

THE SOUTHERN TELEGRAPH... At FIVE DOLLARS per year, in advance...

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POETRY.



To... BY GEORGE D. PRENTICE. Thy life is in its day-spring lines...

DEATH.

Ye may twine young flowers round the sunny deck... And the low deep wail of the stricken one...

MISCELLANEOUS.

STEAM-BOAT RACING. How much is said of steam-boat racing! How many hard words are spoken...

his occupations. A battery was soon opened upon him from the now excited passengers. "Captain," cried one, "she's going ahead..."

"Now come the tug of war." Our excitement amounted almost to agony. To bathe was all we thought of. The boilers bursting we should have laughed at...

From the Natchez (Miss.) Courier, of Jan. 8. SEVENTEEN emigrants from Nashville, Tenn. left here yesterday, on their way to Texas. The Texas committee of this city...

Hints to Parents.—A modern writer has remarked, that a child that is much dandied about and talked to by a lively nurse...

DOCUMENTS. ACCOMPANYING THE PRESIDENT'S MESSAGE AT THE OPENING OF THE FIFTY-THIRD SESSION OF THE TWENTY-FOURTH CONGRESS.

[CONCLUDED.] The multiplication of Railroads will form a new era in the mail establishment. They must soon become the means by which the mails will be transported...

The cities and large towns on the great lines constitute centres from which the mails diverge to pervade and supply the surrounding country. All these points, generally, are the distributing offices...

The means of transportation between Washington and Boston are now so complete, that the system might be advantageously introduced, at least during the season of steamboat navigation. The time occupied in passing from Washington to Baltimore, by the railroad, is but two and a half hours...

Within the quarter of the Union embraced in the recent letting of contracts, there are several railroads. Some of them made no offers and the rest demanded prices far beyond the usual cost of transporting the mails...

The company owning the rail road between Washington and Baltimore, demanded \$10,000, or about \$250 per mile, merely to haul one daily mail from depot to depot...

The company owning the several railroads now constructing from Baltimore to Philadelphia, demanded \$30,000 or upwards of \$320 per mile, to haul one daily mail from city to city.

Aware that the Committee on Post Offices and Post Roads of the House of Representatives, had the subject of the transportation of the mails on railroads under consideration at the last session...

offered a contract for hauling a box containing the mail, from depot to depot, daily, to the Baltimore and Washington Railroad Company...

The undersigned does not intend to pay the prices demanded by these companies, unless directed to do so by those who have a right to control him. He will sooner put post coaches, or mail wagons on the old roads...

The undersigned is happy to state, that indications of a spirit more in accordance with the great object of public accommodation, which has induced the Legislature of the States to sanction the construction of the improvements, by private companies...

The New Jersey Railroad Company, whose road, when completed will extend from Jersey City to New Brunswick have offered to carry the great mail from New York along their road, one year at \$100 per mile...

The company owning the Portsmouth and Roanoke road have contracted to carry the mail three times a week, from Norfolk to Halifax, N. C., a distance of ninety miles, for the compensation paid the former contractor...

The Tascumbia, Courland, and Decatur Rail Road Company, have offered to carry the mail, three times a week, on their road at the lowest rate of post coach transportation in the Southern States, which amounts to about \$26 per mile.

It is conceded that the mail carried on all these roads, except the New Jersey road, no much less than the great mail between Washington and New York; but they probably bear a greater proportion to that mail than the compensation asked for the former service, does to that offered by the Department for the latter.

Referring to the instructions given to his Agent, for his further views in relation to the railroad companies, the undersigned submits the question to your disposition, and will await the instructions of Congress as to the course hereafter to be pursued with these companies...

As soon as it was ascertained that the mails contained these productions, excitement arose, particularly in the S. C. and to ensure the safety of the mail in its progress Southward, the postmaster at the place agreed to retain them in his office until he could obtain instructions from the Postmaster General...

Nor have the people of one state any more right to interfere with this subject in another state, than have they to interfere with the internal regulations, rights of property, or domestic police, of a foreign nation. If they were to combine and send papers among the laboring population of another nation, calculated to produce discontent and rebellion...

Whatever claim may be set up, or maintained, to a right of free discussion within their own borders, of the institutions and laws of other communities, over which they have no rightful control, few will maintain that they have a right, unless it be obtained by compact or treaty, to carry on such discussion within those communities, either orally, or by the distribution of printed papers...

Neither does it appear that the United States acquired, by the constitution, any power whatsoever over this subject, except a right to prohibit the importation of slaves after a certain date. On the contrary, that instrument contains evidences, that one object of the Southern States, in adopting it, was to secure to themselves a more perfect control over this interest...

The constitution makes it the duty of the United States "to protect each of the States against the invasions; and, on application of the Legislature, or of the Executive, (when the Legislature cannot be convened,) against domestic violence."

There is no quarter whence domestic violence is so much to be apprehended, in some of the States, as from the servile population, operated upon by the mistaken or designing men. It is to obviate danger from this quarter, that many of the State laws, in relation to the circulation of incendiary papers, have been enacted.

The position assumed by this Department, is believed to have produced the effect of withholding its agency, generally, in giving circulation to obnoxious papers in the Southern States. Whether it be necessary more effectually to prevent, by the legislative enactments, the use of the mails, as a means of evading or violating the constitutional laws of the States in reference to this portion of their reserved rights...

It is not convenient, because it imposes on the Postmaster General, whose administrative duties are sufficient for any one man the responsibility of settling near fifty thousand accounts annually, and disbursing upwards of two million of dollars.

of the Department, which now exceeds \$1,000,000 annually is by law, put at the disposition of the Postmaster General, subject to be paid over to his check, draft, or order, without other safeguards than those he chooses to impose on himself.

It is of doubtful constitutionality, because the constitution requires that "no money shall be drawn from the Treasury, but in consequence of appropriations made by law;" thereby pre-supposing that the revenues of the Government are first paid into the Treasury; whereas no part of the tax collected from the People in postage, amounting now to more than \$3,000,000, ever appears upon the Treasury books; and it is all expended without appropriation.

There would be nothing impracticable, or seriously inconvenient in the application of this principle, to the revenue of the Post Office Department. To effect this object, it is not necessary that the moneys be collected and deposited in banks, or any other designated place, or that the existing system of collection should be deranged.

Herewith is submitted a printed pamphlet, exhibiting the interior organization of the Post Office Department, as it now exists. The most important improvement required is to separate the settlement of accounts entirely from the Post Office Department, and rest it in an Auditor, appointed by the President, with the advice and consent of the Senate...

The Postmaster General would then be placed on a similar footing with the other heads of Departments.—His power over the funds of the Department should extend only to a superintendence over the rendition of accounts, to prescribing the manner in which postmasters shall pay over their balances, to making drafts for the collection and transfer of post office funds, to issuing warrants on the treasury for the purpose of paying balances reported to be due by the Auditor, and making advances in special cases.

There is another feature in which the present organization of the Post Office Department is defective and unsafe. It is believed to be a sound principle, that public officers who have an agency in originating accounts, should have none in their settlement. The War and Navy Departments, are in general organized upon this principle.

In the orders, contracts, and regulations, of the heads of those Departments, or their ministerial subordinate, issued and made in conformity with law, accounts originate. The moneys are generally paid by another set of agents, but partially dependent on the heads of the Departments; and the accounts are finally settled by a third set, who are wholly independent of them.

To enable him to exercise an effectual supervision over postmasters and contractors, a third Assistant should be given to the Department. These services have almost doubled since a second Assistant was added, and have been recently extended, making them too onerous to be performed by two Assistants, however distinguished for their industry and devotion to the service.

Three assistants, on the footing of Auditors as to salaries, with eight clerks each; a chief clerk on the footing of chief clerks in the other Departments; twelve clerks for other miscellaneous duties, including the dead letter service; an agent to superintend