would require the same class of vessels that is now required for the survey, and that their vessels, if withdrawn from the protection of commerce, would not be applicable to this work? Then the additional expenditure, so far as any would exist, if this survey was under the administration of the Navy Department, would be for exactly the same labor which is now performed.

You would have to employ topographical engineers just as you now employ them for your survey of the interior, upon which the survey of the coast should rest. Your topography would have to be done then exactly as it is now. The hydrography would be then done by the navy, as it is now. What would be gained? You would transfer the coast survey from the Treasury Department, which stands neutral between the army and navy, to another Department, to draw the means of prosecuting the work, to some extent, from another and a rival Department. This might generate a bad feeling, which does not now exist among the operatives of the coast survey. But would you diminish the expense? Does any man believe that you can turn the army or navy into a work which is not professional, and reduce the expense of the work below what it would be if civilians or professional men executed it? Does any man believe he could send soldiers to execute hydrography cheaper than sailors, or that sailors could do topography cheaper than soldiers? No man believes it who has any information on the subject. Men diverted from their professional pursuits to do a work would be more expensive than others. There is more reason to believe that civilians, regularly and constantly employed, could now be hired to do the work cheaper than either branch of the military service.

Economy is the argument, and it falls to the ground wherever it is applied to works of skill for our young sailors and soldiers, or works of skill for our older officers in the higher branches of science. They are now the chiefs of parties, and due merit is given to the soldier for what he does on the land, and to the sailor for what he does on the water. It is not right to transfer the land service to the navy, or the water service to the army. The survey stands now in a neutral department between the two. I hope and believe it will remain so.

I waive all the Senator's attempts to ridicule and jest. I leave that with him. But I tell him that when he attempts to make me say that our charts are delineated with more than mathematical accuracy, he puts in my mouth what he knew I never uttered. He knew that I never entertained such an idea—that I understood that nothing could be more accurate than mathematics. No member of the Senate knows better. He knows what a map is. He can understand that soundings may be laid off with mathematical accuracy, and yet present but a poor chart—a mean map. Let him go to the old charts that were made by our own coast survey, when it was in the charge of the Navy Department, and he will find lines of sounding there which no one can understand. No doubt the soundings were all properly made and correctly laid down, but yet they are utterly worthless, because they would not lead a vessel to a safe harbor through a channel of sufficient depth of water.

The Senator did not meet my argument fairly. He knew that was not my proposition. He knew full well that a chart might have mathematical accuracy, and yet be absolutely worthless.

Now, I did not mean to say—and I would not deem it necessary under ordinary circumstances to guard every uttered opinion—that the British charts are worthless, no more than that I meant to say they were not mathematically accurate. I say they are greatly inferior to our own. If the Senator will compare one of our recent charts with the best he can get from the British Ordnance Department, he will find the difference between them. And I know his judgment to be too good to doubt what his decision will be. I said nothing about any thing being more accurate than mathematics, or any thing being so perpendicular that it leaned over.

Mr. BENTON. I take that back.

Mr. DAVIS. I am glad the Senator does take it back, for such an argument, intended to reach a grave subject, I will not say I thought it unworthy of him.

But the Senator proposes to save $400,000. Be it remembered always that this increase has resulted from the survey of the coast of California, and the extraordinary price of labor on that coast. He thinks this sum will be saved by turning the coast survey over to the navy. In the name of common sense, how? Could you dispense with the steam vessels you now use? Could you dispense with the draughtsmen you now employ? Could you dispense with the clerks you now hire. Could you dispense with the topographical corps you now have? Could you dispense with the delicate and expensive instruments you use in your main triangulations? What could you dispense with? Then how would you save $400,000, or $200,000, or 240,000, which was formerly required for the work?

You can only save it by abandoning the work. And when the Senator thinks proper to return to the mere old hydrographical charts, then I have only to say we have such charts made by our navy, by the Spanish, and by the British navy. We would satisfy none of the demands of commerce by making them. We can make no better hydrographical chart than the Spaniards made of the Gulf of Mexico. And unless we intend to make an accurate geodetic survey, upon which the hydrographical survey shall rest, we will do nothing that is worth the expenditure, either on the Atlantic or the Gulf coast. That is the proposition which Mr. Jefferson proved when he brought Mr. Hassler to this country; and, with great respect to the Senator from Michigan, I must consider him a very valuable acquisition to the United States. I know of his bad temper—that bad temper which made every department anxious then to get rid of the work of which he was the head, but which now, in its maturity and perfect organization, Departments are grappling for. But he was a man possessed of that science which was required for the work, and probably the only man in the country who was capable of undertaking it. Mr. Jefferson, with his usual wisdom and foresight, brought him to this country, where he laid the foundation of this great work. Though but little was effected in his time, he commenced a great work, which has since developed itself so much to the benefit and honor of the country. It is now rapidly going on under a system which I do not believe can be improved, by transferring the work from one department to another. I do not believe you can improve the present system of geodetic and hydrographical survey, resting on each other. Why, then, transfer the work? Is the object to change the head of the coast survey? Then go and find a man of more science at home or abroad; find a man of purer character, of simpler habits, and more beloved by all under his authority. Find that man before you attempt to change the character of the work and to displace the superintendent. If such be not the purpose, I know of no real purpose why this transfer should be made. If the character of the work is to remain the same; if it is to be conducted as now; if it is to be a joint work of the army, of the navy, and of civilians, why, then, I ask, transfer it from one department to another, and, least of all, why transfer it from the Treasury Department, standing neutral between the army and navy, and throw it into the navy, and make that collision between the two branches of the military service which we seek to avoid?

I stated before, I believe, that the civil part of this organization is the permanent part, and is necessary to maintain the work. And I would say a word to my friend from Michigan, as it bears directly on his proposition. Suppose he had a board of officers selected from the army and navy of the highest attainments. If a war should break out, would those officers be worthy to wear their uniform if they did not belt on their swords and hasten to the scene of action? If you had such a board, would they not, in the event of a war, claim the right to exercise their commissions at the head of their commands, or on the decks of their vessels?

The civil part of this organization is the permanent part of it; it is that which remains through war, and it is the nucleus upon which the army and navy portion of the work aggregate themselves. This is one of the great benefits of the present organization, and which I consider essential to the further prosecution of the work. We encountered the difficulty to which I have referred during the late war with Mexico. The officers of the army, nearly all of them, left the work. If there had been a maritime war, the officers of the navy would certainly have done the same thing. We may encounter the same difficulty again, and would encounter it with any scientific board, unless they lost the character of sailors and soldiers and became mere *savans*.

Mr. DOWNS. Mr. President, I think there can be no stronger proof of the want of merit in this resolution than the fact that the Senator who introduces it has not sustained it on its own merits, but has stepped out of his way to attack those who opposed it. I therefore take it for granted that it has no merit; that it has no reason in its favor; for no gentleman can marshal and better enforce reasons in favor of a measure than the honorable Senator from Missouri. But, as he does not choose to do it here, it is a pretty strong proof that there is no merit in the resolution. The Senator from Missouri seems exceedingly anxious to make issues on this matter in different forms. He makes an issue between the navy and the coast survey, and attempts to raise the idea that there is some opposition to the navy. He appears to think that those who oppose this resolution have some hostile intentions against the Secretary of the Navy. He seems to intimate this of me. I never thought of such a thing. Nothing in my words justified such a conclusion. I have the honor of an acquaintance, though slight, with the Secretary of the Navy, and I have the highest respect for him. I merely suggested that I took it for granted he would have given us the reasons for his recommendation if he thought the public interest required it. How, then, can the gentleman array me against the Secretary of the Navy? I hope the gentleman will permit me to make my own issues, and will not make them for me. I have no issue with the Secretary of the Navy. I do not suppose any member who opposes this resolution has.

But the gentleman says I do not treat his arguments with respect. I am not aware of having treated them with disrespect. I certainly did not intend to do so. I stated the reasons why I could not concur with the Senator. It is the first time I have been informed that the reasons against the opinions of any Senator may not be given by another Senator without disrespect. I thought that whatever was the difference of age or the difference of position among Senators, we had at least the liberty of discussion, and the right to state in respectful and decorous language our approbation or disapprobation of any opinions that might be advanced here.

The chief object of what I said was to show that this subject had been elaborately discussed before; that a decision had been arrived at, and the Senate, being not very materially changed since that period, I had reason to believe would not change that decision, and that therefore discussion was protracted on a matter which had been worn threadbare before.

The honorable Senator from Missouri then must sustain his resolution on its own merits, and not raise an issue which I never made with the Secretary of the Navy or with the navy, for I have the utmost respect for them both. If the gentleman does not expect his opinions to be controverted, he ought to be careful to express only such opinions as would be most likely to meet with general approbation. I am sure he knows that conviction and acquiescence are not acts of volition. They depend upon the correctness of the position assumed. A member's acquiescence in a proposition does not depend on his own volition so much as on his conviction of the reason and justice of it. If the gentleman expects the Senate to acquiesce in all his propositions, he ought to be careful how he makes them.

But the gentleman does not seem to be at all discouraged by the idea that he stands alone in this matter, because he says he stood alone on another and a memorable occasion. That is very true; but a man of his experience and of his wisdom might have also recollected that times and circumstances change. It was once said of another great man, "but yesterday he might have stood against the world;" but I will not conclude the quotation. He might have recollected that when he made the memorable declaration that solitary and alone he set that ball in motion, he had a large mass of his fellow-citizens to sustain him. They did sustain him. But now, when he launches out against the coast survey, which has been in operation for years, which is applauded every where, against which I have heard no dissatisfaction from any quarter except from himself, he will pardon me for thinking that he will not only have to launch his barque alone, but that he will also have to row it and sail it to the end of the voyage "solitary and alone," as he started it, or nearly so.

Mr. BENTON. I wish to ask the Senator from Louisiana to finish his quotation.

Mr. DOWNS. I will do so, as the gentleman requests it of me. I do not recollect it perfectly, but I believe the remark was applied to Julius Cæsar that "yesterday he might have stood against the world," but now "none so poor to do him reverence."*

Mr. BENTON. I will tell the Senator why I asked him to finish the quotation. I had committed it to memory and thought he could not repeat it. That is all the reason in the world I had for asking him to repeat the quotation. [Laughter.]

The Senator says that I complained of his not treating my opinions with respect. What I said was that he had the privilege of treating my opinions and my measures with scorn and contempt; but I denied that he had the privilege of treating the opinions of the Secretary of the Navy so; for I considered it due to the decorum of intercourse between the Departments and the Senate that we should suppose when they make recommendations they have reasons for them, and that those reasons, when given, will be weighed and considered by members.

I expected to see this resolution of inquiry pass, as every other of the kind does pass, without one word being said upon any side whatever. But I have been charged with bringing on this debate, and I actually began to mistrust myself and to doubt what I had done. As I was not able to trust my memory, I sent to the reporters to ascertain the names of the gentlemen that have spoken and the order in which they spoke. Mr. DAVIS, of Mississippi, appears at the head of the list. The Senator from Michigan, who seems to have received a mission about the middle of the last session of Congress to oppose whatever I proposed, [laughter,] was the next to speak.

Mr. CASS. I did not oppose the resolution at all; I supported it.

Mr. BENTON. I beg ten thousand pardons of the gentleman.

Mr. CASS. I said I was perfectly indifferent as to what Department had charge of this matter, but I wanted a board to have control of it. The Senator will give me credit for supporting a proposition of his this one time.

Mr. BENTON. Certainly.

Mr. DAVIS, of Mississippi, moved to amend the resolution by adding at the close of it:

"And that the Secretary of the Treasury communicate to the Senate, why in his opinion, the survey of the coast should not be transferred from the administration of the Treasury Department."

Mr. BENTON. I suppose the Secretaries will answer separately and not jointly. Their answers ought not to be bound *in solidum*. With that understanding let it go.

The amendment was agreed to as follows: Ayes 29, noes 13.

The question was then taken by yeas and nays on the resolution as amended, and resulted as follows:

YEAS—Messrs. Badger, Bell, Benton, Bradbury, Bright, Butler, Cass, Chase, Clemens, Davis, of Massachusetts, Dodge, of Wisconsin, Dodge, of Iowa, Douglas, Ewing, Felch, Jones, Mangum, Shields, Smith, Turney, Upham, Wales, Walker, and Whitcomb—24.

NAYS—Messrs. Baldwin, Berrien, Clay, Davis, of Mississippi, Dawson, Downs, Gwin, Hamlin, King, Mason, Norris, Pratt, Rusk, Soule, Sturgeon, and Underwood—16.

So the resolution was agreed to, as follows:

Resolved, That the Secretary of the Navy be directed to report to the Senate what advantages to the public service would be derived from transferring the survey of the coast from the Treasury to the Navy Department, as recommended in his annual report accompanying the President's annual Message, and what additional legislation, if any, be necessary. And that the Secretary of the Treasury communicate to the Senate why, in his opinion, the survey of the coast should not be transferred from the administration of the Treasury Department.

AUSTRIA AND HUNGARY.

Mr. DOUGLAS. I rise to move to reconsider the vote of yesterday by which the Senate refused to print the extra number of the correspondence between the Secretary of State and the representative of the Austrian Government. I voted against the printing of the extra number for the reason that I thought we were attaching undue importance to the subject, and rather reviving an old controversy which has ceased to have much importance, and not supposing that any one would give a construction to that vote which I find some are disposed to do. I thought the sentiments of the correspondence on the part of our Secretary of State would receive so unanimous a response from the American people that no one could be supposed to entertain a doubt as to our approval of them. Much less did I suppose that any one would consider such a vote as being either disrespectful to our Secretary or a want of concurrence in the opinions advanced in the correspondence. I do not now regard the vote as susceptible, properly, of such a construction; but I find some friends on this floor who seem to have considerable feeling in relation to it; and in deference to their wishes and feelings, I move a reconsideration. I would rather see 10,000 copies printed and paid for by the Senate than have any one entertain a doubt on that point. I thought we were showing rather too much exultation at the triumph of our Secretary over the Minister from Austria in our discussion. I did not take any part in that triumph. But I move to reconsider the vote, in order to print the extra number.

Mr. RUSK. I hope the reconsideration will take place, and I shall then move to reduce the number to 5,000. I may be mistaken, but I have an apprehension that it will be perfectly agreeable to the Senate, and I shall ask the honorable Senator from North Carolina (Mr. MANGUM) to withdraw his proposition to print 10,000. I thought yesterday that it was the manifest wish of the Senate to print 5,000. I hope such a motion will now be agreed to.

Mr. WALKER called for the yeas and nays, which were ordered, and being taken resulted as follows:

YEAS—Messrs. Badger, Baldwin, Bright, Clarke, Clemens, Davis, of Massachusetts, Dawson, Dodge, of Iowa, Douglas, Downs, Ewing, Felch, Jones, Mangum, Phelps, Pratt, Rusk, Sebastian, Shields, Smith, Soule, Sturgeon, Underwood, Upham, Wales, and Whitcomb—26.

NAYS—Messrs. Benton, Berrien, Butler, Chase, Clay, Davis, of Mississippi, Dodge, of Wisconsin, Gwin, Hamlin, King, Mason, Norris, Turney, and Walker—13.

So the motion to reconsider was agreed to, and the resolution being amended by striking out ten and inserting five thousand, was agreed to, and the Senate adjourned.

HOUSE OF REPRESENTATIVES.

MONDAY, DECEMBER 30, 1850.

Mr. TOOMBS, of Georgia, appeared to-day in his seat.

Mr. LA SERE stated that the Hon. ALEXANDER G. PENN, elected from the third Congressional district of Louisiana, to fill the vacancy occasioned by the death of the Hon. Mr. HARMANSON, was present, and desired to be qualified.

The SPEAKER thereupon administered the oath, as prescribed by the Constitution of the United States, to Mr. PENN.

Mr. SIBLEY, in pursuance of previous notice, introduced a bill to amend an act entitled "An act to establish the Territorial Government of Oregon" and "An act to establish the Territorial Government of Minnesota;" which was read twice and referred to the Committee on Territories.

RIGHT OF WAY FOR A RAILROAD.

Mr. WHITE, in pursuance of previous notice, introduced a bill granting the right of way through the public lands to the Buffalo and Mississippi and Northern Indiana Railroad Company; which was read twice.

Mr. WHITE asked that this bill might be put on its passage.

The bill was ordered to be engrossed and read a third time.

Mr. BROWN, of Mississippi, in pursuance of previous notice, introduced a bill granting the right of way and making a grant of land to the States of Louisiana and Mississippi in aid of the construction of a railroad from Madisonville, Louisiana, to Jackson, Mississippi; which was read twice and referred to the Committee on the Public Lands.

BOUNTY LANDS TO SOLDIERS.

The SPEAKER stated that when the House adjourned on Monday last a motion had been made by the gentleman from Kentucky (Mr. CALDWELL) to suspend the rules to enable him to introduce, in pursuance of previous notice, a joint resolution explanatory of the act approved September 28th, 1850, entitled "An act granting bounty lands to certain officers and

*The quotation referred to above is as follows:

"But yesterday, the word of Cæsar might
Have stood against the world; now lies he there,
And none so poor to do him reverence."

soldiers who have been engaged in the military service of the United States." The question was, "Shall the rules be suspended?"

And being taken, it was decided in the affirmative: Yeas 131, nays 38.

The resolution was then read twice by its title.

Mr. CALDWELL, of Kentucky, said that he did not intend to detain the House with any remarks. He had no doubt that a very large majority of the members were impressed with the necessity of the passage of this resolution. He had therefore but one remark to make, which related to the immediate passage of the resolution. He had been informed by the Commissioner of Pensions that the warrants would not be issued until after the action of the House on the resolution, in order that the transfer might be fixed on the back of the warrant, which rendered necessary immediate action on the subject. He moved the previous question.

Mr. VINTON hoped the previous question would not be sustained.

And the vote being taken, the previous question was seconded: Ayes 83, noes 35; and under the operation thereof the bill was ordered to be engrossed and read a third time.

Mr. VINTON moved to reconsider the vote by which the bill had been ordered to be engrossed. He said that he knew it was in vain to attempt to arrest the passage of this resolution, but at the same time he was not willing that it should hereafter be inferred, from silence on his part, that he was in favor of it. If he was a young man just entering into life, and desired to make a fortune, there was no measure that he would so soon advocate and vote for as the proposition now under consideration. This resolution proposed to change the act of the last session of Congress so as to take away from those who were beneficiaries of Government the only security that they had against the speculation which had been invariably practised upon all land bounties granted by the Government. For a quarter of a century, to his knowledge, when the subject of these bounties was as well, if not better, understood than it is now, agents had been around the House for the purpose of procuring the passage of a law similar to the one passed at the last session of Congress; but always without success. The bill of the last session, however, did not accomplish what those who procured its passage desired. That measure was adopted through the perseverance of the agents by whom the House was perpetually surrounded, for the purpose of putting in their pockets the proceeds of the public lands of this country.

The law of the last session was passed with such restrictions as would enable the soldier to dispose of his land for a fair equivalent. But that did not answer the purposes of the speculators. The resolution under consideration was the second edition. If this resolution passed, the public lands—which a great policy required to be kept in the hands of the Government, and not in those of speculators, who would retard the settlement of the country—instead of being in the possession of two hundred and fifty thousand donees of this Government, would in a few years, possibly in eighteen months, be owned by individuals, who would be the proprietors of counties, he might say of States, of the public domain. If this resolution passed, these warrants would sink to nothing—they would fall below the bounty of 1812, and he would predict that the right of the soldier to one hundred and sixty acres of land would not sell for forty dollars, probably not for twenty dollars. If this resolution passed, he would undertake to say that without some explanatory law, it could not be executed, on account of the many frauds that would grow out of it.

Mr. CALDWELL, of Kentucky, thought that the bounty act of the last session, as it now stood, and as the Secretary of the Interior had declared, was a law for the benefit of speculators. It was necessary that the resolution now before the House should pass, in order to redeem that act from speculators. Not more than two days since, he received letters from gentlemen who had occupied the highest stations in his State, and who were beneficiaries of this act, declaring that this measure should pass. If the law stood according to the construction of the Secretary of the Interior, then he ventured to assert that no more than one-half of those entitled to be benefited by it would derive any advantage from it, and that half not more than one-half the advantage the act conferred.

The gentleman from Ohio had said that if this resolution passed, it would open a field for speculation. He did not know the history of that gentleman, but it might be that he had availed himself of an opportunity of this kind, and now possessed some eighty or a hundred thousand acres of land.

Mr. VINTON inquired if the gentleman intended to intimate any connexion of himself with land speculations?

Mr. CALDWELL replied that he intended to intimate nothing, but that it might be that the gentlemen had large tracts of land, and therefore was desirous of selling them.

Mr. VINTON said that the gentleman was quite mistaken.

Mr. CALDWELL said that the beneficiary could not dispose of his land if it be located. If the law allowed him to transfer his warrant, he could obtain a fair price, but if he was not allowed to transfer it, no one would buy it but the speculator; for no one but large capitalists and speculators could afford to buy the warrants. The sentiment in favor of the transfer of the warrants was unanimous every where, and this resolution should be passed.

Mr. JONES inquired if the gentleman had ever seen any claimant under the act of 28th September, 1850, who did not desire these warrants to be made transferable?

Mr. CALDWELL replied that he had not seen or heard of one.

Mr. VINTON inquired of the gentleman if he had seen or conversed with any speculators who were interested in this particular class of warrants?

Mr. CALDWELL replied that he had conversed with some concerned in the Mexican bounty act.

Mr. JONES desired to know if the gentleman had ever seen a soldier who served in the Mexican war, and who was entitled to land under the law granting bounties to those soldiers, who complained that he was authorized to transfer his warrant, or who said that he suffered loss in consequence of having it transferred?

Mr. CALDWELL replied that he certainly had not.

Mr. GORMAN asked the gentleman if, while in the army, after arriving at New Orleans, he did not see speculators there buying up warrants and taking advantage of the necessities of hundreds?

Mr. CALDWELL replied that he did not remain in New Orleans on his return from Mexico, but passed through without stopping.

Mr. CALDWELL then moved to lay the motion of Mr. VINTON to reconsider the vote by which the bill was ordered to be engrossed on the table; which motion was agreed to.

The bill was then passed, under the operation of the previous question, moved by Mr. CALDWELL, by the following vote: Ayes 108, noes 51.

RIGHT OF WAY FOR A RAILROAD.

Mr. SCHENCK, by unanimous consent, in pursuance of previous notice, introduced a bill granting the right of way through the public lands for a line of railroads through the States of Ohio, Indiana, and Illinois; which was read twice.

Mr. McCLERNAND moved to amend the bill by inserting a substitute, which, he stated, contemplated a grant of land in the usual form for the construction of a railroad. The road proposed was designed to connect the Mississippi river at a point opposite or near St. Louis with the Central Railroad in Illinois, extending from Cairo to Chicago, Illinois. The main road was to be extended by a branch to New Albany, opposite to Louisville; the other to Cincinnati or Sandusky city, or to some point between those places. There had been an unmistakeable call for this measure. Petitions and memorials had come up from Cincinnati, St. Louis, and from along the route proposed, in favor of such a measure. It was understood that Wheeling, Pittsburgh, Baltimore, and Philadelphia were also moving in favor of it. Cincinnati had already voted a loan of six hundred thousand dollars for a road from that point to St. Louis, and St. Louis had voted $500,000 for the same. The road was of national importance. It would connect the Mississippi with the interior of Ohio, and by means of works contemplated or in progress would extend the connexion to Baltimore and Philadelphia. It would become a section of the proposed continental railroad. It would traverse, in Illinois and Indiana, a district of country in which there was a large quantity of land which had been in market from twenty-eight to forty years, and which, being prairie land and free from timber, must remain unsold until by some such measure it can be made valuable.

After some conversation on a point of order—

Mr. SWEETSER moved to refer the bill and amendment to the Committee of the Whole on the state of the Union. He considered the giving away of public lands to corporations as a fraud, and thought it was squandering the public domain.

Mr. VENABLE was also opposed to the giving away of the public lands to private corporations. If the public domain was to be given away, let it be equally divided, so that each may obtain a fair share. He was in favor of getting rid of the public land—for the sooner they did this the better—but it should be equally divided. He was for the reference of the bill to some committee, where it could be considered.

Mr. MARSHALL desired to offer an amendment, which, in effect, was to facilitate travel between the city of St. Louis and Louisville, and made remarks in favor of such a proposition.

The amendment was ruled out of order.

Mr. SCHENCK then said that he would accept the substitute of Mr. MCCLERNAND in lieu of his own, which, he said, only differed from the bill introduced by himself because it gave more margin for the road. His bill gave simply the right of way, while the substitute gave lands to aid in the construction of the road, as well as the right of way to several States. Mr. S. then spoke in favor of the bill, and moved the previous question.

The SPEAKER stated that the gentleman from Ohio could not accept the substitute of the gentleman from Illinois, as the bill had passed from his control, and was in the possession of the House.

The House then adjourned.

TUESDAY, DECEMBER 31, 1850

The Journal of yesterday having been read—

Mr. PEASLEE, in pursuance of previous notice, introduced a bill for the settlement and payment of the claims of the State of New Hampshire, for the services of her militia and for disbursements for military purposes during the last war with Great Britain; which was read twice and referred to the Committee on Military Affairs.

REDUCTION OF POSTAGE.

The House went into Committee of the Whole, (Mr. STRONG, of Pennsylvania, in the chair,) and resumed the consideration of the bill to reduce and modify the rates of postage in the United States.

Mr. POTTER (Mr. HEBARD, who was entitled to the floor, yielding) gave notice of his intention to press the bill under consideration to its final disposition. It should not be lost as at the last session, in consequence of the rules of the House giving the general appropriation bills preference over this bill as a special order. He intended, with the permission of the House, to close the debate on this subject on Monday next, and gentlemen who desired to discuss this question must do so between this time and then. He had not pressed this matter during the holydays, as a great number of its friends were absent with their families, but he hoped that there would be a full House by Monday, when he desired to test its sense on the various propositions submitted to the committee.

Mr. HEBARD then concluded his remarks, commenced some days ago, in advocacy of an amendment which he intended hereafter to move, having for its object that newspapers delivered in the State where published, and more than thirty miles from the place of publication, shall pay half a cent postage, and that newspapers delivered in the State where published, and not more than thirty miles from the place of publication, shall go free of postage.

Mr. CHANDLER was opposed to any distinction in the rates of postage between country and city newspapers. The rates should be uniform, and editors themselves should compete for patronage. Country papers were usually dependant upon city papers for information, though he did not mean to assert that the latter were better conducted than the former. He knew brilliant examples of both. He gave notice of his intention, at the proper time, to move an amendment to reduce postage on magazine literature, which had obtained a considerable portion of the favor of the public. His proposition would enable the publishers of magazines to send their publications forward at half the rate of postage, if paid in advance, and it would also enable them to transmit their magazines by mail, instead of by private expresses, which would produce an increase of revenue.

Mr. WENTWORTH thought that those who enjoyed the advantage of cheap postage should pay the postage on newspapers in advance, as this would be to the profit of editors and publishers. There was no way in which the post-office lost so much as in the collection of postage on newspapers. He would encourage the editors both of city and country papers, and he would venture to say that if his proposition should pass, it would entitle and secure the members of the House to the thanks of every editor in the country districts, without distinction of party. The proposition he intended to offer was to the effect that whenever any person shall exhibit evidence to a postmaster that he has paid one year's postage on a newspaper not more in dimensions than nineteen hundred square inches, he shall receive such paper at fifty cents per annum when printed without the State of its publication, and twenty-five cents within the State of its publication, and ten cents within the county. On magazines, one-half cent an ounce for any distance, provided postmasters may send money to publishers from subscribers free of postage, and receive their own papers and periodicals without charge.

Mr. FOWLER desired a uniform rate of two cents on letters, and was surprised at the objections urged against the reduction of postage to two or three cents, and that so many gentlemen were in favor of five cents, and nothing less. He was in favor of a reduction of postage to two cents for all distances, being confident that this was the true point at which they should aim at the present time. All the petitions sent here were, without an exception, so far as he knew, for a reduction of postage to two cents, and he believed that such a request was reasonable. If postage was fixed at two cents, it would thereby bring all matter in relation to letters within the post office, and do away entirely with private expresses, besides securing at least half a million of dollars in regard to this single item. By such reduction they could cause a larger revenue than by a reduction to three or five cents. The predictions made when the last reduction took place, that such reduction would throw the Post Office Department for support on the Treasury, had never been fulfilled, and the Department was more prosperous now than heretofore. If postage should now be reduced to two cents, the wisdom and practicability of the measure would be demonstrated in less than three years. He was for the abolition of the franking privilege, by which reform they would realize a million of dollars. He hoped they would pass the measure to-day, and thus wind up the first half century by the passage of such a noble act.

Mr. OTIS was glad to hear that this measure was to be pressed for the action of the House, and he was for immediate action. Gentlemen thought that because they were acting under a special order to be continued from day to day until disposed of, there was no danger of delay; but he would inform those in favor of this measure, and in earnest, that they may not be so secure as they thought. Two years ago a bill of this kind was made the special order, and while it was under consideration the appropriation bills were reported. The question then came up whether these appropriation bills superseded the special order or not, and it was decided by the Speaker that the special order was *superseded* by the general appropriation bills, which decision was sustained by the House. He hoped, then, that the proposition to close the debate, when offered, would be sustained by the House. The people desired cheap postage. He did not mean by cheap postage a mere five cent rate. That would be a reduction of postage, but not cheap postage, and would be very far from being the measure of reform asked for by the ten thousand petitioners who desired a reform in postage. He was for the measure advocated by the gentleman from Massachusetts, (Mr. FOWLER.) Such a measure as that would carry into the mail all the correspondence of the people of the country, and a measure of this kind was required. If such reduction should be made, in the course of five years there would be sufficient revenue to carry on the Department in as effective a state as at the present time, and that without reducing any remote post routes or the compensation of the postmasters.

Mr. FEATHERSTON then obtained the floor, but gave way to a motion that the committee rise; which being agreed to, the committee rose and reported progress.

And the House adjourned to meet on Friday next.

SPLENDID SCHEMES
FOR JANUARY, 1851.

J. W. MAURY & CO., Managers.

VIRGINIA STATE LOTTERY,
For the benefit of Monongalia Academy.
Class No. 2, for 1851.
To be drawn at Alexandria, Va., on Saturday, Jan. 4, 1851.

SPLENDID SCHEME.

1 prize of..........$35,000	1 prize of..........$5,355
1 do of.......... 25,000	15 do.......... 1,000
1 do of.......... 20,000	100 do.......... 600
1 do of.......... 10,000	&c. &c.

Tickets only $10—Halves $5—Quarters 2.50.
Certificates of Packages 25 wholes $130
Do do 25 halves 65
Do do 25 quarters 32 50

$50,000—$20,000—$10,000—10 prizes of $1,000.
VIRGINIA STATE LOTTERY,
For the benefit of Monongalia Academy,
Class No. 5, for 1851.
To be drawn at Alexandria, Va. on Saturday, Jan. 11, 1851.
13 Drawn Numbers out of 66.
(Nearly as many prizes as blanks.)

MAGNIFICENT SCHEME.

1 prize of..........$50,000	1 prize of..........$2,940
1 do.......... 20,000	1 do.......... 2,000
1 do.......... 10,000	10 do.......... 1,000
1 do.......... 5,000	&c. &c.

Tickets $15—Halves $7.50—Quarters $3.75—Eighths $1.87
Certificates of packages of 22 whole tickets $140 00
Do. do 22 half do 70 00
Do. do 22 quarter do 35 00
Do. do 22 eighth 17 50

$40,000—$20,000—$15,000—10 Prizes of $1,500.
VIRGINIA STATE LOTTERY,
For the benefit of the Monongalia Academy.
Class No. 8, for 1851.
To be drawn at Alexandria, Va., on Saturday, Jan. 18, 1851.
78 number lottery—14 drawn ballots.

GRAND SCHEME.

1 grand prize of...$40,000	10 prizes of..........$1,500
1 do..........20,000	10 do.......... 1,200
1 do..........15,000	20 do.......... 1,000
1 do..........5,880	&c. &c.

Tickets $10—Halves $5—Quarters $2.50.
Certificates of packages of 26 whole tickets $130 00
Do. do 26 half do 65 00
Do. do 26 quarter do 32 50

$63,470—35,000—$25,000—$17,410.
100 prizes of $1,000.
VIRGINIA STATE LOTTERY,
For the benefit of the Monongalia Academy.
Class A, for 1851.
To be drawn at Alexandria, Va., on Saturday, Jan. 25, 1851.

BRILLIANT SCHEME.

1 prize of.......... $63,470	2 prize of..........7,000
1 do.......... 35,000	2 do..........5,000
1 do.......... 25,000	10 do..........2,000
1 do.......... 17,410	100 do..........1,000
2 do.......... 10,000	100 do (lowest 3 No.) 700
&c. &c.	&c. &c.

Tickets $20—Halves $10—Quarters $5—Eighths $2.50.
Certificates of packages of 25 whole tickets $260 00
Do. do 25 half do 130 00
Do. do 25 quarter do 65 00
Do. do 25 eighth do 32 50

Orders for tickets and shares, and certificates of packages, in the above splendid Lotteries, will receive the most prompt attention, and an official account of each drawing sent immediately after it is over to all who order from us.

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